



Transportation 2017 Annual Report

City of Saskatoon

April 26, 2018

Transportation Division - 2017 Annual Report

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Message from the Acting Director

Transportation division's management and staff are stewards of Saskatoon's transportation network and are committed to providing safe, reliable, and timely options for travel in the City. The division provides expertise and direction to City Council, colleagues, property and business owners, and other organizations. I am pleased to present our results in the Transportation Division 2017 Annual Report on behalf of our division.

The report outlines our contributions to achieving the City's Strategic Plan and meeting Council Priorities. We take great pride in providing leadership, education, and engagement on City transportation systems. Several initiatives have been completed and more are underway that will further enhance service to citizens, increase efficiencies and reduce costs.

Our financial statements show responsible stewardship of the resources that Saskatoon citizens have entrusted to us. We continue to provide excellent value to our citizens as we identify opportunities to improve efficiencies, reduce capital costs and minimize impacts to ongoing operating expenditures.

Our key focus has been on proactively managing the performance of the transportation network, prioritizing infrastructure investments, and providing more choice to move around the city using alternative modes of transportation.

Internally we continue to ensure our employees are provided with a safe and respectful work environment. Personal and professional development is key to becoming the best managed city in the country.

The division will continue to plan for the future and make needed investments to our transportation infrastructure to manage existing demands and address the challenges of growth.

Jay Magus, P.Eng.

Acting Director of Transportation

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1 EXECUTIVE SUMMARY

The division contributes to the City's Strategic Goal of Moving Around and Sustainable Growth by providing services for the safe and efficient movement of people, goods and services within and through the city in a cost-effective manner. The division is responsible for the planning, design, regulation and operation of the city's transportation network. The division has 90 employees during peak summer season. In 2017, the division's operating budget decreased by 18.87% with operating expenses of \$6.98 Million. The lower operating costs were a factor of a budget reduction into capital contribution (\$1.85 Million less from 2016 to the Traffic Noise Attenuation Reserve), and an increase in cost recovery. However, the higher operating cost and cost recovery in 2017 is due to City's growth and expansion which increased the volume of work for traffic operations and control, customer support as well for planning of future developments.

Transportation division's 2017 capital investments included 29 funded projects for a total of \$28.92 Million. Total number of funded projects is higher by one than 2016, and the investment is lower by \$6.76 Million.

Implementation of recommendations from the ongoing neighbourhood traffic reviews continued in 2017.

2 TRANSPORTATION DIVISION

As part of the City of Saskatoon, the division provides services for the safe and efficient movement of people, goods and services within and through the city in a cost-effective manner.

2.1 Our Mission

The division are stewards of Saskatoon's transportation network. We are responsible to citizens and visitors to provide:

- Safe, reliable, and timely options for travel in the city.
- Expertise and direction to City Council, colleagues, property and business owners, and other organizations.
- Leadership, education, and engagement on City transportation systems.
- Injury-free work places.

2.2 Our Guiding Principles

Safety: through due diligence we plan for a safe city. We maintain a safe workplace and environment for workers and the public in everything that we do.

Trust & Reliability: we are competent, reliable, and proven in the service that we provide. To maintain our integrity we have a transparent process. Citizens trust us to make good decisions.

Continuous Improvement: we keep with the growth of the City while improving our processes, education, team work, public input: we identify and improve efficiencies.

Accountability: we honour commitments through public service. We build and maintain public confidence through consistent and timely feedback and delivery.

Teamwork: we work together as a team. We communicate, cooperate, engage and gather input from others when making decisions.

2.3 Our Core Services

- Planning and designing safe, reliable and timely options for travel in the city.
- Installing and maintaining safe, reliable and timely options for travel in the city.
- Providing leadership, education and engagement on City transportation systems.
- Providing oversight and strategies to ensure the City's Transportation network and systems are in alignment with the Corporate Strategic Plan and Council Priorities.

2.4 Our Corporate Values

Trust: We build trust with citizens and colleagues by providing accurate technical information, analysis and responses in a timely manner.

Integrity: We lead by example, making the best decisions and striving to work beyond the scope of the position.

Respect: We build on each other's strengths, respectfully acknowledging individual beliefs.

Honesty: We are honest to each other, and encourage frank, honest discussions while being sincere, admitting mistakes and learning from them.

Courage: We take smart risks, thinking through challenges, suggesting new approaches and embracing change to enhance our level of service.

3 OUR PEOPLE

3.1 Number of Employees

Transportation had 75 permanent year-round staff, 12 seasonal and 3 temporary staff in 2017.

3.2 Representative Workforce

Details on the Transportation division’s workforce is included in the table below.

Table 3-1: Workforce Statistics

Equity Group	Year-Round Staff December 31, 2017	All Staff (including seasonal) July 31, 2017	Saskatchewan Human Rights Commission Goal
Women	11.3%	15.9%	46.0%
Aboriginal	0.0%	8.0%	14.0%
Disability	0.0%	1.1%	12.4%
Visible Minority	11.3%	8.0%	11.0%

3.3 Organizational Chart

The Transportation division's organizational chart is presented below.

