

Transportation

2018 Annual Report



City of Saskatoon

May 6, 2019

Director's Message

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 2018 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. Over this past year the division has made significant strides in improving safety for our employees.

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.

Director of Transportation

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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. At the end of 2018 the division had a total of 83 employees. In 2018, the division's operating expenses were lower by 2.12% than 2017 (\$6.83 Million).

Transportation division's 2018 capital investments included 33 funded projects for a total of \$25.03 Million.

Implementation of recommendations from the ongoing neighbourhood traffic reviews continued in 2018. Since 2014 the neighbourhood traffic review program has completed 50 neighbourhoods, held 90 community meetings to develop transportation plans, and made nearly 1,100 recommendations for transportation related improvements. Another 11 neighbourhoods are scheduled for 2019.

1 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.

1.1 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.

1.2 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.

1.3 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.

1.4 Our Corporate Values

Trust

- Demonstrate consistency between actions and words.
- Support, inspire and empower others to do their job.
- Honour commitments.

Integrity

- Be accountable and take ownership of our work.
- Ensure actions are always honourable and ethical.
- Make wise decisions, help others and lead by example.
- Lead and embrace change.

Respect

- Recognize everybody's contribution and celebrate successes.
- Value individual's beliefs, diversity, aspirations, skills and experiences.
- Take time to listen and understand.
- Have open and honest discussions because we care about the perspectives of others.
- Embrace the role and responsibility of others.
- Support decisions with an explanation.

Safety

- Put safety at the forefront of all decision making.
- Never compromise on the safety or well-being of ourselves, coworkers or the public.
- Take responsibility for your safety and those around you.
- Respectfully address unsafe behaviour.

Courage

- Lead with passion.
- Seek innovation.
- Willingly admit mistakes.
- Face adversity with strength and confidence.
- Respectfully challenge the current way.
- Be brave enough to forgive and move forward.

2 OUR PEOPLE

2.1 Number of Employees

Transportation had 74 permanent year-round staff, 4 seasonal and 5 temporary staff employed as of December 31, 2018.

