

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-012

POLICY TITLE <i>Median Openings</i>	ADOPTED BY: <i>City Council</i>	EFFECTIVE DATE <i>June 10, 1985</i>
		UPDATED TO <i>September 7, 2004</i>
ORIGIN/AUTHORITY <i>Report No. 17-1985 of the Works and Utilities Committee and Report No. 12-2004 of the Planning and Operations Committee</i>	CITY FILE NO. <i>CK. 6320-5</i>	PAGE NUMBER <i>1 of 4</i>

1. PURPOSE

To ensure median openings are constructed to allow an optimum level of traffic flow and ensure the safety of roadway users is preserved.

2. DEFINITIONS

2.1 Agency - any party other than a residential property owner.

3. POLICY

The City may construct median openings to perform one or more of the following functions:

- To permit left turns for access/egress to adjacent roadside development at locations other than intersections;
- To permit a reversal of direction on divided roadways at locations other than intersections;
- To accommodate cross traffic and left turn movements at intersections.

3.1 Construction Criteria

- a) Whenever possible, the need for a median opening will be determined prior to the initial roadway construction and will be incorporated into the initial roadway design.
- b) Construction of a median opening must meet the following criteria:

CITY OF SASKATOON COUNCIL POLICY

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C07-012

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Median Openings</i>	<i>June 10, 1985</i>	<i>September 7, 2004</i>	<i>2 of 4</i>

- i) The adjacent land use must have significant traffic generation characteristics or other special circumstances such as restricted access/egress. Actual or projected traffic volumes must exceed 150 left-turns during the peak traffic hour into the site.
- ii) The location of the median opening must not pose a safety hazard to roadway users, such as at the crest of a vertical curve in the road.
- iii) The design of a median opening will be based on traffic volumes and the type of turning vehicles and its design will be made according to the Geometric Design Guide for Canadian Roads, produced by the Transportation Association of Canada.
- iv) The occurrence of median openings must be minimized, while at the same time having due regard for access/egress requirements of adjacent land use.
- v) All median openings must have left turn bays.
- vi) Median openings will not be allowed within existing or proposed left turn bays.
- vii) Median openings will not be permitted on roadways designated as freeway and expressway.
- viii) Unsignalized median openings will not be permitted on roadways with a posted speed limit of 60 km/h or greater.
- ix) Median openings must not negatively impact adjacent/neighbouring residential properties (such as creating shortcutting of traffic through a neighbourhood).
- x) Median openings cannot be located within 150 metres, in either direction, from an existing signalized intersection or another median opening.
- xi) Unsignalized median openings will not be permitted when left-turn vehicles would have to cross three lanes of opposing traffic.

CITY OF SASKATOON COUNCIL POLICY

NUMBER
C07-012

POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Median Openings</i>	<i>June 10, 1985</i>	<i>September 7, 2004</i>	<i>3 of 4</i>

3.2 Construction Costs

Payment of all costs of constructing a median opening will be assessed in the following manner:

a) Prior to Roadway Construction

All administrative and construction costs will be included in the initial roadway construction costs if the need for a median opening is determined prior to roadway construction and receives approval of the General Manager of Infrastructure Services.

b) After Initial Roadway Design and Construction

All administrative and construction costs will be assumed by the requesting agency if the need for a median opening is determined after initial median construction.

3.3 Application Process

- a) The applicant must pay a \$600 application fee intended to cover Administration costs of the median opening review.
- b) If requested by the General Manager of Infrastructure Services, the proponent must retain the services of a professional engineer specializing in traffic operations to conduct a traffic impact analysis of the proposed median opening on the roadway corridor, to determine its impact on safety and traffic operations. This report will then be submitted to Infrastructure Services for review.
- c) Applications for median openings, made after initial roadway design and construction, require City Council approval prior to construction occurring.

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POLICY TITLE	EFFECTIVE DATE	UPDATED TO	PAGE NUMBER
<i>Median Openings</i>	<i>June 10, 1985</i>	<i>September 7, 2004</i>	<i>4 of 4</i>

4. RESPONSIBILITIES

- 4.1 Infrastructure Services Department - responsible for the administration of this policy.
- 4.2 Planning and Operations Committee - responsible for the yearly review of this policy in conjunction with the Infrastructure Services Department.