

Central Industrial Area Traffic Review

ISSUE

Through the Neighbourhood Traffic Review (NTR) process, a Traffic Plan for the Central Industrial Area was developed in consultation with the businesses and road users in response to concerns such as parking, and pedestrian safety.

BACKGROUND

A virtual meeting was held on August 19, 2020 to identify traffic concerns and potential solutions within the Central Industrial Area. Based on the road users' input provided at the initial public meeting and the analysis of the traffic data collected, a Traffic Plan was developed and presented to the stakeholders through a virtual presentation that was posted to the Central Industrial Engage page on June 1, 2021. Additional feedback received after the second round of engagement was also incorporated into the NTR.

The proposed improvements were circulated to: Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Saskatoon Transit, Environmental Services, and Roadways, Fleet and Support and their comments were incorporated into the NTR recommendations.

CURRENT STATUS

To improve safety in the Central Industrial Area, the following are recommended:

- Pedestrian crossing devices; and
- Sidewalks.

DISCUSSION/ANALYSIS

The Central Industrial Area Traffic Review report is included as Appendix 1.

FINANCIAL IMPLICATIONS

The costs are summarized in the following table:

| Items | 2021 | Beyond 2021 |
|-----------------------------|------|---|
| Signs and Pavement Markings | - | \$ 200 |
| Pedestrian Safety Devices | - | \$245,000 |
| Ramps and Sidewalks | - | To be estimated at time of construction |
| Total | | \$245,200 |

Beyond 2021, the pedestrian crossing devices will be funded within Capital Project #2290 – Traffic Control Systems, and the sidewalks and pedestrian ramps will be delivered through Capital Project #2468 – Active Transportation Plan Implementation, Curb Ramp Program and New Sidewalk Program. The Administration will include the funding request for these recommendations in the multi-year business plan and budget submission package listing the projects recommended to be funded, and the rationale used to prioritize the projects.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

The installation of each proposed improvement will be implemented in three specific time frames as follows:

| | |
|----------------------------|---|
| Short-term (1 to 2 years) | None |
| Medium-term (3 to 5 years) | None |
| Long-term (5 plus years) | Pedestrian devices, pedestrian ramps, and sidewalks |

APPENDICES

1. Central Industrial Area Traffic Review

Report Approval

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