2.2 Representative Workforce

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

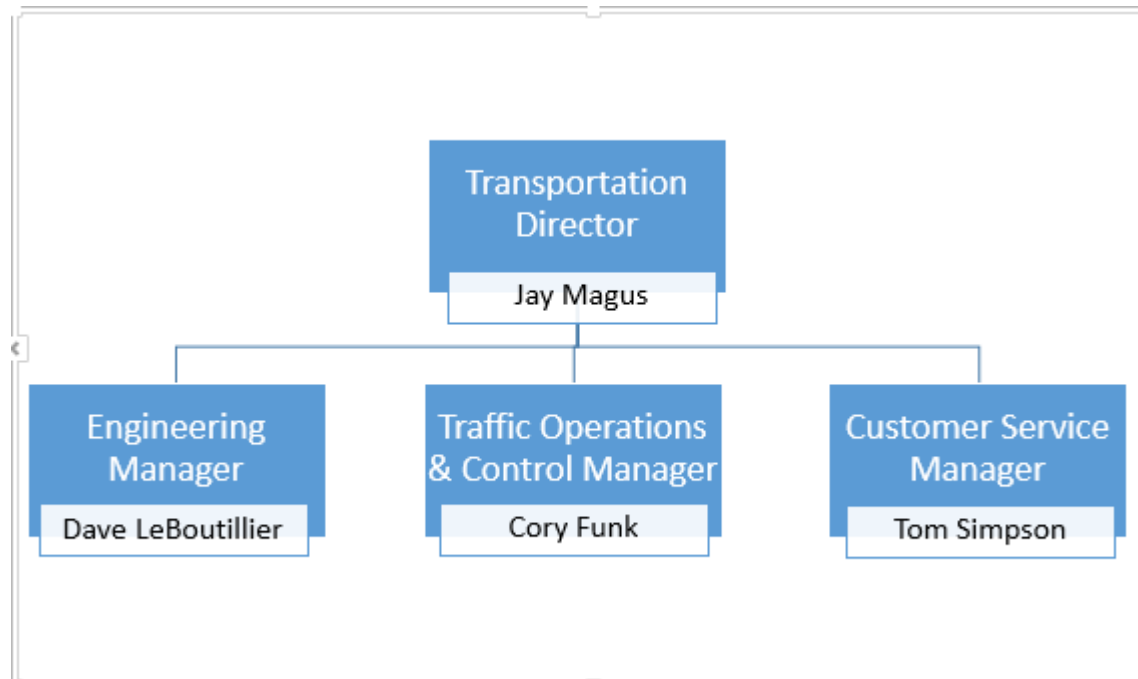
Table 2-1: Workforce Statistics

Equity Group	Year-Round Staff December 31, 2018	All Staff (including seasonal) July 31, 2018	Saskatchewan Human Rights Commission Goal
Women	20.0%	17.7%	46.0%
Aboriginal	6.3%	5.2%	14.0%
Disability	1.3%	1.0%	12.4%
Visible Minority	12.5%	12.5%	11.0%

2.3 Organizational Chart

The Transportation division's organizational chart is presented below.

Exhibit 2-1: Organizational Chart



2.4 Employee Safety

In 2018, we successfully completed the following safety initiatives:

- Zero lost time incidents
- Zero lost days due to a workplace injury
- Doubled near miss reports from 2017

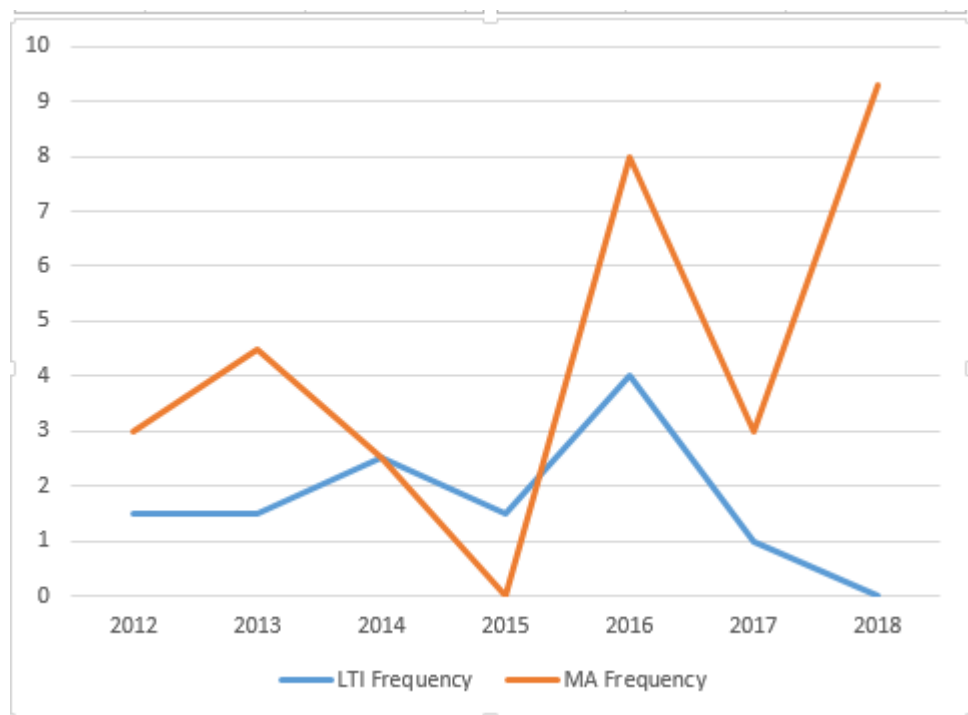
Our proactive indicators are trending as indicated in **Table 2-2**.

Table 2-2: Proactive safety Indicators

Item	2018	2017	2016	2015	2014
Safety Meetings	100%	100%	97%	95%	87%
Tool Box Talks	95%	92%	75%	77%	24%
Work Observations	110	122	180	118	19
Workplace Inspections	100%	100%	92%	92%	0%

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

Exhibit 2-2: Lagging Indicators



3 OUR FINANCES

3.1 Revenues

Transportation division's 2018 revenues were \$0.20 Million, a decrease of 3.87% from 2017 revenues of \$0.21 Million. The decrease was due to the reduced revenue collection from Administrative fees related to right-of-way, sidewalks/crossing and vehicle permits introduced by the City in 2016. The actual revenues were lower by 17.07% compared to the budgeted amount of \$0.24 Million, mainly due to overestimation for the new permits revenue.