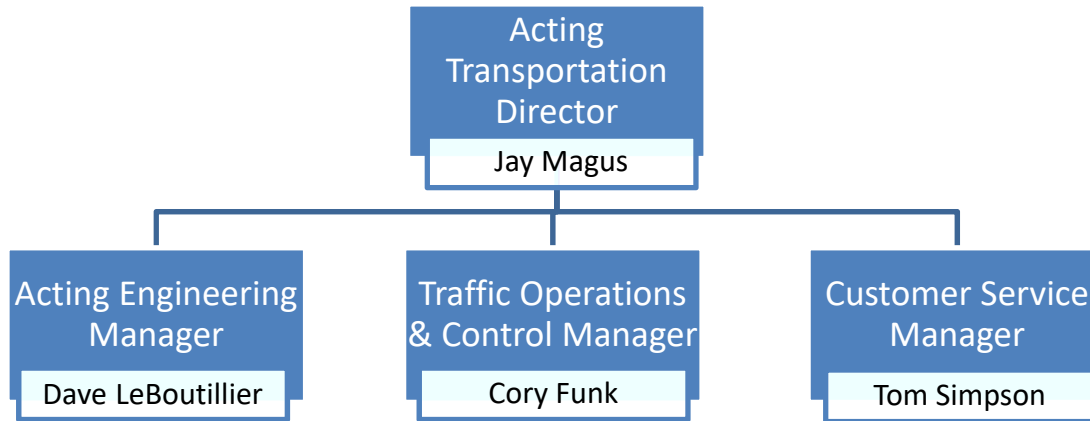


Exhibit 3-1: Organizational Chart

3.4 Employee Safety

In 2017, we successfully completed the following safety initiatives:

- Completed an audit of Transportation that focused on Leadership, Hazard Identification & Assessment, and Education & Communication.
- Developed and Implemented Sign Shop Detour training manual.
- Provided arrow board backing up training for all Sign Shop staff
- Developed two new JSA's for high risk activity pertaining to digger derrick work.
- Reduced lost time incidents.
- Reduced medical aid incidents.

Our proactive indicators are trending as indicated in **Table 3-2**.

Table 3-2: Proactive safety Indicators

Item	2017	2016	2015	2014
Safety Meetings	100%	97%	95%	87%
Tool Box Talks	92%	75%	77%	24%
Work Observations	122	180	118	19
Workplace Inspections	100%	92%	92%	0%

Our lagging indicators of Lost Time Incident (LTI) Frequency and Medical Aid (MA) are trending as indicated in **Exhibit 3-2** below.

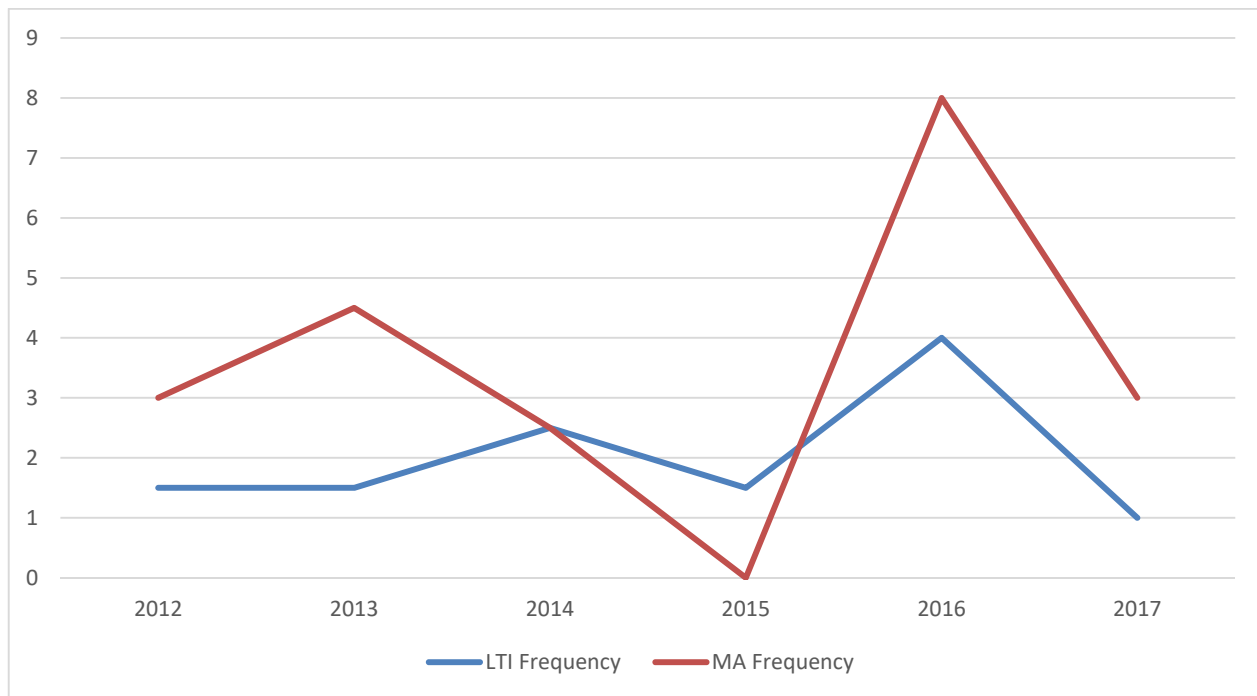


Exhibit 3-2: Lagging Indicators

4 OUR FINANCES

4.1 Revenues

Transportation division's 2017 revenues were \$0.21 Million, a decrease of 8.1% from 2016 revenues of \$0.23 Million. The decrease was due to the reduced revenue collection from Administrative fees related to right-of-way, sidewalk crossings and vehicle (truck) permits. Truck permits were introduced in 2017. The actual revenues were lower by 29.54% compared to the budgeted amount of \$0.29 Million, mainly due to overestimation of the new permits revenue.

The main sources of revenue are from the Urban Highway Connector Program, an annual operating grant for the traffic signing and pavement-marking services done on the Provincial Connector Roadways and from right-of-way, sidewalk/crossing and vehicle permit fees. Other revenues include road/lane closure application fees, boulevard leases and newspaper vending machines fees.

