



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Tuesday, January 10, 2017, 2:00 p.m.

Council Chamber, City Hall

Committee Members:

Councillor C. Block, Councillor R. Donauer, Councillor S. Gersher, Councillor A. Iwanchuk, Councillor Z. Jeffries, His Worship Mayor C. Clark (Ex-Officio)

Pages

1. CALL TO ORDER

2. APPOINTMENT OF CHAIR AND VICE CHAIR

City Council, at its Regular Business Meeting held on December 12, 2016 made the following appointments for 2017:

Standing Policy Committee on Transportation

- Councillor C. Block
- Councillor R. Donauer
- Councillor S. Gersher
- Councillor A. Iwanchuk
- Councillor Z. Jeffries

The Committee is requested to appoint a Chair and Vice Chair for 2017. Councillor Donauer was appointed Chair for 2016 and Councillor Loewen was appointed Vice Chair for 2016.

Recommendation

That the Standing Policy Committee on Transportation appoint a Chair and Vice Chair for 2017.

3. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

4. DECLARATION OF CONFLICT OF INTEREST

5. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of the Standing Policy Committee on Transportation held on December 6, 2016 be adopted.

6. UNFINISHED BUSINESS

7. COMMUNICATIONS (requiring the direction of the Committee)

7.1 Delegated Authority Matters

7.2 Matters Requiring Direction

7.2.1 Transit Mode of Payment - Robin Hansen [File No. CK 7300-1] 4 - 4

Attached is an email from Robin Hansen dated January 3, 2017.

Recommendation

That the matter be referred to the Administration for a report.

7.3 Requests to Speak (new matters)

8. REPORTS FROM ADMINISTRATION

8.1 Delegated Authority Matters

8.1.1 Alley Connecting 17th Street West and 18th Street West - Adam Pollock [File No. CK 6320-1] 5 - 7

Recommendation

That the alley connecting 17th Street West and 18th Street West be reviewed as part of the Pleasant Hill Neighbourhood Traffic Review in 2017.

8.2 Matters Requiring Direction

8.2.1 Inquiry – Councillor R. Donauer (March 21, 2016) Traffic Study – Area of Hangar Rd., 47th St. West, and Ave. C [Files CK 6320-1 and TS 6320-1] 8 - 15

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 10, 2017, be forwarded to City Council for information.

- 8.2.2 Inquiry – Councillor Z. Jeffries (August 18, 2016) Pedestrian Walk Light - Intersection of Attridge Dr. and Heal Ave. and Linkage Perehudoff Cres./Epp Ave. Area with Attridge Dr. [File No. CK 6150-1]** 16 - 18

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 10, 2017, be forwarded to City Council for information.

- 8.2.3 Single Camera Video Detection System – Award of Contract – Blanket Purchase Order [Files CK 1000-1 and TS 1000-13]** 19 - 21

Recommendation

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

1. That the City enter into an agreement with Electromega Ltd. to supply Aldis GridSmart single camera video vehicle detection systems over a three-year period at an upset limit of \$106,909 (including taxes) in the first year; and
2. That Purchasing Services issue the appropriate purchase order.

9. URGENT BUSINESS

10. MOTIONS (Notice Previously Given)

11. GIVING NOTICE

12. IN CAMERA AGENDA ITEMS

13. ADJOURNMENT

From: City Council
Sent: January 03, 2017 6:59 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Tuesday, January 3, 2017 - 06:59
Submitted by anonymous user: 174.2.30.82
Submitted values are:

Date: Tuesday, January 03, 2017
To: His Worship the Mayor and Members of City Council
First Name: Robin
Last Name: Hansen
Address: 513 11th street East
City: Saskatoon
Province: Saskatchewan
Postal Code: S7N0G1
Email: rfhanzen@gmail.com
Comments:
Dear Members of the Transportation Committee,

I would like the City to consider having buses accept paper money as a mode of payment in order to ride the bus. It is legal tender after all. Not providing change is one thing but not even accepting paper money is not a good policy choice because it leaves people without a ride and leaves the City without revenue.

To share a true anecdote, a woman with a child in a stroller tried to board the bus in Avalon, trying to pay with a \$5 bill. The bus driver did not accept the \$5 bill. The bus would not wait for her to walk to the nearby gas station to get change. The bus just left. With all of the technology we have to facilitate ridership, certainly it must be possible to accept money beyond coins, especially as the price to ride climbs closer and closer to \$5. Other cities take paper money on their buses. I think it is a very poor policy choice not to accept paper money on the bus.

Thank you for your consideration of this matter.

Sincerely,

Robin Hansen

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/398/submission/137911>

Alley Connecting 17th Street West and 18th Street West – Adam Pollock

Recommendation

That the alley connecting 17th Street West and 18th Street West be reviewed as part of the Pleasant Hill Neighbourhood Traffic Review in 2017.

Topic and Purpose

This report identifies that the concerns regarding the alley connecting 17th Street West and 18th Street West be reviewed as part of the Pleasant Hill Neighbourhood Traffic Review (NTR) process in 2017.

Report Highlights

The alley between 17th Street West and 18th Street West will be reviewed as part of the Pleasant Hill Neighbourhood Traffic Review in 2017.

Strategic Goal

This report supports the Strategic Goal of Moving Around as it improves safety for all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work and raise a family.