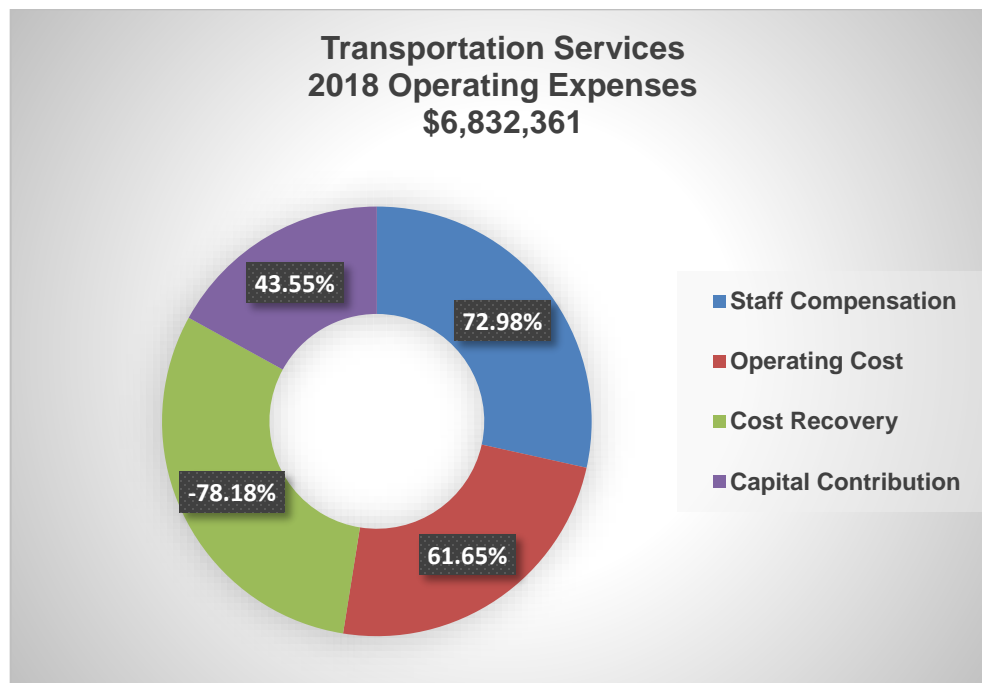
The main sources of revenue are from the Urban Highway Connector Program, annual operating grant for the traffic signing and pavement-marking services done on the Provincial Connector Roadways and from right-of-way, sidewalk/crossing and vehicle permit fees. Other revenues include road/lane closure application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

3.2 Expenses

Transportation division's 2018 operating expenses were \$6.83 Million or 2.12% less than 2017 operating expenses of \$8.60 Million. Compared to the 2018 Budget, operating expenses were 6.42% lower than the budgeted amount of \$7.06 Million, due to efficiencies found throughout the division

The distribution of the division's 2018 operating expenses are illustrated in the following chart:

Exhibit 3-1: 2018 Operating Expenses



Details on each component are as follows:

- Staff Compensation of \$4.99 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 \$4.21 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 \$5.34 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; signs installation in new neighbourhoods, repairs for damages of City's property etc.

- Capital Contribution of \$2.98 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; \$2.04 million to Transportation Infrastructure Expansion Reserve (TIER); and \$0.31 million to Traffic Noise Attenuation Reserve.

Higher operating cost and cost recovery in 2018 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
Statement of Operations
For the Year Ended December 31, 2018(\$000's)**

	2018 Budget	2018 Actuals	2017 Actuals
Revenue	\$(240.7)	\$(199.6)	\$(207.7)
Expenses			
Staff			
Compensation	4,015.5	4,986.4	4,670.0
Operating Cost	3,571.7	4,211.9	3,912.9
Cost Recovery	(3,261.5)	(5,341.5)	(4,797.9)
Capital			
Contribution	2,975.5	2,975.5	3,195.2
	7,301.2	6,832.4	6,980.1
Net Operations	\$7,061	\$6,633	\$6,772

3.3 Capital Investments

Transportation division's 2018 capital investments included 33 funded projects for a total of \$25.03 Million. Total investment for 2018 is lower than 2017 by \$3.89 Million.