4.2 Expenses

Transportation division's 2017 operating expenses were \$6.98 Million or 18.87% less than 2016 operating expenses of \$8.60 Million. Compared to the 2017 Budget, operating expenses were 5.90% lower than the budgeted amount of \$7.12 Million. The lower operating costs were a factor of a budget reduction into capital contribution (\$1.85 Million less from 2016 to the Traffic Noise Attenuation Reserve), and an increase in cost recovery.

The distribution of the division's 2017 operating expenses are illustrated in **Exhibit 4-1**.

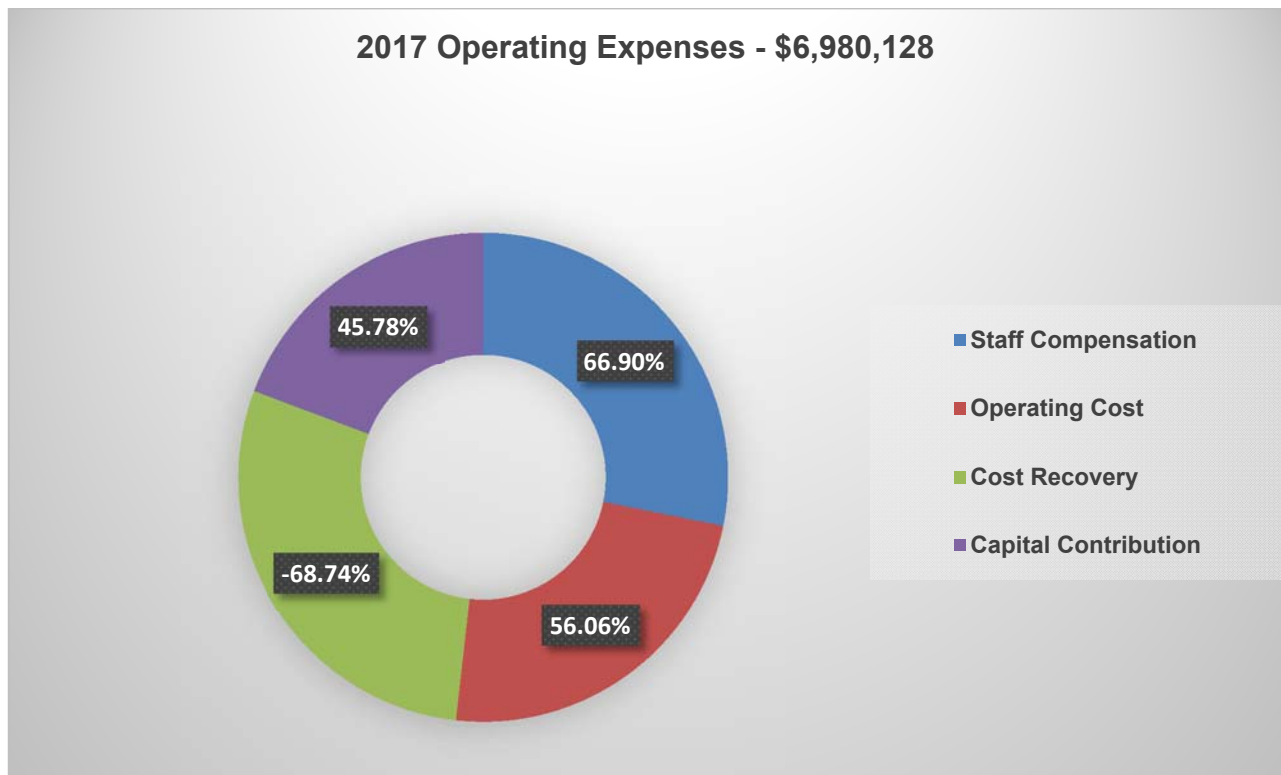


Exhibit 4-1: 2017 Operating Expenses

Details on each component are as follows:

- Staff Compensation of \$4.67 Million includes total wages and salaries, payroll costs and benefits associated with staff allocated to operations; planning, design and regulating the city’s transportation network; and permit issuance for the following uses: private use of City’s right of way, commercial vehicle travel and curb / sidewalk crossing.
- Operating Cost of \$3.91 million includes total cost for materials and supplies, equipment, contractual services, utilities/electricity, administration and other miscellaneous expenses. These expenses have been incurred for managing the existing transportation network; for maintaining and operating the City’s traffic signal system; for manufacturing, installation and maintenance of traffic signs; for marking of street lines, crosswalk and parking stalls; and for the planning and coordination of detours.

- Cost Recovery of \$4.80 million is related to charges applied to other divisions and departments, to external customers, and to certain capital projects for construction sign rental; sign and barricades installation; underground infrastructure; traffic counts; signage installation in new neighbourhoods, repairs for damages of City's property etc.
- Capital Contribution of \$3.2 million includes \$0.08 million contribution to IS Capital Reserve; \$0.05 million contribution to Transportation Infrastructure Reserve (IR); \$0.50 million to Active Transportation Reserve.

Higher operating cost and cost recovery in 2017 is due to City's growth and expansion which increased the volume of work for traffic operations and control, customer support as well for planning of future developments.

The division's Statement of Operations for the year ended December 31, 2017 is included in

Table 4-1.