Background

During the Standing Policy Committee on Transportation meeting held on August 16, 2016, Mr. Adam Pollock brought forward a concern regarding the amount of traffic using the alley connecting 17th Street West and 18th Street West and requested that it be disconnected. The Committee resolved that the matter be referred to the Administration for a report.

Report

City Council, at its meeting held on August 14, 2013, approved a new process within the Neighbourhood Traffic Management Program. This process includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, developing joint recommendations that address the issues.

At its meeting held on November 28, 2016, City Council adopted a recommendation to undertake 11 Neighbourhood Traffic Reviews in 2017 which includes Pleasant Hill. Mr. Pollock's concerns will be reviewed as part of the 2017 NTR's.

Public and/or Stakeholder Involvement

Public meetings will be held, including an initial meeting with Pleasant Hill residents and stakeholders to identify specific traffic concerns and potential improvements, followed

by a second meeting to present a draft neighbourhood traffic plan for discussion. A third meeting may be required if significant changes to the draft traffic plan are required.

An initial meeting will be held in spring 2017, while the second meeting will be held in fall 2017.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City's online neighbourhood traffic concerns form, Shaping Saskatoon.ca website, or by phone, email, or mail.

The City's internal departments will have an opportunity to provide input on the plan pertaining to the impact on their operations.

Communication Plan

Residents and stakeholders in the Pleasant Hill neighbourhood will be invited to attend both meetings. The meeting invitations will be provided through:

- A flyer delivered to each residence in the neighbourhood;
- Shaping Saskatoon.ca website;
- Requesting the neighbourhood community associations to post the information on their website or Facebook page; and
- Notifying the appropriate Councillor.

The collection of issues and potential improvements will be completed through the following:

- Shaping Saskatoon.ca website;
- Written submissions at the meetings;
- Written notes taken by the Administration at the meetings; and
- Written, verbal, and e-mail submission to the Administration.

Financial Implications

There is sufficient funding in Capital Project #1512 – Neighbourhood Traffic Management funded from the Traffic Safety Reserve to undertake this neighbourhood traffic review, as approved in the 2017 Capital Budget.

The resources required to undertake the eight neighbourhoods selected for 2017 are estimated at \$350,000.

Improvements identified in the traffic plans are funded through the Traffic Safety Reserve. The purpose of the Traffic Safety Reserve is to provide funding for vehicular traffic, pedestrian, and safety related projects, including traffic calming. The Traffic Safety Reserve is funded from the City's share of the fine revenue generated from the Red Light Camera and Automated Speed Enforcement programs.

Environmental Implications

Neighbourhood traffic reviews are anticipated to have positive greenhouse gas emission implications, as the tendency is to reduce total vehicle mileage in an area by reducing speeds and improving conditions for walking, cycling, and transit use.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

A report presenting the traffic plan will be prepared for each neighbourhood, and presented to City Council upon completion in early 2018.

Public Notice

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

Report Approval

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

TRANS JMa – Alley Connecting 17th Street West and 18th Street West – Adam Pollock

Inquiry – Councillor R. Donauer (March 21, 2016) Traffic Study – Area of Hangar Rd., 47th St. West, and Ave. C

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 10, 2017, be forwarded to City Council for information.

Topic and Purpose

This report provides recommendations from the traffic study of the area around Hangar Road, 47th Street West, and Avenue C North.

Report Highlights

1. A description of the traffic characteristics in the area is provided.
2. Implementation of traffic signals is assessed in accordance with the Transportation Association of Canada (TAC) practices.
3. Traffic conditions and three-year collision data (2012 to 2014) are provided.
4. A budget adjustment is anticipated for comprehensive Airport Business District traffic review in 2017, at which time the Avenue C corridor will be re-visited.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing improved safety for all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

Background

The following inquiry was made by Councillor R. Donauer at the meeting of City Council held on March 21, 2016:

“Would the Administration please complete a traffic study on the area of Hangar Road, 47th Street West, and Avenue C and report back with solutions on how to facilitate traffic from the Hangar Road and 47th Street area turning northbound onto Avenue C. With increased traffic, this is becoming a safety issue. Specifically, would you please report back on the possibility of having traffic lights installed on Avenue C and Hangar Road, or Avenue C and 47th Street West.”

At its meeting held on June 27, 2016, City Council received an update report on the status of this inquiry, which outlined the steps being undertaken to complete the review.

Report

Traffic Characteristics

1. Avenue C and 47th Street:
 - A four-legged intersection with stop signs giving the right-of-way to Avenue C, the posted speed limit is 50 kph.
2. Avenue C and Hangar Road:
 - A three-legged intersection with stop signs giving the right-of-way to Avenue C, the posted speed limit is 50 kph.
3. Avenue C, aligned north-south:
 - Classified as an arterial roadway.
 - Four lane cross-section with two lanes of traffic in each direction.
 - Parking is not permitted on either side of the street.
4. 47th Street, the west leg of the intersection with Avenue C:
 - Classified as a local roadway.
 - Two lane cross-section with one lane in each direction.
 - Parking is permitted on both sides of the street.
5. Hangar Road, the west leg of its intersection with Avenue C:
 - Classified as a local roadway.
 - Two lane cross-section with one lane in each direction.
 - Parking is not permitted on either side of the street (the roadway is not wide enough to permit parking).

