



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Monday, January 11, 2016, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

Councillor R. Donauer, Chair, Councillor M. Loewen, Vice-Chair, Councillor C. Clark, Councillor T. Davies, Councillor D. Hill, His Worship the Mayor (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of Standing Policy Committee on Transportation held on December 7, 2015 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

7.2 Matters Requiring Direction

7.2.1 Highway 16 East Operational Jurisdiction [Files CK. 4060-1 and TS. 0290-5]

4 - 6

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That an agreement with the Ministry of Highways and Infrastructure be approved, in principle, to take over operational jurisdiction of Highway 16 from the current City limits up to a point in line with the western edge of the projection of Range Road 3044 as per the terms outlined in the January 11, 2016 report of the General Manager, Transportation & Utilities; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

7.2.2 33rd Street - Boulevard Removal - Parking and Traffic Operations [Files CK. 6320-1 and TS. 6320-1]

7 - 30

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

That the detailed recommendations for the 33rd Street Corridor be added to the recommendations from the 33rd Street Corridor Study and together be adopted as the framework for future traffic improvements along 33rd Street, to be undertaken as funding is made available through the annual budget process.

7.2.3 Winter Road Maintenance - 2016 Options for Use of Additional Snow Removal Funds [File No. CK. 6290-1 and PW. 6290-1]

31 - 34

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

That Option 1 be implemented as outlined in the January 11, 2016 report of the General Manager, Transportation & Utilities.

8. URGENT BUSINESS
9. MOTIONS (Notice Previously Given)
10. GIVING NOTICE
11. IN CAMERA AGENDA ITEMS
12. ADJOURNMENT

Highway 16 East Operational Jurisdiction

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That an agreement with the Ministry of Highways and Infrastructure be approved, in principle, to take over operational jurisdiction of Highway 16 from the current City limits up to a point in line with the western edge of the projection of Range Road 3044 as per the terms outlined in this report; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

Topic and Purpose

The purpose of this report is to obtain approval to take over operational jurisdiction of Highway 16 from the existing City limits to a point in line with the western edge of the projection of Range Road 3044.

Report Highlights

The City will take over operational jurisdiction of Highway 16 from the current City limits up to a point in line with the western edge of the projection of Range Road 3044 effective May 1, 2016.

Strategic Goal

This report supports the City's Strategic Goal of Sustainable Growth. Saskatoon is known for smart, sustainable growth and the long-term strategy is to plan for development collaboratively with regional partners and stakeholders.

Background

City Council, at its meeting held on October 27, 2014, approved the revision to the Rosewood Neighbourhood Concept Plan to include additional land east of Zimmerman Road. Improvements are required to the intersection of Highway 16 and Zimmerman Road to support the development, and the City is better positioned to operate the highway given the improvements and adjacent development.

Report

As development proceeds in the Rosewood neighbourhood, Highway 16 will serve to provide a higher level-of-service to the adjacent roadways resulting in more urban-like traffic conditions. Therefore, the Administration has reached an agreement with the Ministry of Highways (MHI) to annex the Highway 16 right-of-way as shown in Attachment 1.

Under the agreement, the City will be responsible for maintenance, direction, management and control (including legal liability) of the Highway 16 right-of-way.

The agreement is intended as an interim step in advance of formal annexation of the Highway 16 right-of-way, which is planned for 2017. The agreement will allow the City to proceed with improvements to the intersection of Highway 16 and Zimmerman Road to support ongoing development in the Rosewood neighbourhood.

As part of the agreement, the Province will pay an annual Operation and Maintenance grant on the Highway 16 right-of-way under the Urban Highway Connector Program effective May 1, 2016.

Prior to annexation, the Province will fund and complete the routine maintenance of the Highway in 2016. The type and extent of the routine maintenance will be as agreed to by the Province and the City.

In addition, the Province will fund 100% of the rehabilitation (the driving lanes of Highway 16) not including any interchange ramps or other rehabilitation works. The rehabilitation will occur no later than 10 years following annexation of the Highway 16 right-of-way.

Financial Implications

The cost to maintain and operate the Highway 16 right-of-way will be offset by a grant from the Province under the Urban Highway Connector Program. Improvements to the intersection of Highway 16 and Zimmerman Road are funded by the adjacent developers through servicing agreements.

Other Considerations/Implications

There are no options, public and/or stakeholder involvement, communications, policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

The agreement to transfer operational jurisdiction to the City will come into effect on May 1, 2016, with annexation to follow in 2017. The Province will undertake routine maintenance of the highway in 2016, and be responsible for rehabilitation of the highway no later than 10 years following annexation.

