

Project Details

Project 1 - Vertical Traffic Calming Devices Pilot Project

Objective

The goal of the project is to measure the impact of vertical traffic calming devices in the community.

Background

City Council at its meeting held on February 27, 2017, considered the report Neighbourhood Traffic Management – Feedback on Vertical Traffic Calming Devices, and resolved, in part:

- “2. That the Administration undertake a vertical traffic calming device pilot project in locations that would not currently qualify for such devices under the existing policy. Proposed locations should be based on transportation data, neighbourhood feedback, and consultation with local City Councillors. The goal of the project is to measure the impact of such devices in the community. Include consideration of temporary devices that can be removed in winter months and reporting to the Standing Policy Committee on Transportation before and after the pilot project.”

City Council at its meeting held on August 28, 2017, received as information the report Neighbourhood Traffic Management – Vertical Traffic Calming Devices Pilot Project, which stated that:

1. Four locations were selected for the vertical traffic calming devices pilot project:
 - 400 and 500 block of Nemeiben Road;
 - 1200 block of 29th Street;
 - 300 and 400 block of Stensrud Road; and
 - 300 block of Vic Boulevard.
2. Temporary speed humps will be installed in spring 2018 and removed in late fall 2018 to avoid the winter months.

Details

Funding of \$40,000 was approved by City Council in Capital Project #0631 – Transportation Safety Improvements, designated for **supply, installation and removal** of the temporary speed humps.

The following table summarizes the pricing that was received by the lowest bidder:

Street	Area	Cost
Nemeiben Road	Emmeline Road to Anglin Crescent	\$ 17,271.75
Vic Boulevard	Assaly Street to Teal Crescent	\$ 17,271.75
Stensrud Road	Muzyka Road to Van Impe Crescent/ Lamarsh Road	\$ 34,543.50
29 th Street West	McMillan Avenue to Avenue M	\$ 19,399.75
Subtotal		\$ 88,486.75
GST		\$ 4,424.34
PST		\$ 5,309.21
Total		\$ 98,220.29

The costs of the devices are much higher than initial estimates for the devices. Due to the insufficient funds in the approved budget, additional funds of \$60,000 are required to implement the pilot project at all locations initially selected and to cover the cost of signage.

Schedule

Two locations (Nemeiben Road and Vic Boulevard) have been tendered with available funds and were installed in May 2018.

The other locations (Stensrud Road and 29th Street West) will be tendered once funding is approved. Installation is expected to take place in July 2018.

The temporary speed humps will be removed by September 30, 2018 to avoid the winter months.

The Administration will report back to City Council in early 2019 on the effectiveness of the devices.

Budget

\$60,000

Project 2 – Active Pedestrian Corridors

Objective

To improve pedestrian crossing facilities following a systematic review of criteria. The ultimate goal is to provide an improved level of safety for pedestrians, cyclists and drivers.

Background

According to Council Policy C07-018 – Traffic Control – at Pedestrian Crossings, guidelines for the selection and installation of appropriate traffic control devices at pedestrian crossings were established.

Details

Warrant analysis is undertaken for pedestrian crossing devices through several methods: Neighbourhood Traffic Reviews, Corridor Reviews, or inquiries. The following table lists the intersections that have been identified as warranting Active Pedestrian Crossing (APC) controls, the year that the warrant analysis was completed and the status of the APC.