Table 4-1: 2017 Year Statement of Operations

**Transportation Division
Statement of Operations
For the Year Ended December 31, 2017(\$000's)**

	2017 Budget	2017 Actuals	2016 Actuals
Revenue	\$(294.7)	\$(207.7)	\$(225.7)
Expenses			
Staff Compensation	3,945.2	4,670.0	4,575.4
Operating Cost	3,253.9	3,912.9	3,821.6
Cost Recovery	(2,976.3)	(4,797.9)	(4,222.0)
Capital Contribution	3,195.2	3,195.2	4,429.0
	7,418.0	6,980.1	8,604.0
Net Operations	\$7,123	\$6,772	\$8,378

4.3 Capital Investments

Transportation division's 2017 capital investments included 29 funded projects for a total of \$28.92 Million. Total number of funded projects is higher by one than 2016, and the investment is lower by \$6.76 Million.

A summary of capital investments for 2017 compared to 2016 is presented in **Table 4-2**.

Table 4-2: 2017 Capital Investments

**Transportation Division
Capital Investments (\$000's)**

Funded Capital Projects	2017 Budget	2016 Budget
P0631 TU-TRANSPORTATION SAFETY IMPROVEMENTS	\$ 100.00	\$ 100.00
P0948 TU-NEW SIDEWALKS AND PATHWAYS	1,300.0	391.0
P1036 TU-TRAFFIC CONTROL UPGRADES	200.0	100.0
P1137 TU-BICYCLE FACILITIES	-	679.0
P1456 TU-RAILWAY CROSSING SAFETY IMPROVEMENTS	1,390.0	50.0
P1504 TU- NEIGH.TRAFFIC REVIEW PERMANENT	160.0	610.0
P1505 TU-TRAFFIC SIGNAL INFRASTRUCTURE UPGRADES	368.0	390.0
P1506 TU-TRAFFIC SIGNING REPLACE-INFRA	200.0	390.0
P1507 TU-GUARDRAILS	151.1	110.0
P1512 TU-NEIGHBOURHOOD TRAFFIC MANAGEMENT	425.0	410.0
P1513 TU-PAVEMENT MARKING PROGRAM-INFRA	294.8	200.0
P1522 TU-TRAFFIC NOISE ATTENUATION	-	15,455.0
P1638 TU-BACK LANE TREE TRIMMING	50.0	-
P1963 TU-CORP. ACCESSIBILITY IMPLEMENTATION	575.0	100.0
P2011 TU-TRANSPORTATION MODEL IMPLEMENTATION	-	50.0
P2017 TU-MCORMOND DRIVE/HWY 5 GRADE SEPARATION	3,585.0	-
P2233 TU-ADVANCED TRAFFIC MGT SYSTEM	150.0	100.0
P2234 TU-WALKWAY MANAGEMENT	90.0	110.0
P2235 TU-INTERSECTION IMPROVEMENTS	330.0	1,750.0
P2241 TU-TRUCK ENFORCEMENT/EDUCATION	50.0	50.0
P2265 TU-TRANSPORTATION EQUIPMENT ACQUISITIONS	-	150.0
P2266 TU-HWY 16 AND 71ST STREET INTERSECTION	1,000.0	-
P2271 TU-HIGH SPEED ROADSIDE SAFETY	400.0	-
P2428 TU-FUNCTIONAL PLANNING STUDIES	-	50.0
P2434 TU-HWY 11 & HWY 16 CLOVERLEAF	-	200.0
P2436 TU-CORRIDOR PLANNING STUDIES	25.0	75.0
P2446 TU-PEDESTRIAN CROSSING IMPROVEMENTS	340.0	265.0
P2448 TU-INTELLIGENT TRANSPORTATION SYSTEM	214.0	120.0
P2468 TU-ACTIVE TRANSPORTATION PLAN	470.0	-
P2548 TU-INTERSECTION UPGRADES FOR MAJOR	-	180.0
P2551 TU-ACTIVE TRANSPORTATION PLAN	-	75.0
	\$ 11,868	\$ 22,160.00

5 OUR WORK

5.1 Community Engagement / Public Education / Awareness

In keeping with our corporate values, we recognize the importance of engaging citizens. For this reason, engaging with the community is a priority. In 2017, the division staff attended a minimum of 25 public meetings throughout the city (approximately 250 staff hours). The majority of engagement supported the Neighbourhood Traffic Review (NTR) program. A summary is provided in **Table 5-1**. Not quantified are numerous online community forums, corresponding with residents through Facebook, online surveys of the general public and representative samples, and an in-person business survey in support of the protected bike lane demonstration project.

Table 5-1: 2017 Engagement Events Summary

Meeting	Staff Attending
Buena Vista NTR (1st meeting)	3
Dundonald NTR (1st meeting)	4
Erindale-Arbor Creek NTR (1st meeting)	5
North Park-Richmond Heights NTR (1st meeting)	3
Pleasant Hill NTR (1st meeting)	4
Queen Elizabeth / Exhibition NTR (1st meeting)	3
Silverwood Heights NTR (1st meeting)	2
Wildwood NTR (1st meeting)	4
North Industrial – Hudson Bay Industrial (1st meeting)	4
Buena Vista NTR (2nd meeting)	4
Dundonald NTR (2nd meeting)	4
Erindale-Arbor Creek NTR (2nd meeting)	5
North Park-Richmond Heights NTR (2nd meeting)	3
Pleasant Hill NTR (2nd meeting)	2
Queen Elizabeth / Exhibition NTR (2nd meeting)	3
Silverwood Heights NTR (2nd meeting)	4
Wildwood NTR (2nd meeting)	5
North Industrial – Hudson Bay Industrial (2nd meeting)	8
14th Street Public Space Design Charrette	3
Hampton Village Community Association Meeting	1
Imagine Idylwyld (1st meeting)	2
Imagine Idylwyld (2nd meeting)	3
Victoria Avenue Corridor Redesign Open House	4
Protected Bike Lane Demo Project Stakeholder Meeting #1	3
Protected Bike Lane Demo Project Stakeholder Meeting #2	3
19 th Street AAA Bike Facility – Riversdale BID Meeting	2
19 th Street AAA Bike Facility – Community Open House	4

5.1.1 Learn to Ride Safe Program

As a child, our first vehicle is learning to ride a bicycle and how to apply the rules of the road. The Learn to Ride Safe Program is an important step in ensuring that they develop safe and responsible cycling habits. This program was developed in 2009 and aims at presenting effective skills to prevent cycling injuries to grade three children, aged eight and nine. This program introduces children to the proper use of a bicycle, the attitudes, knowledge and skills, which can be applied later in life when learning to use a motor vehicle.