A summary of capital investments for 2018 compared to 2017 is presented in the following table:

Table 3-1: 2018 Capital Investments

Transportation Division Capital Investments (\$000's)					
Funded Capital Projects	2018 Budget		2017 Budget		2018 Actuals
P0631 TU-TRANSPORTATION SAFETY IMPROVEMENTS	\$	185.00	\$	100.00	\$ 198.00
P0948 TU-NEW SIDEWALKS AND PATHWAYS		884.0		1,300.0	271.0
P1036 TU-TRAFFIC CONTROL UPGRADES		181.0		200.0	168.0
P1137 TU-BICYCLE FACILITIES		24.0		-	32.0
P1456 TU-RAILWAY CROSSING SAFETY IMPROVEMENTS		237.0		1,390.0	960.0
P1504 TU- NEIGH.TRAFFIC REVIEW PERMANENT		265.0		160.0	181.0
P1505 TU-TRAFFIC SIGNAL INFRASTRUCTURE UPGRADES		420.0		368.0	533.0
P1506 TU-TRAFFIC SIGNING REPLACE-INFRA		388.0		200.0	973.0
P1507 TU-GUARDRAILS		150.0		151.1	9.0
P1512 TU-NEIGHBOURHOOD TRAFFIC MANAGEMENT		450.0		425.0	669.0
P1513 TU-PAVEMENT MARKING PROGRAM-INFRA		310.0		294.8	19.0
P1522 TU-TRAFFIC NOISE ATTENUATION		678.0		-	801.0
P1638 TU-BACK LANE TREE TRIMMING		-		50.0	3.0
P1963 TU-CORP. ACCESSIBILITY IMPLEMENTATION		155.0		575.0	202.0
P2011 TU-TRANSPORTATION MODEL IMPLEMENTATION		-		-	-
P2017 TU-MCORMOND DRIVE/HWY 5 GRADE SEPARATION		-		3,585.0	17,811.0
P2233 TU-ADVANCED TRAFFIC MGT SYSTEM		150.0		150.0	120.0
P2234 TU-WALKWAY MANAGEMENT		50.0		90.0	24.0
P2235 TU-INTERSECTION IMPROVEMENTS		950.0		330.0	415.0
P2241 TU-TRUCK ENFORCEMENT/EDUCATION		50.0		50.0	2.0
P2265 TU-TRANSPORTATION EQUIPMENT ACQUISITIONS		150.0		-	35.0
P2266 TU-HWY 16 AND 71ST STREET INTERSECTION		80.0		1,000.0	206.0
P2271 TU-HIGH SPEED ROADSIDE SAFETY IMPROVEMENTS		500.0		400.0	56.0
P2428 TU-FUNCTIONAL PLANNING STUDIES		200.0		-	15.0
P2434 TU-HWY 11 & HWY 16 CLOVERLEAF		-		-	-
P2436 TU-CORRIDOR PLANNING STUDIES		-		25.0	12.0
P2446 TU-PEDESTRIAN CROSSING IMPROVEMENTS		272.0		340.0	216.0
2447 TU-33RD ST PEDEST'N CORRIDOR MASTER PLAN		500.0			232.0
P2448 TU-INTELLIGENT TRANSPORTATION SYSTEM		739.0		214.0	307.0
P2468 TU-ACTIVE TRANSPORTATION PLAN		488.0		470.0	453.0
P2548 TU-INTERSECTION UPGRADES FOR MAJOR		-		-	-
2550 TU-WEST/CENTRAL MULTI-USE CORRIDOR		1,284.0			107.0
P2551 TU-ACTIVE TRANSPORTATION PLAN		-		-	-
	\$	9,740.00	\$	11,867.90	\$ 25,030.00

*Note – Project P2017 McOrmond Drive Interchange was funded in previous years

4 OUR WORK

4.1 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 2018, the division staff attended a minimum of 31 public meetings throughout the city (approximately 267 staff hours). The majority of engagement supported the Neighbourhood Traffic Review (NTR) program. A summary is provided in **Table 4-1**. 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 4-1: 2018 Engagement Events Summary