Location	Year of Study	Status
20 th Street & Avenue G	2012	Funding approved. Installation planned for 2018.
Stensrud Road & Willowgrove Boulevard Square (west side)	2016	Funding approved. Installation planned for 2018.
Lowe Road & Ludlow Street	2012	Intersection review underway. Installation pending outcome of intersection review study.
33 rd Street & Avenue C	2015	Funding approved. Installation planned for 2018.
Central Avenue & Central Place	2016	Recommended in Sutherland NTR.
Taylor Street & Salisbury Drive	2015	Would improve pedestrian safety while crossing Taylor Street near Walter Murray Collegiate.
Addison Road & Waters Crescent (east)	2016	Recommended in the Willowgrove NTR.
Confederation Drive & Massey Drive	2015	Would improve pedestrian safety while crossing Confederation Drive.
18 th Street & Avenue W	2015 2017	Warranted in 2015. Count repeated in 2017 as part of Pleasant Hill NTR; device not warranted. Additional count will be completed in 2018.
Pendygrasse Road @ St. Mark School	2015	Upgrade of existing pedestrian corridor to include pushbutton and warning flashers.
Lorne Avenue & 5 th Street	2017	Recommended in the Queen Elizabeth / QE NTR.
Stonebridge Boulevard & Wellman Crescent / Cope Crescent	2017	This intersection is being monitored for traffic signals which is a higher order of traffic control than a pedestrian device. Installation pending traffic signal review.
33 rd Street & Avenue F	2015	Recommended in the 33 rd Street Corridor Study.
Victoria Avenue & 11 th Street	2017	Recommended in the Victoria Avenue Corridor Study.

From the above list of intersections that are warranted for an Active Pedestrian Corridor, the following locations will be implemented in 2018.

Location	Cost Estimate
Taylor Street & Salisbury Drive	\$47,000
Confederation Drive & Massey Drive	\$47,000
Pendygrasse Road @ St. Mark School	\$25,000
33 rd Street & Avenue F	\$40,000
Victoria Avenue & 11 th Street	\$43,000
Total	\$202,000

Schedule

Design for all locations would be completed in 2018. Construction would be completed in 2018 (up to 2 locations) and 2019 (remaining locations).

Budget

\$202,000

Project 3 – Targeted Enforcement

Objective

Provide the Saskatoon Police Service (SPS) with funding for targeted enforcement.

Background

In 2017 the SPS received \$70,000 for the purpose of directed traffic safety initiatives. A memo from the SPS to the Board of Police Commissioners noted the following:

- The SPS was able to utilize 16 different traffic safety initiatives at a cost of \$69,733.40 for the purpose of traffic enforcement and education.
- Each traffic initiative involved between 4-8 members on callout to conduct enforcement.
- The primary focuses of the enforcement were impaired driving, distracted driving, occupant restraints, and aggressive driving.
- Between September 29, 2017 and November 30, 2017, 16 traffic safety initiatives took place
- As a result of the initiatives, 1,301 charges were laid, with the most common being speeding, speeding in a school zone, and use/hold/view of a phone.

Budget

\$80,000

Project 4 – Victoria Avenue Cycle Track

Objective

The goal of the project is to complete the construction of a raised cycle track on Victoria Avenue between 8th Street and 11th Street.

Background

City Council at its meeting held on April 18, 2017, considered the report Victoria Avenue Corridor Transportation Improvements, and resolved, in part:

- “1. That the proposed plan for Victoria Avenue between 8th Street and 11th Street be approved;”

The report highlights included:

1. The Victoria Avenue Corridor Review resulted in a plan to address the combination of motor vehicles, pedestrians and cyclists anticipated after the Traffic Bridge is reopened.
2. The proposed plan will reduce the number of lanes in the southbound direction from two to one and introduces a cycle track adjacent to the sidewalk on both sides.
3. The proposed modifications will proceed in conjunction with water main replacement and road rehabilitation of Victoria Avenue in 2017.

Details

When approval was provided to proceed with the raised cycle track on Victoria Avenue between 8th Street and 11th Street project, only a functional plan and high-level cost estimate had been prepared. After receiving approval, detailed design quickly proceeded, the project was tendered, and construction began in the summer of 2017. During the course of construction, both the contractor and Construction & Design realized that the detailed design required adjusting to fit actual field conditions.

Specifically, there were two issues:

- In order to facilitate surface drainage, additional excavation was required.
- Section of median curb, originally planned to be retained, required removal once adjacent roadwork began.

This was not throw away work, the contractor will spend additional money to meet the revised detailed design, and the City concurs that the additional expenditure is required.

Schedule

Construction completion date is October 31, 2018.

Budget

\$258,000