This program is based on principles of the Canadian Cycling Association CAN-BIKE Program and was presented to students by trained and certified CAN-BIKE instructors. Since the program was implemented, 16,187 students have taken part.

In 2017, this program was delivered to 64 classrooms in 36 schools to a total of 1,805 students in Saskatoon. Following the program's delivery, a survey was undertaken of the teachers whose pupil's participated and they overwhelmingly welcomed the program back in future years.

5.1.2 2017 Neighbourhood Traffic Reviews

The objective of the Neighbourhood Traffic Review Program is to address traffic concerns within residential 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 enhanced 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 Traffic Calming Guidelines and Tools, City of Saskatoon, 2013 outlines the process.

In 2017, traffic plans were developed for the following neighbourhoods:

- Buena Vista
- Dundonald
- Erindale-Arbor Creek
- North Park-Richmond Heights
- Pleasant Hill
- Queen Elizabeth-Exhibition
- Silverwood Heights
- Wildwood

The Neighbourhood Traffic Review process was also implemented as a pilot for the following industrial areas:

- North Industrial Area
- Hudson Bay Industrial Area

Since the program was initiated in late 2013, a number of recommendations have been implemented as shown in **Table 5-2**.

Table 5-2: NTRs – Summary of Recommendations Implemented

Neighborhood	# of Recommendations Proposed	# of Recommendations Completed
Adelaide-Churchill	25	20
Avalon	18	16
Brevoort Park	18	16
Caswell Hill	21	17
City Park	12	11
Confederation Park	9	9
Greystone Heights	24	22
Grosvenor Park	32	27
Hampton Village	33	30
Haultain	17	11
Holliston	15	15
Hudson Bay Park	10	9
Kelsey-Woodlawn	11	7
Lakeridge	28	22
Lakeview	15	13
Mayfair	37	32
Meadowgreen	12	9
Montgomery Place	27	26
Mount Royal	17	13
Nutana	28	25
Parkridge	9	8
Silverspring	10	6
Stonebridge	24	12
Sutherland	13	5
Varsity View	19	17
Westmount	14	13
Willowgrove	31	27

5.2 Traffic Safety

5.2.1 Prioritization Strategy for Roadway Network Improvements

Transportation network improvement projects are brought forward as part of the annual budget process and many factors are considered when bringing forward recommended projects. New initiatives, such as the Neighbourhood Traffic Review program, result in additional sources of projects that need to be considered by City Council during budget deliberations. Other identified sources of projects include:

- Intersection Improvement Reviews
- Corridor Reviews
- Pedestrian Crossing Control Reviews
- Major Infrastructure Reviews

Infrastructure improvement projects resulting from the various reviews are included in the appropriate Capital Budget program and prioritized largely based on safety, traffic volumes, funding availability, funding sources, and opportunities to coordinate with projects. A formal policy framework was developed in 2016 that is used to prioritize projects within each of the categories listed above, and prioritize between categories.

The Growth Plan and the Active Transportation Plan are also used to assist in the prioritization of projects related to other modes of travel including walking, cycling and transit.

5.2.2 Red Light Camera Program

In October 2005, the City installed Red Light Cameras (RLC) at the intersection of Avenue C and Circle Drive to improve traffic safety.

Since then, RLC's have been installed at three other intersections:

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

The effectiveness of the RLC program is monitored on an ongoing basis. 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 RLC's. The collision rate for an intersection is expressed as 'collisions per million entering vehicles', and is used to factor in changes in traffic volumes through an intersection.



Since the cameras were installed in 2005 (based on reporting in 2015 and 2016):

- Right Angle collisions (most severe) have reduced by 36% on average
- Left turn opposite collisions have increased by 1% on average
- Rear End collisions have increased by 27% on average

There were 12,842 tickets issued in 2017. Revenue from the RLC program is allocated into the Traffic Safety Reserve to fund safety improvement programs on the network for all users.

5.2.3 Automated Speed Enforcement Program (SGI Pilot Program)

In 2013, the Government of Saskatchewan announced the implementation of an Automated Speed Enforcement (ASE) pilot project to slow drivers down through high speed, high collision, and high traffic volume areas around the province. In Saskatoon, five locations along Circle Drive and five school zones were selected for the implementation of the provincial pilot project. The pilot project began March 8, 2015.

Eight permanent locations continually record traffic volumes on an hourly basis throughout the year. In addition to the permanent count stations, short-term count stations have been established at which seven-day counts are carried out with portable counters between April and October. These portable counters record hourly traffic volumes at the various locations including interchange ramps. Attempts are made to undertake counts at each station at least once every three years, with critical areas counted annually. In addition, a number of short-term monitoring activities occur for specific engineering and neighbourhood traffic monitoring purposes.