Meeting	Staff Attending
College Park NTR (1st meeting)	6
Eastview – Nutana Suburban Centre NTR (1st meeting)	6
Fairhaven NTR (1st meeting)	4
Forest Grove NTR (1st meeting)	3
Massey Place NTR (1st meeting)	3
River Heights NTR (1st meeting)	4
Riversdale NTR (1st meeting)	5
Westview NTR (1st meeting)	4
College Park NTR (2nd meeting)	5
Eastview – Nutana Suburban Centre NTR (2nd meeting)	6
Fairhaven NTR (2nd meeting)	5
Forest Grove NTR (2nd meeting)	5
Massey Place NTR (2nd meeting)	5
River Heights NTR (2nd meeting)	5
Riversdale NTR (2nd meeting)	3
Westview NTR (2nd meeting)	5
Cochin Place Walkway Meeting	1
Brevoort Park Community Association Meeting	1
Montgomery Local Area Plan Meeting	1
Arbor Creek Sound Wall Public Information Session	2
Downtown AAA Cycling Network (1st Stakeholder Meeting)	5
Downtown AAA Cycling Network (2nd Stakeholder Meeting)	6
Downtown AAA Cycling Network (Community Open House)	5
Downtown AAA Cycling Network (Downtown Community Open House)	6
Downtown AAA Cycling Network (Broadway Community Open House)	4
Downtown AAA Cycling Network (Pop-Up Engagement)	2
Downtown AAA Cycling Network (Presentation to BCBC)	2
Bicycle Bylaw (Walking Saskatoon)	2
Bicycle Bylaw (Saskatoon Cycles)	2
Bicycle Bylaw (Saskatoon District Safety Council)	1
Bicycle Bylaw (Saskatoon Public School Division)	2

4.1.1 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, 18,131 students have taken part.

In 2018, this program was delivered to 73 classrooms in 43 schools to a total of 1,944 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.

4.1.2 2018 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 2018, traffic plans were developed for the following neighbourhoods:

- College Park – East College Park
- Eastview – Nutana Suburban Centre
- Fairhaven
- Forest Grove
- Massey Place
- River Heights
- Riversdale
- Westview

Since the program was initiated in late 2013, a number of recommendations have been implemented as shown in **Table 4-2**.

Table 4-2: NTRs – Summary of Recommendations Implemented

Neighborhood	# of Recommendations Proposed	# of Recommendations Completed
Adelaide-Churchill	25	23
Avalon	18	16
Brevoort Park	18	18
Caswell Hill	21	17
City Park	12	11
Confederation Park	9	9
Greystone Heights	24	22
Grosvenor Park	32	29
Hampton Village	33	32
Haultain	17	11
Holliston	15	15
Hudson Bay Park	10	10
Mayfair – Kelsey - Woodlawn	48	40
Lakeridge	28	22
Lakeview	15	13
Meadowgreen	12	9
Montgomery Place	27	26
Mount Royal	17	13
Nutana	28	27
Parkridge	9	8
Silverspring	10	6
Stonebridge	24	12
Sutherland	13	5
Varsity View	19	17
Westmount	13	12
Willowgrove	31	27

4.2 Traffic Safety

4.2.1 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.

4.2.2 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 2016 and 2017):

- Right Angle collisions (most severe) have reduced by 37% on average
- Left turn opposite collisions have increased by 5% on average
- Rear End collisions have increased by 25% on average

There were 11,676 tickets issued in 2018. Revenue from the RLC program is allocated into the Traffic Safety Reserve to fund safety improvement programs on the network for all users.

4.2.3 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 and is now over.

The five camera locations along Circle Drive include:

- Airport Drive
- Circle Drive South Bridge
- Preston Avenue
- Taylor Street
- 108th Street

The five school zone locations selected are:

- St. Michael Community School (33rd Street East)
- École Henry Kelsey School (Valens Drive - the camera is installed on 33rd Street West)
- Brownell School (Russell Road)
- École Canadienne-Française (Albert Avenue - the camera is installed on Clarence Avenue)
- Mother Teresa School and Silverspring School (Konihowski Road)

In 2018, 18,075 tickets were issued. The City's portion of the revenue from the ASE program is allocated into the Traffic Safety Reserve to fund programs to improve safety on the network for all users.