Assessment Methodology

The City of Saskatoon uses a warrant system developed by TAC to evaluate the need for traffic signals at each intersection. This system is used by engineers to ensure that installation is consistent and all anticipated objectives are met. The warrant procedure incorporates factors such as vehicular and pedestrian volumes, roadway characteristics, speed, traffic conflicts, crossing exposure, etc.

While collision history is considered, it is not a direct factor in determining the need for traffic signals. Gap acceptance, visibility and driver expectation are also considered to ensure safe movements through an intersection.

The traffic signal warrant calculation system alone does not provide sufficient information in order to make a final decision on whether to install a traffic signal at a specific location, and does not replace the need for experienced and objective analysis on a site-by-site basis. The installation of traffic signals does not guarantee a reduction in collision rates and, in fact, the number of collisions may increase, if traffic signals are installed when not required.

Traffic Conditions and Collision History

Pedestrian and traffic counts were collected on June 7, 2016, during peak hours (7:00 a.m. to 9:00 a.m.; 11:30 a.m. to 1:30 p.m.; 4:00 p.m. to 6:00 p.m.). The counts were used to complete a Traffic Signal Warrant to evaluate if the installation of a traffic signal

is required at the intersection of Avenue C and 47th Street. The current configuration of the corridor is illustrated in Attachment 1.

Collision data was reviewed from the most recent three year period (2012 to 2014), at the intersections of Avenue C/46th Street, Avenue C/47th Street and Avenue C/Hangar Road and identified the following:

Collision Data 2012 to 2014

Locations and Number of Collisions	Comments
14 collisions occurred at the 47 th Street intersection	<ul style="list-style-type: none">• 6 right angle collisions occurred involving eastbound 47th Street traffic entering Avenue C• 4 rear end collisions occurred in both northbound and southbound Avenue C traffic
8 collisions occurred at the Hangar Road intersection	<ul style="list-style-type: none">• 2 right angle collisions occurred involving eastbound Hangar Road traffic entering Avenue C
6 collisions occurred at the 46 th Street intersection	<ul style="list-style-type: none">• 3 right angle collisions occurred involving eastbound 46th Street traffic entering Avenue C

Implementation is considered when a Traffic Signal Warrant has a value of 100 points or more. The resulting point value at the intersection of Avenue C/47th Street was calculated at a score of 30 points. The Traffic Signal Warrant is shown in Attachment 2.

The Administration also examined the impact of consolidating eastbound left-turns and northbound left-turns to and from Hangar Road, and 46th Street West, to a single location at 47th Street West (Attachment 3). Converting Hangar Road and 46th Street approaches to right-in/right-out and installing a traffic signal at 47th Street West results in a Traffic Signal Warrant score of 74 points. The Traffic Signal Warrant for the potential future configuration is shown in Attachment 4.

As a result of this study, if any signal were to be implemented in this area, the best solution would involve installation of signals at the intersection of Avenue C and 47th Street in conjunction with restricted movements at the other two intersections. Due to the relatively low Warrant score of 74, the Administration does not recommend signals at this time. However, this solution should be considered when looking at the broader area, during a possible comprehensive review of access and traffic conditions in the Airport Business District.

Industrial Area Traffic Reviews

The Administration is currently completing traffic reviews for the North Industrial and Marquis Industrial areas. These projects were funded from the Automated Speed Enforcement revenues via a budget adjustment in the Traffic Safety Reserve in 2016. The Administration has received a formal request from the Saskatoon Airport Authority for a more comprehensive review of traffic flows in the area, which would be accommodated best through a comprehensive review that includes community and stakeholder engagement. The Administration will be bringing forward a report in 2017 and will include the Airport Business District Traffic Review project as a potential project. If the project proceeds, the Avenue C corridor can be revisited at that time

during the comprehensive review that will include consultation with businesses in the area.

Public and/or Stakeholder Involvement

If the Airport Business District Traffic Review moves forward, the public and stakeholders will be invited to participate and provide input on the issues and potential solutions.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

If the Airport Business Traffic Review does not proceed, then the Administration will follow up in early 2019 with a re-assessment after the North Commuter Parkway is open and traffic patterns have normalized.