In 2017, the following counts were undertaken as part of the transportation network modelling program:

- 117, 7-day Traffic Counts
- 20, 1-day Traffic Counts
- 8 Permanent Traffic Count Stations
- 172 Speed Assessments
- 190 Intersection Counts
- 6, 7-day Bike Counts
- 12, 1-day Pathway Counts (Pedestrians & Bikes)



5.4 Functional Planning

Functional planning studies are focused on facility design as they are multi-modal planning studies with the intent to balance the needs of all users. Some of the elements that are considered in this type of study include:

- The framework for livability, land use, development goals etc.
- The balance of access and mobility needs along the roadways
- The integration of pedestrian, transit and cycling users all the while maintaining sound engineering principles and practices
- The current City and national standards be met to plan a facility that is financially responsible.

No functional designs were completed for arterial roadways in 2017. A functional planning study was completed for the interchange at Highways 11 and 16 (cloverleaf) was mostly completed in 2017.

5.5 Intersection Improvements

Many intersections were constructed to service low-traffic volumes and are no longer capable of meeting the needs of modern traffic. The intersection modifications included in this project are operational improvements, such as the addition of turn lanes within right-of-way, curb radius improvements, lane designation, pavement marking changes, access management and construction of traffic islands and pedestrian ramps, where required. Construction of the modifications is undertaken as funding becomes available.

Intersection upgrades completed in 2017 include:

- 22nd Street West & Diefenbaker Drive
- Preston Avenue & Taylor Street East
- Warman Road & 51st Street

5.6 Traffic Signal System Upgrades – Maintaining and Upgrading

5.6.1 New Traffic Signal Installations

Traffic signals are used to control traffic and assign the right-of-way at high volume intersections. Signals are installed at both existing intersections once sufficient traffic demands are reached or at newly constructed intersections as part of development. In 2017, traffic signals were installed at the following locations:

- Lorne Avenue & Ruth Street
- Marquis Drive & Faithfull Avenue
- Highway 16 & 71st Street
- Wanuskewin Drive & 51st Street – signal upgrades in conjunction with intersection improvements
- 22nd Street & Diefenbaker Drive – signal upgrades in conjunction with intersection improvements
- Taylor Street & Preston Avenue – signal upgrades in conjunction with intersection improvements
- Highway 16 & Boychuk Drive – temporary signals for new interchange
- Highway 5 & McOrmond Drive – temporary signals for new interchange

5.6.2 New Pedestrian Actuated Signals

An Active Pedestrian Corridor utilizes amber flashing Beacons to notify motorists that a pedestrian is at the crosswalk and intending to cross. The device flashes immediately when the pedestrians activate the button.

Active pedestrian corridors were installed at the following locations:

- Moss Avenue at Centre Mall Entrance
- Wiggins Avenue and Colony Street
- Flynn Manor & Olson Lane - Rosewood School
- Hampton Circle & Denham Crescent (both sides) - Hampton School
- Manek Rd. (midblock) - Evergreen School



5.7 Active Transportation

Through consultation with residents and stakeholder groups, development of the active transportation in Saskatoon included having a vision and goals, key directions, and action items to improve active transportation facilities, policies and standards, and support programs over the next 30 to 40 years. The Active Transportation Plan (ATP) includes a target to double the proportionate daily walking and cycling trips by 2045.

The ATP contains an 80 point action plan organized around the following six themes: 1) Improving Connectivity, 2) Safety and Security, 3) Convenience, 4) Land Use and Growth, 5) Maintenance and Accessibility, and 6) Education and Awareness. The Active Transportation Plan was approved by City Council in June 2016.

Implementation of the AT Plan in 2017 centered on foundational actions as these components are necessary to establish prior to proceeding to other items. A number of action items were initiated in 2017, and will continue into 2018. Below are the key highlights of 2017.

Community Involvement and Education

- The Active Transportation Advisory Group (ATAG) was formed, comprised of key stakeholders from the community, to advise the Administration on the implementation of the AT Plan.
- The Learn to Ride Safe Program was delivered to 1,805 students.

Planning for improved active transportation networks

- With the conclusion of the 'Protected Bike Lane Demonstration Project' in November 2017, work began on the Downtown 'All Ages and Abilities' (AAA) Cycling Network Plan which will assess and determine the AAA cycling network on Downtown Streets. This work continues into 2018.
- Work began on updating the sidewalk requirements and the bike facility standards for new developments. This work will be continued in 2018 as part of the review and update to the City of Saskatoon Design and Development Standards Manual, in support of the Complete Street Policy and Design Guide.

6 CONTINUOUS IMPROVEMENT

The Division provides high-quality services to meet the dynamic needs and high expectations of our citizens. We focus on continuous improvement and providing the best possible services using innovative and creative means. We go beyond conventional approaches to meet the changing needs of our city.

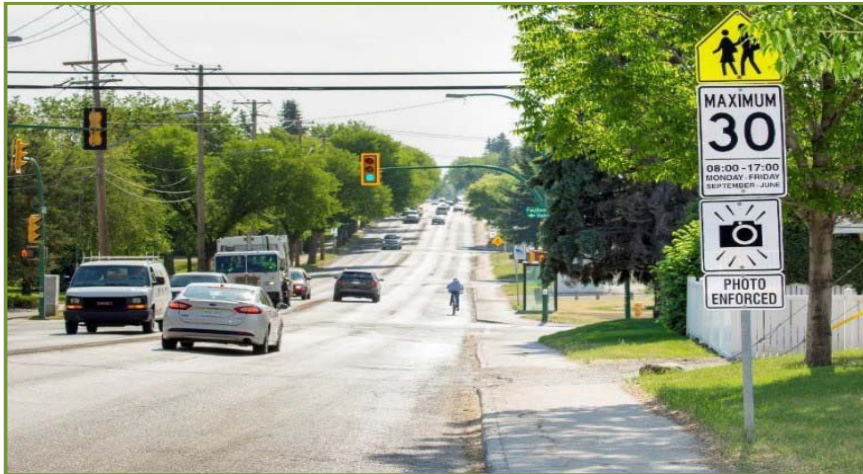
Some of the Division's 2017 initiatives for continuous improvement are listed below.