4.3 Network Monitoring

The Transportation division monitors the operation of the transportation network and has been carrying out traffic volume studies on Saskatoon streets extensively since 1960.

This data, besides being used for traffic planning, control, and operations purposes by City staff, has been made available to commercial enterprises, other City departments, safety organizations, research groups, and the general public. It is not feasible to count all streets in Saskatoon daily for an entire year; therefore, a sampling and expansion procedure is used.

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 2018, the following counts were undertaken as part of the transportation network modelling program:

- 147, 7-day Traffic Counts
- 18, 1-day Traffic Counts
- 8 Permanent Traffic Count Stations
- 176 Speed Assessments
- 136 Intersection Counts
- 4, 7-day Bike Counts
- 7, 1-day Pathway Counts (Pedestrians & Bikes)



4.4 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.

The following functional planning studies were completed in 2018.

- McOrmond Drive (College Drive – 8th Street East)
- 8th Street East (Boychuk Drive – McOrmond Drive)
- 8th Street and CPR Grade Separation
- Taylor Street East (Meadows Parkway – Wes Road)
- Wanuskewin Road (71st Street – 72nd Street)
- 71st Street (Wanuskewin Road – Arthur Rose Avenue)
- North Saskatoon Network Planning Study (to be completed early 2019)

4.5 Intersection Improvements

Many intersections were originally 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 2018 include:

- 8th Street East and Arlington Avenue
- 33rd Street West and Avenue D North

4.6 Traffic Signal System Upgrades – Maintaining and Upgrading

4.6.1 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 2018, traffic signals were installed at the following locations:

- Boychuk Drive and Highway 16
- McOrmond Drive and College Drive (2)
- Preston Avenue and Field House Road
- Marquis Drive East and Siemens Avenue
- McOrmond Drive and Feheregyhazi Boulevard
- McOrmond Drive and Henry Dayday Road
- McOrmond Drive and Fedoruk Road
- McOrmond Drive and Kenaschuk Crescent
- Central Avenue and Konohowski Road
- Central Avenue and Fedoruk Road
- McOrmond Drive and Range Road 3050
- McOrmond Drive and Central Avenue

4.6.2 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:

- 33rd Street West and Avenue C North
- 20th Street West and Avenue G South
- McOrmond Drive and Northeast Swale (2)



4.6.3 Rapid Rectangular Flashing Beacons

Rapid Rectangular Flashing Beacons (RRFB) have ground-mounted signs and pavement markings (wide white bars) to indicate the crosswalk location. They also have ground-mounted amber flashing beacons which are activated by a push-button.

RRFBs were installed at the following locations:

- Lowe Road and Atton Crescent
- Spadina Crescent East and 33rd Street East
- 43rd Street East and Millar Avenue
- Taylor Street East and Weyakwin Drive
- Clarence Avenue South and Glasgow Street / Calder Crescent
- McOrmond Drive and College Drive



4.7 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 (AT Plan) includes a target to double the proportionate daily walking and cycling trips by 2045.

The AT Plan contains 88 action items: 3 action items are complete, 45 action items are part of the Administration's daily operations; 32 action items are currently underway; and 8 action items are not yet started.

A number of action items were initiated in 2018, and will continue into 2019. Below are the key highlights of 2018:

- Regular meetings of the Active Transportation Advisory Group continued;
- Review and update of the Bicycle Bylaw kicked off and will continue into 2019;
- Work continued on updating the active transportation-specific design standards;
- Development of a Downtown AAA Cycling Network continued;
- Victoria Avenue Cycle Track project was completed and opened;
- 10 kilometres of cycling facilities were completed through the North Commuter Parkway project;
- Progress continued on the 33rd Street multi-use pathway;
- Functional planning for the West-Central Multi-Use corridor continued; and
- 45 new pedestrian accessibility ramps were installed.

By the end of 2018, a total of 192 kilometres of cycling specific infrastructure was constructed, surpassing the 2023 target of 188 kilometres of cycling specific infrastructure.