Public Notice

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

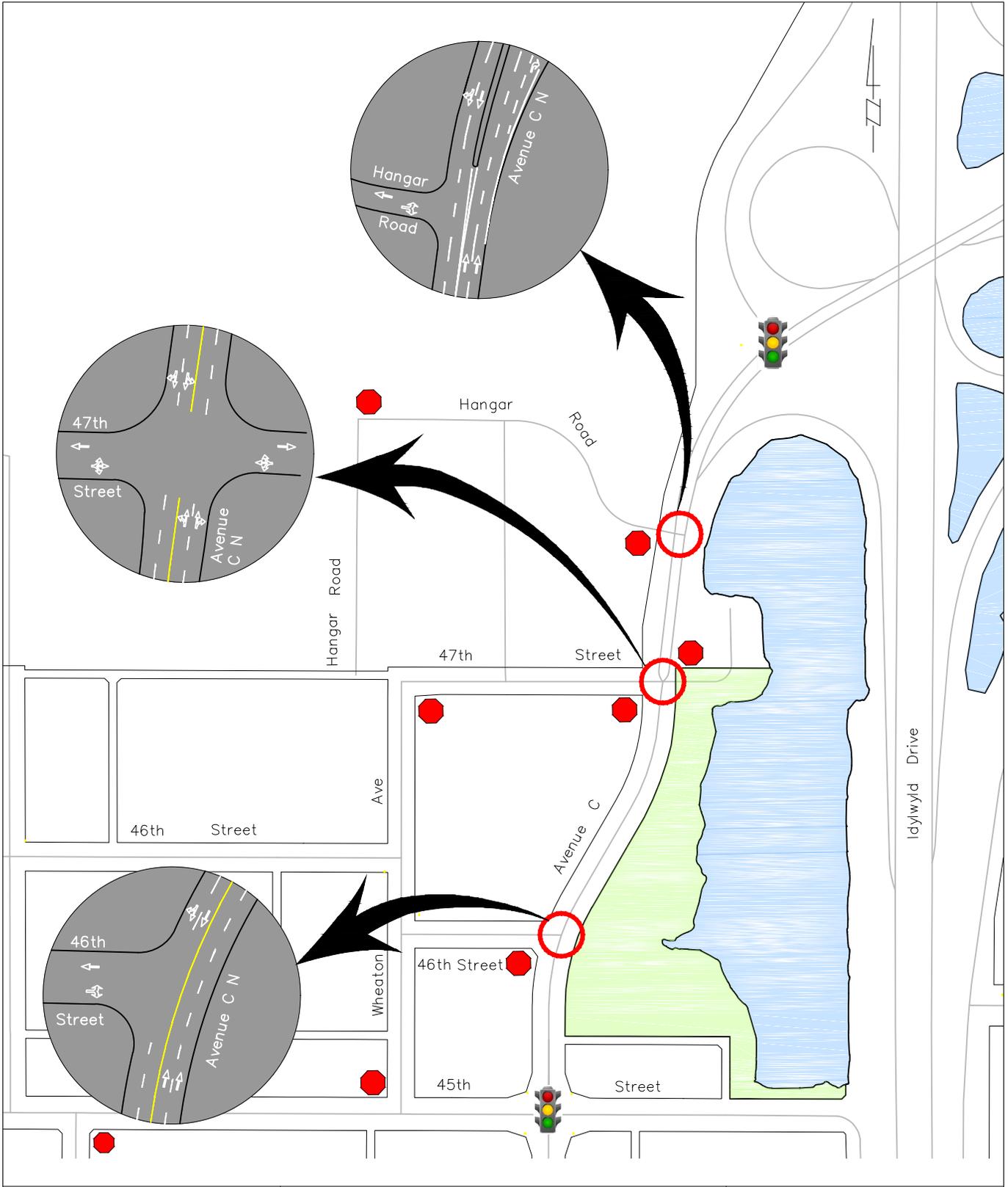
Attachments

1. Existing Corridor Configuration
2. Traffic Signal Warrant – Existing Configuration
3. Potential Future Corridor Configuration
4. Traffic Signal Warrant – Potential Future Configuration

Report Approval

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

TRANS DL – Inq C Donauer (Mar 21-16) Traffic Study – Area of Hangar Rd – 47th Ave C



PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>AMR</u>	
DATE <u>2016-AUG-03</u>	
SCALE : HOR. <u>NTS</u> VERT. _____	


City of Saskatoon
 Transportation & Utilities Department

EXISTING CORRIDOR CONFIGURATION
AVENUE C NORTH
45th STREET - IDYLWYLD DRIVE

APPROVED	
ENGINEER	_____
ENGINEER	_____
PLAN NO.	ATTACHMENT 1

TRAFFIC SIGNAL WARRANT - EXISTING CONFIGURATION

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name) **Ave C** Direction (EW or NS) **NS**
 Side Street (name) **47th St** Direction (EW or NS) **EW**
 Quadrant / Int # **DWL**
 Comments **DWL**
 for Warrant Calculation Results, please hit 'Page Down'

Road Authority: **City of Saskatoon**
 City: **City of Saskatoon**
 Analysis Date: **2016 Aug 02, Tue**
 Count Date: **2016 Jun 07, Tue**
 Date Entry Format: (yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT-LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Ave C NB			1			1		165	2
Ave C SB			1			1		475	2
47th St WB				1					
47th St EB				1					

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	225,000
Central Business District	(y/n)	n

