

MEEP Project Descriptions

1.1 Neighbourhood Traffic Reviews & Traffic Safety

Over the past seven years, neighbourhood traffic reviews have been completed for 48 residential and 2 industrial neighbourhoods. Recommendations for various improvements, all with a safety benefit, have been presented and approved by City Council on a neighbourhood by neighbourhood basis. The standard type of recommendations considered in the neighbourhood traffic review process include: signage, traffic calming such as concrete curb extensions and medians, pavement markings, accessibility ramps and sidewalks, and pedestrian crossing devices.

The cost estimate to complete all the permanent safety improvements identified in the neighbourhood traffic reviews completed to date is approximately \$7.425 million. The Administration is proposing the \$3.325 million identified in Table 1 be leveraged to complete a city-wide program to complete nearly 45% of the permanent safety improvements identified in the NTRs completed to date.

1.2 Sidewalk Rehabilitation (Existing Sidewalks)

The sidewalk preservation program is underfunded by \$575,000 over 2020 and 2021 in order to meet the desired sidewalk condition levels for the sidewalk preservation program. Providing additional funding to this program over the next two years will allow the desired condition of sidewalks adjacent to the roadway program to be treated to our current level of service.

1.3 Downtown Festival Site

Through the Recreation and Parks Master Plan, festivals and parks were both ranked highly in residents' opinions. Outdoor festivals and events have continued to grow in numbers over the years, and many event organizers have a strong desire to host events in and around the downtown area. Overuse of the riverbank parks has been causing wear and tear on the green infrastructure including the urban forest. To help balance the protection of the green infrastructure and meet the demand for outdoor events in the downtown, a permanent festival site has been proposed.

In the 2020 Capital Plan, funding was secured to undertake a feasibility study, undertake engagement with the public and stakeholders, complete functional design concepts and identify the potential location for a Permanent Outdoor Festival Site. It is anticipated the results of this work will be completed by end of this year. The funding requested under MEEP would then be for the construction of the actual festival site.

1.4 Roadside Safety Improvements

In 2016 a city-wide, roadside in-service safety review along major urban arterial corridors and high-speed controlled access roadways was completed. Included was a technical review of interchanges and rail overpasses. This comprehensive roadside assessment identified deficient roadside installations and level of risk present in order to assist the City in prioritizing short- to long-term infrastructure and initiatives. The assessment identified 39 high, 214 medium, and 132 low-risk locations in the study corridors, and identified the appropriate improvement and estimated costs.

The next two priority projects, estimated at \$2.5 million as proposed in Table 1, include installing a median barrier system along Idylwyld Drive south of the Sid Buckwold Bridge, and along Circle Drive between the Circle Drive North Bridge and College Drive.

1.5 Paved Roadways Preservation

This project funds annual preservation, restoration and rehabilitation programs for local, arterial and collector roads, as well as high volume, limited access expressways. It also funds the preservation, restoration and rehabilitation of both neighbourhood and primary network sidewalks. The objective of this program is to minimize the life cycle cost of preserving the local, collector and arterial roads, as well as expressways, subject to minimum acceptable levels of service. These programs have been in place since 1988 (Collector Roads), 1981 (Arterial Roads), 1996 (Local Roads) and 1999 (Expressways).

The sidewalk components in this project are required to restore sidewalks to a 'safe' condition. Sidewalk preservation is divided between neighbourhood assets and primary assets. As a neighbourhood asset, the sidewalks primarily serve the residents of that neighbourhood. Sidewalks classified as a primary asset serve a broader range of people. Current service levels for this project targets an average 20-year return cycle for both roadway and sidewalk preservation treatments. The treatment cycle does not mean that every road will necessarily be treated in that 20-year period but that the overall roadway and sidewalk network will have an average 20-year cycle.