

Neighbourhood Traffic Management - Vertical Traffic Calming Devices Pilot Project - Follow-Up

ISSUE

A vertical traffic calming devices pilot project was completed in October 2018 with inconclusive results. This report provides the results of investigating alternative traffic calming measures at the pilot project locations.

BACKGROUND

At its Regular Business Meeting held on February 25, 2019, City Council considered the Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project Update report and resolved:

“That the Administration report back with criteria on where vertical calming devices could be considered, and that the Administration continue to try different vertical traffic calming devices under different conditions.”

Council Policy C07-029, Traffic Calming Policy lists technical criteria for determining whether a location is eligible for traffic calming. The criteria is provided in Appendix 1. If traffic calming is warranted, a toolkit of measures is available to select an appropriate traffic calming device. Device selection will depend on local, site specific conditions. The general order for the selection of traffic calming measures is to consider the least restrictive device that may be effective first, then consider more restrictive devices in the following order:

- Education and enforcement;
- Signage and pavement markings;
- Horizontal deflections;
- Vertical deflections; and
- Access restrictions.

The Standing Policy Committee on Transportation, at its meeting held on June 10, 2019, considered the Neighbourhood Traffic Management – Vertical Traffic Calming Devices Criteria report, and resolved, in part:

“3. That the Administration report back in follow up to the vertical traffic calming devices at the pilot project locations.”

CURRENT STATUS

Vertical traffic devices are being installed at the following locations:

- The back lane of Anderson Crescent, speed bumps will be installed in the fall of 2019, as per the College Park/East College Park Neighbourhood Traffic Review.
- Along Glasgow Street several speed humps will be installed in the fall of 2019.

DISCUSSION/ANALYSIS

The Administration reviewed the results of the pilot project speed assessments, public feedback and investigated the need for alternate traffic calming measures at the pilot

project locations. The results of the review are summarized in Appendix 2.

To address persistent speeding issues at the pilot project locations, the Administration will install traffic calming measures as outlined in the table below:

Location	Recommendations
Vic Boulevard (Assaly Street to Hunter Road in Stonebridge)	<ul style="list-style-type: none">• Make temporary curb extensions and median islands at Assaly Street permanent.• Install permanent speed cushion between Assaly Street and Teal Crescent/Pringle Crescent.• Install temporary curb extensions and median island at Teal Crescent/Pringle Crescent.
Nemeiben Road (Anglin Crescent to Emmeline Road in Lakeridge)	<ul style="list-style-type: none">• Existing temporary traffic calming measures have reduced speeds adequately.• The following temporary traffic calming measures will be installed permanently:<ul style="list-style-type: none">○ Median island at Waterbury Road○ Curb extension and median island at Smoothstone Crescent○ Curb extension and median island at Brudell Road
29 th Street West (McMillan Avenue to Avenue L North in Westmount)	<ul style="list-style-type: none">• Install temporary curb extension at McMillan Avenue.• Make temporary curb extensions at Avenue L North permanent.
Stensrud Road (Greaves Crescent/ Muzyka Road to Van Impe Crescent/ Lamarsh Road in Willowgrove)	<ul style="list-style-type: none">• Install temporary curb extension at Greaves Crescent/Muzyka Road.• Make temporary median island at Greaves Crescent/Muzyka Road permanent.• Install temporary median island at Van Impe Court/Keedwell Street.

Plans showing the recommended traffic calming measures are shown in Appendix 3.

IMPLICATIONS

Saskatoon Transit, Roadways, Fleet & Support, and the Saskatoon Fire Department do not support the use of speed humps, while Medavie Health Services West is in support of vertical traffic calming devices. Both Saskatoon Transit and the Saskatoon Fire Department indicated that if vertical traffic calming measures were utilized, their preference would be for the use of speed cushions since they could be designed to accommodate the wheelbase of their vehicles.

The temporary traffic calming measures are estimated to cost \$4,000. There is sufficient funding in Capital Project #1512 – Neighbourhood Traffic Management for the implementation of temporary traffic calming measures in 2020. The permanent traffic calming measures costs are estimated at \$550,000. The permanent traffic calming measures will be funded through Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations. The locations will be included in the priority lists for 2020/2021 Business Plan and Budget deliberations.

There are no legal or environmental implications.

NEXT STEPS

The Administration will inform adjacent residents and key stakeholders about the traffic calming measures planned for these locations.

APPENDICES

1. Traffic Calming Warrant Criteria
2. Alternate Traffic Calming Measures Review
3. Plans of Recommended Traffic Calming Measures

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