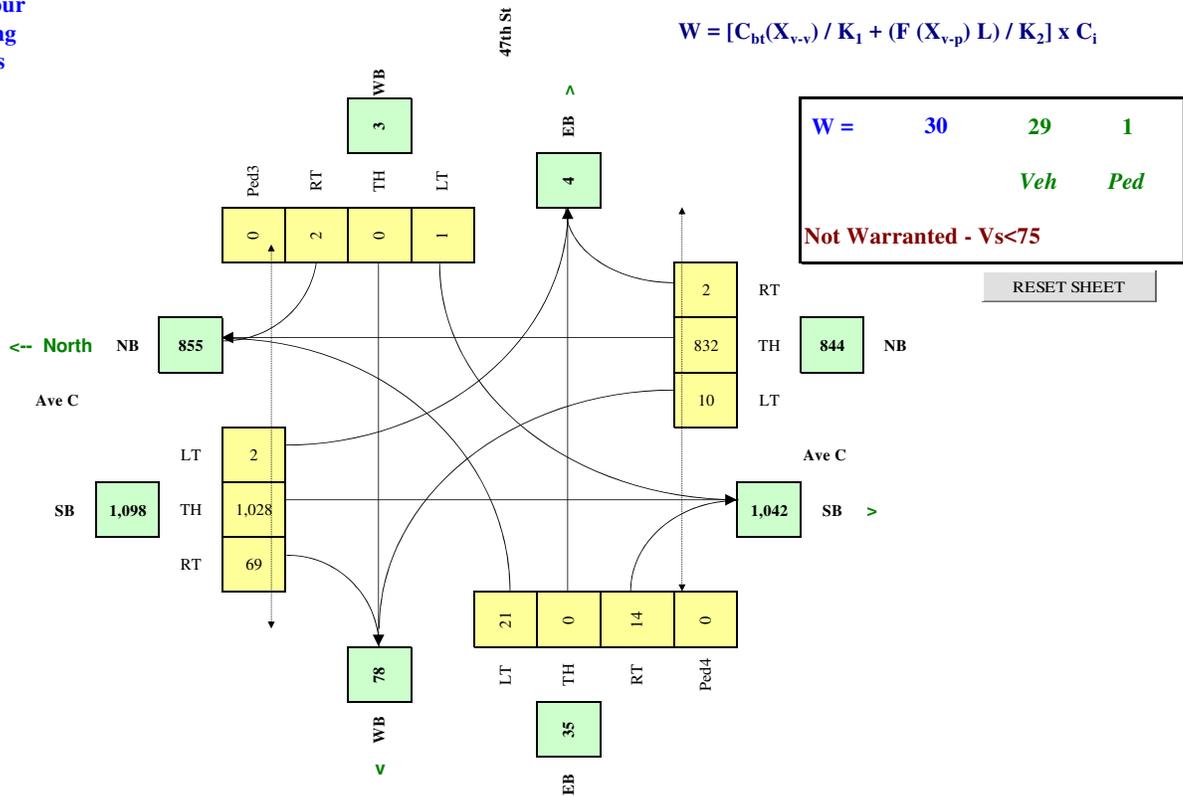
Are the 47th St WB right turns significantly impeded by through movements? (y/n) **n**
 Are the 47th St EB right turns significantly impeded by through movements? (y/n) **n**

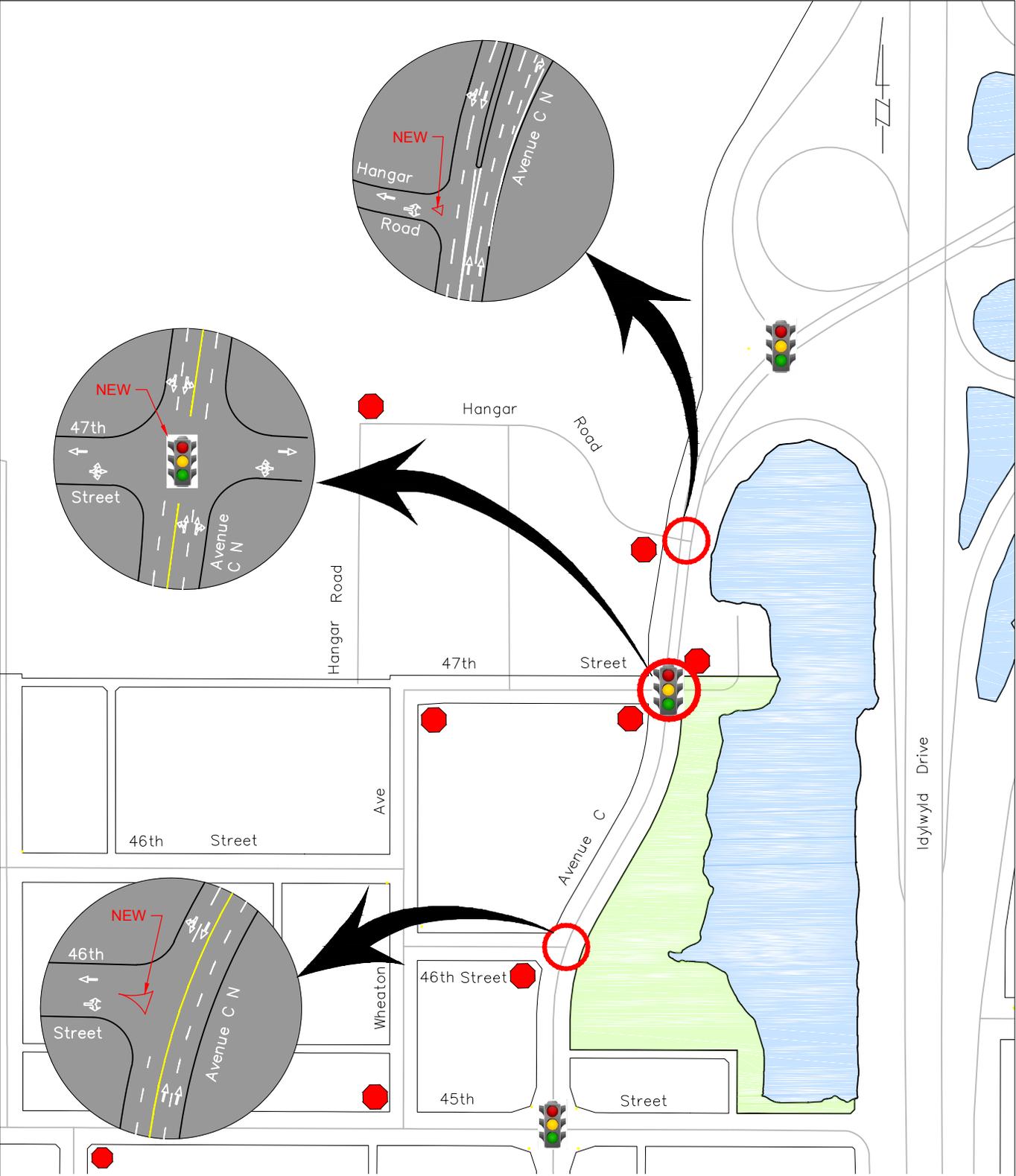
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Ave C	NS	60	6.0%	y	0.0
47th St	EW		2.0%	n	