Public Notice

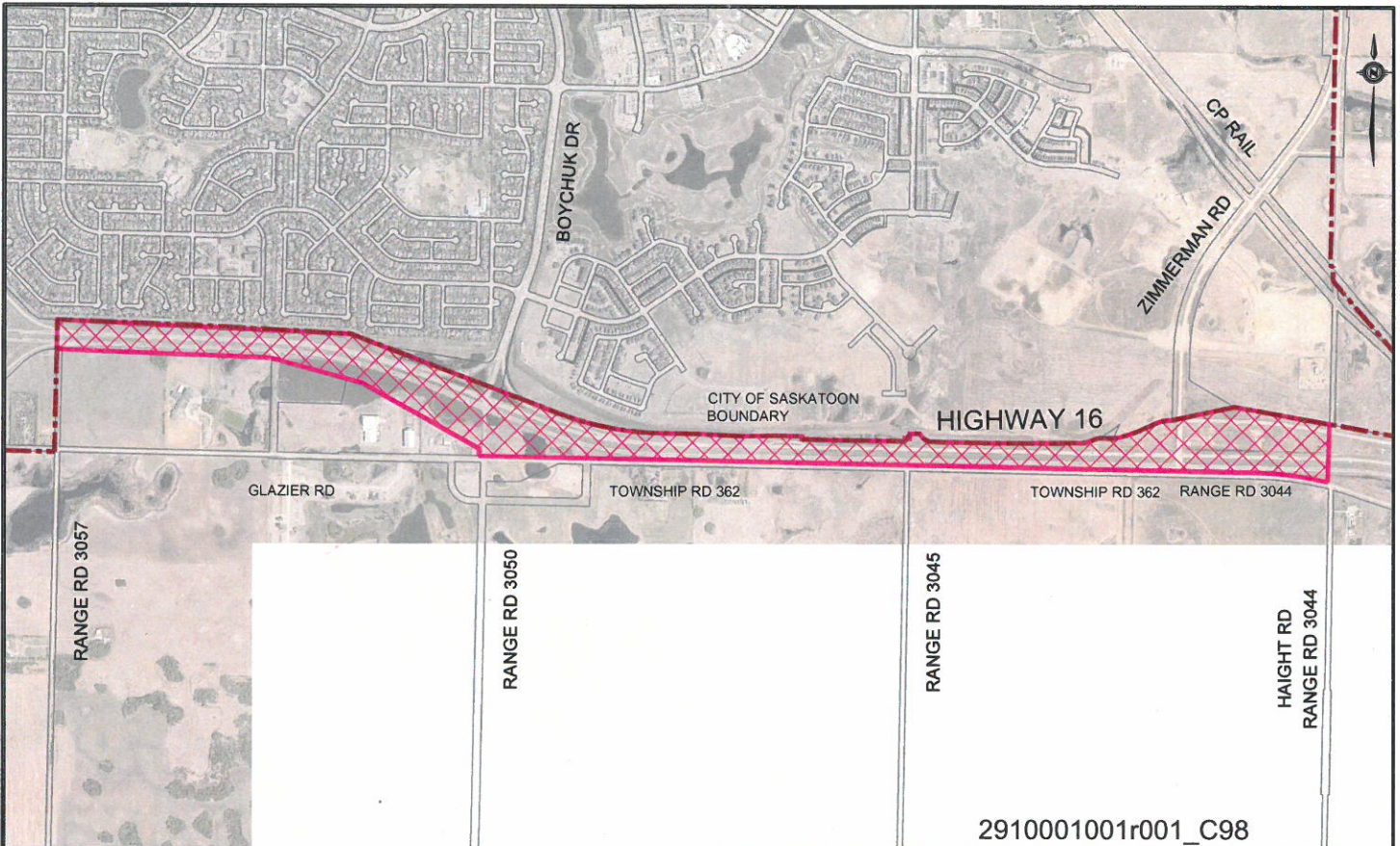
Public Notice, pursuant to Section 3 of Public Notice Policy No. C01-021, is not required for consideration of this report.

Attachment


1. Proposed Operational Agreement and Future Annexation – Highway 16

Report Approval

Written by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department



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<p>NOTES:</p> <p>MAGENTA AREA FOR OPERATIONAL AGREEMENT</p>	<p>PLAN DESCRIPTION/REVISIONS</p>	 <p>City of Saskatoon Transportation & Utilities Department</p>	<p>APPROVED</p>
	<p>4</p>		<p>CHIEF ENGINEER</p>
	<p>3</p>		<p>ENGINEER</p>
	<p>2</p>		<p>PLAN NO. FIGURE 1</p>
	<p>1</p>		
<p>DRAWN BY <u>JMR</u></p> <p>DATE <u>2015-DEC-24</u></p> <p>SCALE : HOR. <u>1:20000</u> VERT. _____</p>	<p>PROPOSED OPERATIONAL AGREEMENT AND FUTURE ANNEXATION HWY 16</p>		

33rd Street – Boulevard Removal – Parking and Traffic Operations

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the detailed recommendations for the 33rd Street Corridor be added to the recommendations from the 33rd Street Corridor Study and together be adopted as the framework for future traffic improvements along 33rd Street, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose

The purpose of this report is to provide information on the future transportation plans for the 33rd Street Corridor between Idylwyld Drive and Confederation Drive.