- Improvement to the way Red Light Camera and Automated Speed Enforcement ticket data is processed – went from paper-based to a sortable spreadsheet.
- Phone numbers and email addresses have been added to the City website to enhance the customer experience and make it easier to contact us
- Electronic timesheet entry for office staff which saved time and paper.

7 OUR STATISTICS

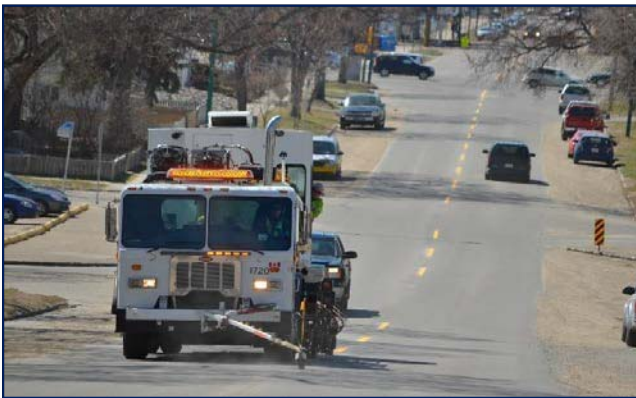
7.1 Signalized Intersections

There are 290 signalized intersections throughout the city (235 full, 55 pedestrian-actuated).



7.2 Pavement Markings

- Durable markings – Lane – 68 km
- Annual Painting Program – Lane 934 km
- Pedestrian Crosswalks – 1004



7.3 New Sign Installation Work Orders*

- 2017 – 241
- 2016 – 359
- 2015 – 326
- 2014 – 170

Note: Some work orders would involve more than one new sign to install.

7.4 Sign Repair Work Orders *

- 2017 – 1188
- 2016 – 1070
- 2015 – 1020
- 2014 – 840

Note: Some work orders would involve more than one sign to repair.

7.5 Crash Cushion Repairs

Crash cushions are used along high speed roadways to protect infrastructure and minimize the impact of a collision. There are currently 37 crash cushions throughout the city. The following repairs/modifications were made to crash Attenuators throughout the city:

- 2017 – 8 repairs completed
- 2016 – 16 repairs completed
- 2015 – 6 repairs completed
- 2014 – 3 repairs completed



7.6 Electronics Shop after Hours Emergency Call-Outs

The Electronics Shop has a Traffic Signal Technician on stand-by to address emergency situations with the traffic signal infrastructure. The following call-outs occurred in 2014, 2015, 2016 and 2017:

- 2017 – 993 (maintenance/repair)
- 2016 – 943 (maintenance/repair)
- 2015 – 750 (maintenance/repair)
- 2014 – 700 (maintenance/repair)

7.7 Detour Coordination - Lane Restriction Requests

Lane restrictions, or detours are requested to support construction work. In 2017, 2204 requests were processed compared to 1912 in 2016.

7.8 Special Events Coordination

Many special events require closure of portions of the public right-of-way. These closures require a traffic accommodation plan and are coordinated with all other restrictions throughout the city. The following number of special events requiring lane closures occurred throughout the city:

- 2017 – 200 special events
- 2016 – 198 special events
- 2015 – 124 special events
- 2014 – 117 special events

7.9 Number of Permits Issued

7.9.1 Right of Way Permits

Right-of-Way permits are required when the public right-of-way is closed by a third party for construction or development and/or used for a specific purpose, such as for accommodating a waste disposal bin. A new administrative fee was introduced in 2016, resulting in a drop of the number of all permits (right-of-way, curb crossing, and vehicle) issued. Transportation division continues to look for easier ways to apply for a permit and working find a balance between enforcement and education. The number of permits issues are as follow:

- 2017 – 352
- 2016 – 415
- 2015 – 947
- 2014 – 890

7.9.2 Curb Crossing Permits

Curb crossing permits are required by both commercial and residential property owners intending to construct a curb crossing (driveway) on a sidewalk containing vertical curbs. A new administrative fee was introduced in 2016, resulting in a drop of permits issued as follows:

- 2017 – 93
- 2016 – 128
- 2015 – 190
- 2014 – 195

7.9.3 Vehicle Permits

Vehicle permits are issued to commercial vehicles that are over-dimension or overweight or intending to travel off a truck route. A new administrative fee was introduced in 2016, resulting in a drop of permits issued as follows:

- 2017 – 939
- 2016 – 564
- 2015 – 1521
- 2014 – 1213

8 OUR PERFORMANCE MEASURES

8.1 Kilometers of Cycling-Specific Infrastructure

Goal: 10-year target to increase the amount of cycling-specific infrastructure by 10%

The following facilities were constructed in 2017:

- Preston Avenue multi-use pathway = 0.40 km
- Victoria Avenue raised cycle track = 0.55 km each side
- Fedoruk Drive raised cycle track = 3.4 km

8.2 Transportation Choices

Goal: Long-term target is to have 20% of people use cycling, walking, or transit to get to work