5 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 2018 initiatives for continuous improvement are listed below.

- Continued development of an online application to process Right-of-Way permits. Applicants are now able to apply for a Right-of-Way permit 24/7/365.
- Continued development of an online application to process Commercial Truck permits. Applicants will be able to apply for a Commercial Truck permit 24/7/365. Anticipated to have completed before end of 2019.
- Continued development of an application to process detour applications. This will allow contractors to send in applications 24/7/365 and improve internal processes by reducing paper and automating timesheet entry for staff.

6 OUR STATISTICS

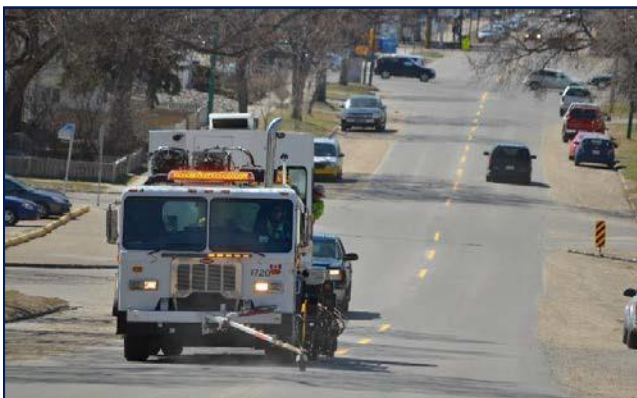
6.1 Signalized Intersections

There are 287 signalized intersections throughout the city.



6.2 Pavement Markings

- Durable markings – 6.8 km installed in 2018
- Annual Painting Program – 928 km painted in 2018
- Pedestrian Crosswalks – 1060 painted in 2018



6.3 New Sign Installation Work Orders

- 2018 - 337
- 2017 – 241
- 2016 – 359
- 2015 – 326
- 2014 – 170

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

6.4 Sign Repair Work Orders

- 2018 - 1098
- 2017 – 1188
- 2016 – 1070
- 2015 – 1020
- 2014 – 840

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

6.5 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:

- 2018 – 7 repairs completed
- 2017 – 8 repairs completed
- 2016 – 16 repairs completed
- 2015 – 6 repairs completed
- 2014 – 3 repairs completed



6.6 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, 2017 and 2018:

- 2018 – 976
- 2017 – 993
- 2016 – 943
- 2015 – 750
- 2014 – 700

6.7 Detour Coordination - Lane Restriction Requests

Lane restrictions, or detours are requested to support construction work.

- 2018 – 2084 requests
- 2017 – 2204 requests
- 2016 – 1912 requests

6.8 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:

- 2018 – 200 special events
- 2017 – 200 special events
- 2016 – 198 special events
- 2015 – 124 special events
- 2014 – 117 special events

6.9 Number of Permits Issued

6.9.1 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 permits issued as follow:

- 2018 - 351
- 2017 – 352
- 2016 – 415
- 2015 – 947
- 2014 – 890

6.9.2 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:

- 2018 - 97
- 2017 – 93
- 2016 – 128
- 2015 – 190
- 2014 – 195

6.9.3 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:

- 2018 - 1060
- 2017 – 939
- 2016 – 564
- 2015 – 1521
- 2014 – 1213

7 OUR PERFORMANCE MEASURES

7.1 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 2018:

- 33rd Street multi-use pathway = 0.2 km
- Traffic Bridge = 0.6 km
- North Commuter Parkway Project
 - Raised cycle track = 14 km
 - Multi-use pathway = 7 km

7.2 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)

7.3 Traffic Collisions

Goal: Decrease traffic collisions by 5% annually

Accident Severity	2010	2011	2012	2013	2014	2015	2016	2017	2018*
Fatal	10	8	5	7	5	5	7	10	1
Personal Injury	1161	1275	1544	1382	1211	1108	1148	877	403
Property Damage	6074	6071	6697	7737	6635	6831	6383	6995	2117
Total	7245	7354	8246	9126	7851	7944	7538	7882	2521
* partial year									

Property Damage 2010-2016



Fatal 2010-2016



Personal Injury 2010-2016 (SGI)



8 OUR FUTURE

8.1 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.

8.2 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