Report Highlights

A detailed engineering assessment was completed by the Administration based on input from the Transportation, Planning & Development, and Transit divisions, resulting in additional recommendations for improvements.

Strategic Goal

This report supports the Strategic Goal of Moving around by providing a plan to guide the implementation of pedestrian infrastructure and intersection improvements that will improve the safety of pedestrians, motorists, and cyclists.

Background

City Council, at its meeting held on October 26, 2015, resolved, in part:

- “4. That the Administration provide a report regarding implementation of the following:
 - a. Designation of 33rd Street as a minor arterial corridor (not major);
 - b. Single lane traffic from the furthest west corner of Ave B to Ave G;
 - c. Parking limits of two hours from the furthest west corner of Ave B to Ave G, and up to the alleys north and south of 33rd Street; and
 - d. Pedestrian bulbing / curb extensions from the furthest west corner of Ave B to Ave G with each intersection having two bulbs (one on the north and one on the south side of 33rd Street) at designated crossing areas in consultation with the Business Improvement District and the City’s Traffic Division.”

Report

A detailed engineering assessment included input from the Transportation, Planning & Development, and Transit divisions, as well as a meeting held with the Business Improvement District (BID). The outcome was a list of conclusions and additional recommendations as illustrated in Attachment 1.

Public and/or Stakeholder Involvement

Staff from the Transportation and Planning & Development divisions met with BID representatives on December 4, 2015 for an in-person meeting. Meeting notes are as follows:

- The Administration explained the outcomes of the October 26, 2015 Council meeting directing additional work be completed on the 33rd Street Corridor Study.
- The recommendations from the 33rd Street Corridor study were reviewed and details were discussed.
- The Administration outlined their support for reclassifying 33rd Street as a minor arterial.
- The Administration outlined their support for installing parking limits of two hours from the furthest west corner of Avenue B to Avenue G, and up to the alleys north and south of 33rd Street. It was noted, that for the most part, two parking limits currently exist on all side streets.
- The Administration indicated that they did not support curb extensions along 33rd Street in consideration of the following:
 - 33rd Street is different than 22nd Street notably in terms of right-of-width and the inclusion of a raised concrete median along 22nd Street. The raised median allows the development of dedicated left-turn lanes, allowing through traffic to still move through an intersection while vehicles wait to turn left. On 33rd Street, the lack of raised median forces left turning vehicles to mix with through traffic, and with a curb extension in place, a single left turning vehicle could delay a significant amount of through traffic. A remedy to this situation would be to restrict left turns, which both the Administration and BID agreed was not desired.
 - Curb extensions would restrict traffic and promote short-cutting traffic through adjacent residential areas.
 - Saskatoon Transit is not in favour of curb extensions as this would reduce the effectiveness of its service and decrease Transit ridership.
 - In the long-term, during peak hours, four lanes of lane capacity is required.
- In lieu of curb extensions, the BID requested that the Administration review the possibility of adding bollards at key locations throughout the corridor to provide an increased level of safety for pedestrians. The Administration responded that bollards would be added, and the appropriate recommendations have been included in this report.
- The Administration explained that there is no intent to extend parking restrictions further west along 33rd Street, or implement parking prohibitions in the next 20 years.

- The BID requested that the Administration review the feasibility of reducing the physical length of the peak period parking restrictions. The Administration responded that a review would be done, and the appropriate recommendations have been included in this report.

The Administration has provided an update via e-mail to the Mayfair and Caswell Hill Community Associations on the additional proposed recommendations. As of the date of writing this report, there has been no response received from either the Mayfair or Caswell Hill Community Associations.

Communication Plan

If approved, the recommendations contained in this report will be added to the recommendations from the approved 33rd Street Corridor Plan, and shared with the businesses along 33rd Street, residents and the impacted neighbourhoods using several methods: City website, Community Association communication forums (i.e. website, newsletter).

Any construction that impacts businesses, residents or traffic will be communicated via construction letters, Traffic Detour Service Alerts, the Daily Road Report and the Road Restrictions and Construction Projects interactive map.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions has not been quantified at this time.

