

At its Regular Business Meeting held on March 17, 2008, City Council received the following inquiry from former Councillor M. Heidt:

“Regarding the last couple of acts of violence at these locations, would the Administration please look at closing one of two, or all tunnels, and/or the costs to put cameras in the tunnels at Transit Bus Malls.

Would the Administration identify the funding source if the camera option would provide a deterrent.”

The Planning and Operations Committee on December 13, 2011, considered a report on the safety of pedestrian underpasses. Recommendations were included from previous reviews conducted in 2005 and 2008 by Crime Prevention Through Environmental Design (CPTED), along with the costs and issues involved regarding foot patrols and video monitoring. The Committee resolved, in part:

“1) that the matter be referred to the Administration for a further report with respect to the establishment of a time line and priority list for the outstanding recommendations of the Crime Prevention Through Environmental Design review of existing pedestrian underpasses, including the Confederation Park Plaza/Vancouver Avenue location, including consultation with community associations and mall management; and”

At its Regular Business Meeting held on April 27, 2015, City Council received as information a report regarding Safety of Pedestrian Tunnels. The report included the following information:

- There are eight pedestrian underpasses:
 - Vancouver Avenue/Confederation Mall (beneath Circle Drive West)
 - 29th Street West/Mackie Crescent (beneath Circle Drive West)
 - Edmonton Avenue/Marlborough Crescent (beneath Circle Drive West)
 - Rossmo Road/Forestry Farm (beneath Attridge Drive)
 - 11th Street/11th Street (beneath Idylwyld Drive)
 - 33rd Street/10th Avenue (beneath CP Main Line)
 - Spinks Drive/Lindsay Drive (beneath Circle Drive East)
 - Clancy Drive/18th Street (beneath Circle Drive West)
- An evaluation of underpass closures was provided by reviewing the impact to walking time (based on an adult travelling at an average walking speed) and connectivity:
 - Vancouver Avenue/Confederation Mall: 16 minutes
 - 29th Street West/Mackie Crescent: 12 minutes
 - Edmonton Avenue/Marlborough Crescent: 5 minutes
- Monitoring options were reviewed (note: all costs mentioned below are in 2015 dollars):
 - Foot patrols: require full-time security staff, no set-up costs, monitoring costs estimated at \$158,000 per year

- Active monitoring: series of cameras with full-time personnel monitoring the video feeds, set-up costs of \$25,000 per underpass, monitoring costs of \$210,240 per underpass
- Passive monitoring: series of cameras recording video onto a server, set-up costs of \$25,000 per underpass, monitoring cost is minimal
- Engagement completed at that time:
 - Seven Community Associations: either association board meetings or annual general meetings
 - Feedback included: little concerns using the underpasses during the day and in the evenings; primary concerns were litter and graffiti; signs with contact numbers would be useful; naming underpasses not useful; concerns over drainage in a few specific locations
- Safety/Crime Prevention Through Environmental Design (CPTED)
 - CPTED reviews were done in 2005 and 2008 outlining a number of short-term and long-term recommendations (all now completed)

In 2019 a concern was brought forward to the Saskatoon Board of Police Commissioners that the three pedestrian underpasses beneath Circle Drive connecting Mount Royal with Confederation Mall and Massey Place are contributing to public safety issues. The Board of Commissioners directed the Saskatoon Police Service to provide a report and analysis on these underpasses. At its meeting held on February 20, 2020, the Board of Police Commissioners received an initial report and the Board requested that the analysis of occurrences in the report be linked to the specific underpasses that they occurred in.

At its meeting held on June 18, 2020, the Board of Police Commissioners received the follow up report that summarized the analysis of occurrences regarding pedestrian underpasses and included the following information:

- The focus of the report was three pedestrian underpasses beneath Circle Drive connecting Mount Royal with Confederation Mall and Massey Place, and one connecting Fairhaven with Meadowgreen.
- An analysis of the past five years of occurrences at these pedestrian underpasses was provided.
- The majority of reported issues stem from the underpass that connects that Confederation Mall to the 300 block of Vancouver Avenue.
- The key findings were:
 - The underpass that connected the 300 block of Vancouver Avenue North to the Confederation Mall had the highest number of events with 52% of reported incidents over the five-year period.
 - This underpass also had the most violent crime incidents, identified as robberies, assaults, and threats.

At its Regular Business Meeting held on June 29, 2020, City Council received an information report from the Saskatoon Board of Police Commissioners regarding underpasses and resolved, in part:

“Whereas a report by the City of Saskatoon’s Board of Police Commissioners identifies that pedestrian underpasses are generating significant public safety concerns;

Whereas although the findings of that report reveal that the majority of public safety issues emerge at the Confederation Mall and Vancouver Avenue locations, the problem persists at several other locations as well;

Whereas the report also finds that over the last five years, 81 public safety incidents have been reported to occur at these underpasses; and

Whereas robbery is the single largest public safety issue affecting underpasses, they are also heavily used as a conduit for the progression of other public safety incidents;

Now therefore be it resolved that the Administration report back on potential approaches to mitigate the public safety risks associated with the pedestrian underpasses that exists in all Saskatoon neighbourhoods.”

The Standing Policy Committee on Transportation, at its meeting held on March 1, 2021 received the bridge shared use pathway audit. The scope of the audit included the eight underpasses in Saskatoon. The study focussed on geometric design and operational safety of each location using Road Safety Audit (RSA) methodologies and the applicable principles of CPTED as it applies to personal safety. The report recommendations included short-, medium-, and long-term recommendations for each underpass crossing. An initial strategy to improve public safety of the pedestrian underpasses is improving of the lighting. Details of this strategy are provided in the following table (note: costs are in 2020 dollars):

| Location | Item | Cost |
|--|---|----------------------|
| Rossmo Road / Forestry Farm (beneath Attridge Drive – Site 33) | New Pedestrian Lighting (6) | \$21,750 |
| Clancy Drive / 18 th Street (beneath Circle Drive West) – Site 34 | None | \$0 |
| Vancouver Avenue / Confederation Mall (beneath Circle Drive West) – Site 35 | New Pedestrian Lighting (6) | \$21,750 |
| 29 th Street West / Mackie Crescent (beneath Circle Drive West – Site 36 | New Pedestrian Lighting (6) | \$21,750 |
| Edmonton Avenue / Marlborough Crescent (beneath Circle Drive West) – Site 37 | New Pedestrian Lighting (7) | \$25,375 |
| 11 th Street / 11 th Street (beneath Idylwyld Drive) – Site 38 | New Pedestrian Lighting (6) New Polished Aluminum Mirror (2) | \$25,375 \$725 |
| Spinks Drive / Lindsay Drive (beneath Circle Drive East) – Site 39 | New Pedestrian Lighting (2) | \$7,250 |
| 33 rd Street / 10 th Avenue (beneath CP Main Line) – Site 40 | New Pedestrian Lighting (1) New RRFB at Ped Crossing (2) | \$25,375 \$14,500 |
| | Total | \$163,850 |