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	NS W Side	NS E Side	EW N Side	EW S Side
press 'Set Peak Hours' Button to set the peak hour periods	18	1050	0	0	805	60	0	0	0	9	0	2	0	0	1	0
	2	744	1	0	869	58	0	0	0	8	0	0	0	6	0	0
	10	768	5	3	849	69	2	0	2	30	0	15	0	0	0	0
	12	728	6	4	943	49	3	1	6	25	0	22	0	0	0	0
	6	960	2	2	1383	132	0	0	4	28	0	27	0	0	0	0
	9	743	0	1	1317	44	0	0	0	27	0	17	0	3	0	1
Total (6-hour peak)	57	4,993	14	10	6,166	412	5	1	12	127	0	83	0	9	1	1
Average (6-hour peak)	10	832	2	2	1,028	69	1	0	2	21	0	14	0	2	0	0

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$





PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>AMR</u>	
DATE <u>2016-AUG-03</u>	
SCALE : HOR. <u>NTS</u> VERT. _____	



City of Saskatoon
Transportation & Utilities Department

OPTION 1- POTENTIAL FUTURE CORRIDOR CONFIGURATION
AVENUE C NORTH
45th STREET - IDYLWYLD DRIVE

APPROVED	
ENGINEER	_____
ENGINEER	_____
PLAN NO.	ATTACHMENT 3

TRAFFIC SIGNAL WARRANT - POTENTIAL FUTURE CONFIGURATION

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Avenue C N	Direction (EW or NS)	NS
Side Street (name)	47th Street W	Direction (EW or NS)	EW
Quadrant / Int #		Comments	DWL
for Warrant Calculation Results, please hit 'Page Down'			
CHECK SHEET			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2016 Aug 23, Tue
Count Date:	2016 Jun 07, Tue
Date Entry Format:	(yyyy-mm-dd)

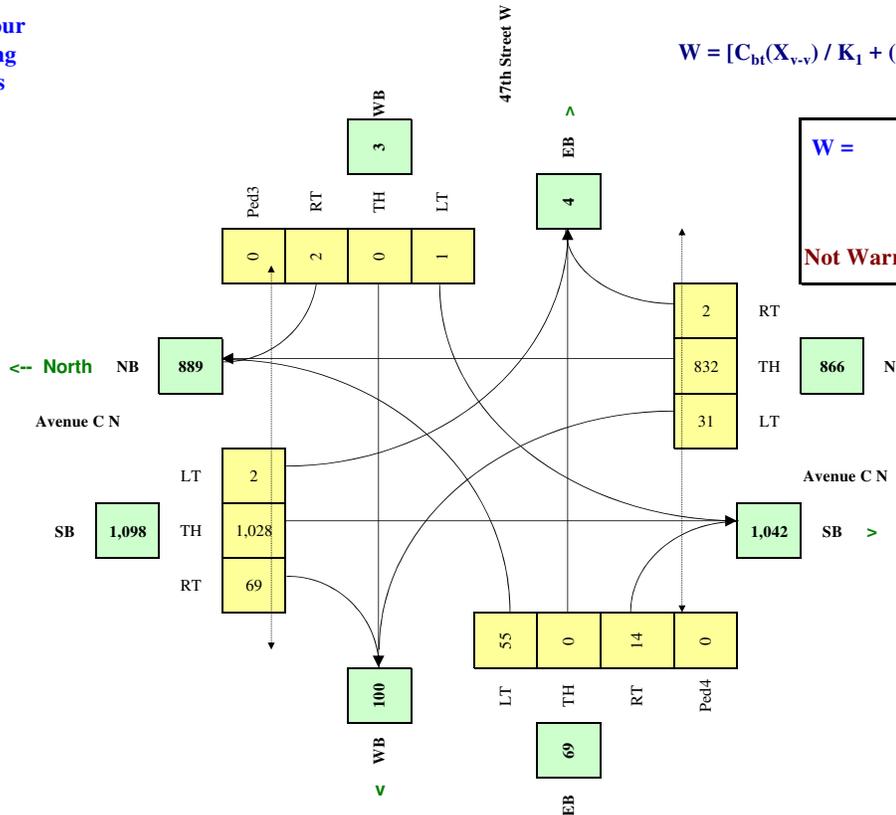
Lane Configuration		Excl LT	Th & LT	Through	Th+RT-LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Avenue C N	NB		1			1		336	2
Avenue C N	SB		1			1		276	2
47th Street W	WB				1				
47th Street W	EB				1				
Are the 47th Street W WB right turns significantly impeded by through movements? (y/n)									y
Are the 47th Street W EB right turns significantly impeded by through movements? (y/n)									y