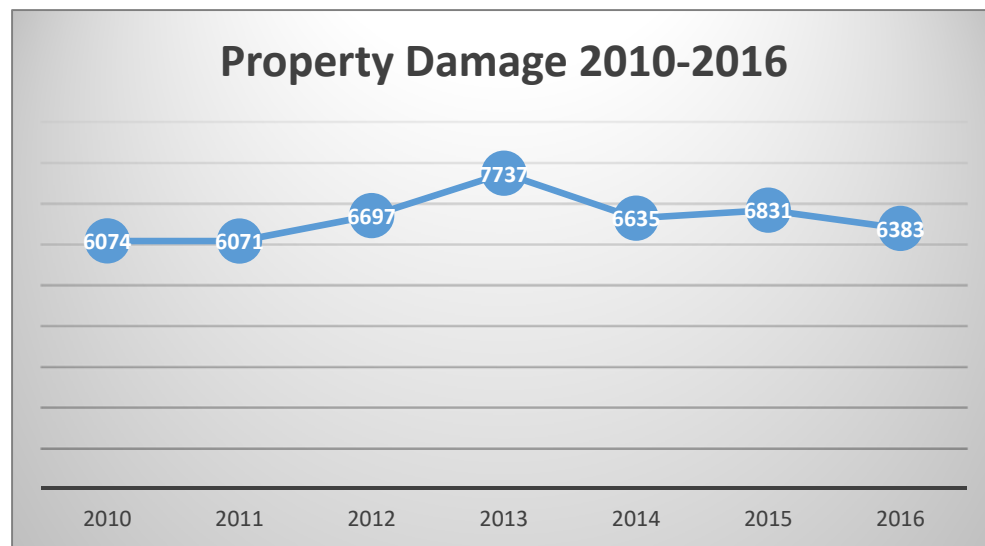
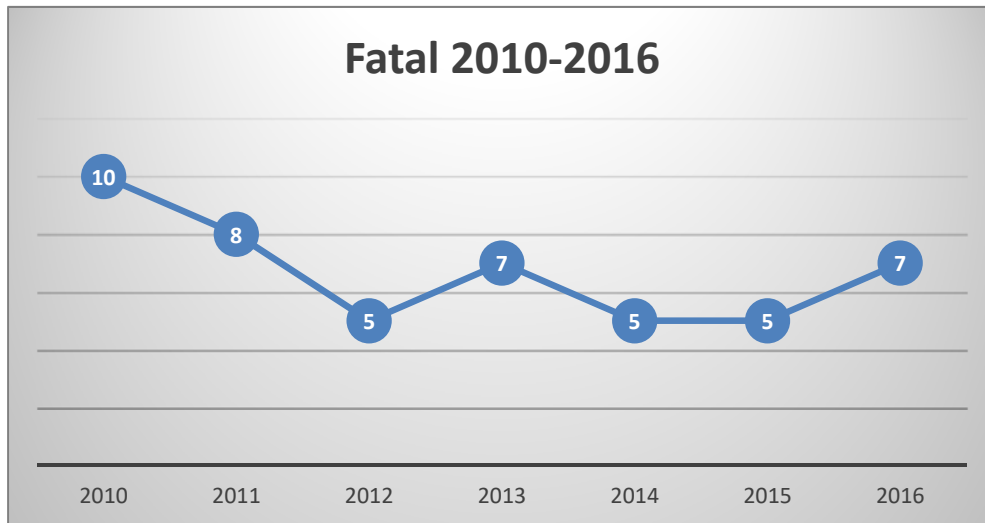
- In 2011, 11.5% used cycling, walking or transit to get to work (based on Census data)

8.3 Traffic Collisions

Goal: Decrease traffic collisions by 5% annually

	2010	2011	2012	2013	2014	2015	2016	2017*
Fatal	10	8	5	7	5	5	7	5
Personal Injury	1161	1275	1544	1382	1211	1108	1148	198
Property Damage	6074	6071	6697	7737	6635	6831	6383	483
TOTAL	7245	7354	8246	9126	7851	7944	7538	683

*Partial year



9 OUR FUTURE

9.1 Major Initiatives to Support the Corporate Strategic Plan

1. Service Saskatoon – clarify and communicate roles; develop standard responses to customer service staff; and communicate service levels and priority lists once completed.
2. Establish service levels – formalize asset management program for signals, signs and pavement markings; formalize policy for durable markings; develop policies for prioritizing infrastructure improvements; streamline processes and clarify roles to provide timely responses.
3. Increase transit ridership – continue to support the introduction of rapid transit
4. Create incentives to promote density – continue to invest in pedestrian facilities (sidewalks) in existing areas.
5. Winter Cities – evaluate demonstration project for separated bike lanes; continue to support the implementation of the Active Transportation Plan.
6. Optimize the flow of people and goods in and around the city - continue to implement prioritized infrastructure improvements; begin to implement initiatives from the Intelligent Transportation Solutions Strategy.
7. Develop an integrated transportation network this is practical and useful for vehicles, buses, bike and pedestrians – develop a Transportation Master Plan using outputs from the Growth Plan and Active Transportation Plan; continue to include pedestrian and cycling facilities in all new transportation infrastructure design and construction.
8. Ensure that roads, streets, sidewalks and bridges are in working order and in a good state of repair – formalize asset management program for signals, signs and pavement markings.

9.2 Major Initiatives to Support Council Priorities

City Council is prioritizing the development of a mobility strategy that supports various transportation options and will serve our community for decades, including the following specific initiatives:

1. BRT (Bus Rapid Transit)
2. Active Transportation
3. Transportation Network Companies
4. Intelligent Transportation Systems
5. Traffic Safety