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	260,000
Central Business District	(y/n)	n

Other input	Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Avenue C N	60	6.0%	n	0.0
47th Street W	EW	2.0%	n	

Set Peak Hours	Traffic Input									Ped						
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	47	1050	0	0	805	60	0	0	0	28	0	2	0	0	1	0
8:00 - 9:00	27	744	1	0	869	58	0	0	0	57	0	0	0	6	0	0
11:30 - 12:30	35	768	5	3	849	69	2	0	2	53	0	15	0	0	0	0
12:30 - 13:30	27	728	6	4	943	49	3	1	6	64	0	22	0	0	0	0
16:00 - 17:00	26	960	2	2	1383	132	0	0	4	65	0	27	0	0	0	0
17:00 - 18:00	26	743	0	1	1317	44	0	0	0	64	0	17	3	0	0	1
Total (6-hour peak)	188	4,993	14	10	6,166	412	5	1	12	331	0	83	3	6	1	1
Average (6-hour peak)	31	832	2	2	1,028	69	1	0	2	55	0	14	1	1	0	0

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v-v}) / K_1 + (F(X_{v-p}) L) / K_2] \times C_i$$

W =	74	73	1
		Veh	Ped
Not Warranted - Vs < 75			

RESET SHEET

Inquiry – Councillor Z. Jeffries (August 18, 2016) Pedestrian Walk Light - Intersection of Attridge Dr. and Heal Ave. and Linkage Perehudoff Cres./Epp Ave. Area with Attridge Dr.

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated January 10, 2017, be received as information.

Topic and Purpose

The purpose of this report is to provide information regarding a request for a pedestrian walk light at the intersection of Attridge Drive and Heal Avenue, and a pedestrian connection between the Perehudoff Crescent/Epp Avenue area with Attridge Drive.

Report Highlights

1. A sidewalk exists on the north side of Attridge Drive between Nelson Road/Berini Drive and McOrmond Drive, and at present there is no sidewalk on the south side of Attridge Drive at this location.
2. All lots on the south side of Attridge Drive between Lowe Road and McOrmond Drive are privately-owned. A pedestrian connection for the broader area south of Attridge Drive would require land acquisition or other agreement and construction of a walkway.

Strategic Goal

This report supports the Strategic Goal of Moving Around providing safe, well-planned neighbourhoods, improving the safety of all road users (pedestrians, cyclists, and drivers), and providing a great place to live, work, and raise a family.

Background

The following inquiry was made by Councillor Z. Jeffries at the meeting of City Council held on August 18, 2016:

“Would administration please report on the possibility of installing a pedestrian walk light at the intersection of Attridge Drive and Heal Avenue including information about opportunities to link Perehudoff Crescent/Epp Avenue with Attridge Drive with a pedestrian connection?”

The recently approved Active Transportation Plan recommends upgrading the existing sidewalk on the north side to a multi-use pathway, and does not specifically address any infrastructure on the south side at this location.

Report

Existing Conditions

Attridge Drive is an arterial roadway with a sidewalk on the north side between Nelson Road/Berini Drive and McOrmond Drive. On the north side of Attridge Drive, there are various pedestrian destinations with property lines that are unfenced and are easily

accessed by pedestrians. On the south side of Attridge Drive, there is a grassed boulevard with the ground sloped between the edge of the curb and property line. All properties to the south have existing fencing at the property line providing a physical barrier along the entire segment between Nelson Road/Berini Drive and McOrmond Drive. There is a gate in the fence of one of the properties near Heal Avenue.

The intersection of Attridge Drive and Heal Avenue is signalized, with a pedestrian crosswalk on the north side crossing Heal Avenue to coincide with the existing sidewalk. Pedestrian access from Perehudoff Crescent is provided at the west end of the crescent on a sidewalk along Kenderdine Road, which connects to Attridge Drive at a signalized intersection. Signalized, protected crosswalks crossing Attridge Drive are located 265 metres east of the intersection at McOrmond Drive and 320 metres west of the intersection at Lowe Road/Kenderdine Road.

A review was completed in June of 2016 to evaluate pedestrian and vehicular activity during the five peak hours of 8 a.m. to 9 a.m.; 11:30 a.m. to 1:30 p.m.; and 3:00 p.m. to 5:00 p.m. Results of the study indicated 41 pedestrians (11 teenagers, 30 adults) crossed Heal Avenue on the north side of the intersection during the five peak hours. As expected, due to the current configuration there were no pedestrians identified crossing Attridge Drive as there is no sidewalk on the south side, and a sloped boulevard exists which is not pedestrian friendly.

There are six residential parcels on Perehudoff Crescent which back Attridge Drive (310, 494, 498, 502, 510, and 610) and are all privately owned. Five are condominium type ownerships, with multiple owners on each parcel, and the sixth is a church. There is no public right-of-way between these parcels to provide a public pedestrian connection without land acquisition. Attachments 1 and 2 are a plan of the area, and a Google Street View screen capture of the site.

Possible Pedestrian Connection between Perehudoff Crescent/Epp Avenue with Attridge Drive

Two possibilities were considered by the Administration as possible strategies to provide better access between the area south of Attridge Drive and the commercial area to the north.

The first possibility is acquisition of right-of-way and construction of a walkway. Ideally, this would occur near the intersection of Attridge Drive and Heal Avenue, as this lines up with Epp Avenue to the south and is approximately the mid-point of the land area that would be serviced by the walkway. The Administration has not approached the land owners in the area to determine their interest in working with the City on construction of a walkway. This solution would involve negotiations with a property owner, construction of a walkway between parcels, and construction of the crosswalk across Attridge Drive which is already signalized and would simply be upgraded.

The second possibility would be to construct a pathway on the south side of Attridge Drive which could be accessed by the landowners to the south, through a gate or

opening in their existing fences. The pathway would allow people to walk to the Heal Avenue intersection and then cross Attridge Drive. The advantage of this solution is that no property would need be acquired by the City, and as such existing property owners would not be negatively affected. The disadvantage is that this solution would not provide access for residents not backing Attridge Drive.

Both solutions would result in higher than typical construction costs due to the grade differential between the existing developed properties and the roadway grade at Attridge Drive.

There are many pedestrian upgrades outlined in the City's Active Transportation Plan (ATP), and the Administration will be reporting on a prioritized list in 2017. The Administration believes that the first option above, including acquisition of property or agreement with a landowner and construction of a walkway, is a project of merit and would support the ATP principles. The walkway would link a large residential population with the commercial destinations north of Attridge Drive. As such, this location will be included in the list of all locations being considered. Its ranking in the priority list will be determined in the same manner as all other projects considered.

Other Considerations/Implications

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

Due Date for Follow-Up and/or Completion

No further report required.

Public Notice

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

Report Approval

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

TRANS JM – Inq - C Jeffries (Aug 18-16) Ped Walk Light – Attridge Dr-Heal Ave-Link Perehudoff Cres-Epp Ave with Attridge Dr

Single Camera Video Detection System – Award of Contract – Blanket Purchase Order

Recommendation

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

1. That the City enter into an agreement with Electromega Ltd. to supply Aldis GridSmart single camera video vehicle detection systems over a three-year period at an upset limit of \$106,909 (including taxes) in the first year; and
2. That Purchasing Services issue the appropriate purchase order.

Topic and Purpose

The purpose of this report is to obtain approval to enter into a contract with Electromega Ltd. for the provision of Aldis GridSmart single camera video vehicle detection systems.

Report Highlights

1. Electromega Ltd.'s Aldis GridSmart single camera video detection system is the preferred traffic detection system for larger signalized intersections. The Administration is seeking single camera video detection systems to be supplied by Electromega Ltd., the only distributor of Aldis GridSmart single camera video detection systems in Western Canada and the only supplier of a single camera video detection system in the traffic industry.
2. A three-year contract with Electromega Ltd. is being recommended with an upset limit of \$106,909 (including taxes) in the first year.

Strategic Goals

This report supports the Strategic Goals of Continuous Improvement, Asset & Financial Sustainability and Moving Around by streamlining the acquisition process, simplifying traffic detection at large intersections and improving motorists' safety.

Background

The City of Saskatoon has 275 signalized intersections with a majority that require vehicle detection to ensure efficient traffic movement.

Report

The continued growth of the city has added large and more complex intersections, increasing the need to signalize wide highway-style intersections such as Highway 16 and 71st Street.

Over the past year, the Administration has conducted extensive research into video detection systems for complex intersections, with the intent to develop a Request for Proposals. The review concluded that single-camera systems were preferred for large complex intersections, and there is only one such manufacturer in the industry. As a

result, a three-year contract with Electromega Ltd. is recommended for the following reasons:

- Aldis GridSmart is the only single camera video detection system for large intersections in North America;
- Installation and maintenance is simplified with ease of programming, fewer cables and ease of installation resulting in lower life-cycle costs;
- Electronics Shop traffic signal technicians are familiar with the Aldis GridSmart system from previous installations;
- Aldis GridSmart single camera video detection systems are well-suited for service in Saskatchewan weather; and
- Electromega Ltd. is the only distributor of Aldis GridSmart single camera video detection systems in Western Canada.

The Administration recommends that Electromega Ltd. be awarded a contract for the provision of Aldis GridSmart single camera video detection systems for a period of up to three years. At that time, the Administration will review the performance of this technology and other available video detection products in the industry.

Policy Implications

Awarding a contract to Electromega Ltd. is consistent with Section 4.3(b) of Policy C02-030 – Purchase of Goods, Services and Work as they are the sole distributor of Aldis GridSmart single camera video detection systems in Western Canada.

Financial Implications

The supply of Aldis GridSmart for the first year, at an upset limit of \$106,909, will be funded in the 2017 Operating Budget from the Electronic Stores Inventory, then charged to various operating and capital projects as required.

Contract Amount	\$ 97,190.00
PST (5%)	4,859.50
GST (5%)	<u>4,859.50</u>
Total Cost	\$106,909.00
GST Rebate (5%)	<u>(4,859.50)</u>
Net Cost to the City	<u>\$102,049.50</u>

The estimated costs to the City for years two and three are \$63,360.00 and \$65,505.00 per year respectively and are dependent on budget approval.

Other Considerations/Implications

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

Public Notice

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

Due Date for Follow-up and/or Project Completion

There will be no follow-up report.

Report Approval

Written by: Greg Borisko, Operations Superintendent, Electronics Shop
Reviewed by: Cory Funk, Traffic Operations & Control Manager
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities
Department

TRANS GB – Single Camera Video Detection System – Award of Contract BPO.docx