Other Considerations/Implications

There are no options, policy, financial, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

Implementation of improvements included in this report will proceed as funding becomes available.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment

1. 33rd Street Proposed Traffic Restriction

Report Approval

Written by: Jay Magus, Engineering Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

Date: December 22, 2015
File: n/a

To: File

From: Jay Magus, P.Eng., Engineering Manager, Transportation

CC: Angela Gardiner, Director, Transportation
Jim McDonald, Director, Transit
Don Cook, Manager, Long Range Planning
Jeff Jorgenson, GM, Transportation and Utilities

Re: 33rd Street Proposed Traffic Restriction

1. Background

At the Regular Business Meeting of City Council held on October 26, 2015, regarding the item '33rd Street – Boulevard Removal – Parking and Traffic Operations', City Council resolved:

- “1. That the 33rd Street Corridor Study be adopted as the framework for future traffic improvements along 33rd Street, to be undertaken as funding is made available through the annual budget process;
2. That the Administration continue consultations with the 33rd Street Business Improvement District and all abutting Community Associations, regarding the future of traffic improvements along 33rd Street; and
3. That the Administration continue discussions with stakeholders regarding pedestrian safety measures (pedestrian bulbing) and the number of lanes of traffic between Avenues B and G,
4. That the Administration provide a report regarding implementation of the following:
 - a. Designation of 33rd Street as a minor arterial corridor (not major);
 - b. Single lane traffic from the furthest west corner of Ave B to Ave G;
 - c. Parking limits of two hours from the furthest west corner of Ave B to Ave G, and up to the alleys north and south of 33rd Street; and
 - d. Pedestrian bulbing / curb extensions from the furthest west corner of Ave B to Ave G with each intersection having 2 bulbs (one on the north and one on the south side of 33rd Street) at designated crossing area in consultation with the Business Improvement District and the City's Traffic Division.”

In preparing a formal response to the request to restrict traffic from four lanes to two lanes along 33rd Street the Administration considered the following aspects:

1. The recently completed 33rd Street Corridor Study
2. The ongoing Growth Plan to Half a Million
3. Traffic Volume Review
4. Operational Impacts
5. Transit Impacts
6. Parking
7. Pedestrian Safety
8. Neighbourhood Short-Cutting
9. Comparison of 33rd Street and 22nd Street
10. Role of 33rd Street in Transportation Network

The following sections present the Administration's findings.

2. 33rd Street Corridor Study

In 2015 the Transportation division completed the **33rd Street Corridor Study**, City of Saskatoon, 2015. The initial intent of the study was to provide recommendations on transportation infrastructure required to improve existing conditions, as well as develop a long-term plan to meet future transportation infrastructure requirements. This scope was revised at the project start to only include a review of the existing conditions as the Growth Plan, currently under development, will influence long-term recommendations for 33rd Street. To avoid conflicting recommendations, and maximize staff utilization, the Transportation division did not proceed with a long-term plan for 33rd Street at this time. Accordingly, the project proceeded on this assumption, including a public consultation component that did not include any proposal of significant physical changes. In other words, the public has not seen and provided feedback on the idea of significant physical changes to 33rd Street.

The recommendations from the 33rd Street Corridor Study included a number of improvements that will increase pedestrian safety, as detailed in **Table 1**.

Table 1: 33rd Street Corridor Recommended Pedestrian Safety Improvements

Recommendation	Location	Cost	Timeframe
Install sidewalk ramps	<ul style="list-style-type: none"> • SE and NE corner of Avenue B • SE and SW corner of Avenue D • SE corner of Avenue E (west Crosswalk location) • SE corner of Idylwyld Drive 	\$20,000	3 – 5 years
Install Sidewalk	South side of 33rd Street between Avenue P and east edge of Vic Rempel Park	\$35,000	5 years
Install Pathway	South side of 33rd Street between east edge Vic Rempel Yards Park and Edmonton Avenue	\$15,000	5 years
Sidewalk protection – replace jersey barriers with bollards	Avenue H (north side)	\$2,000	1 year
Active Pedestrian Corridor	Avenue C east side of south leg	\$35,000	3 – 5 years
Zebra Crosswalk	Avenue E west side of south leg	\$500	1 year
Replace Pedestrian Actuated Signals with Active Pedestrian Corridors	Avenue F (east side of south leg)	\$35,000	3 – 5 years
Upgrade Pedestrian Actuated Signals with Traffic Signals	Northumberland Avenue	\$100,000	5 years
Upgrade Traffic Signals and maintain existing crossings	Avenue D	\$135,000	5 years

Summary: The recommendations from the 33rd Street Corridor Study include a number of improvements that will increase pedestrian safety.

3. Growth Plan to Half a Million

In 2013 the City of Saskatoon (City) published the **Strategic Plan 2013-2023** (Strategic Plan) that identified eight interrelated themes and visions. To support the Strategic Plan, the City moved forward with developing a Growth Plan that focuses on two of the themes and visions, specifically Sustainable Growth and Moving Around.

The Growth Plan is proposing that significant growth occur within Circle Drive, not only by focusing on strategic infill sites like the Downtown, North Downtown and University lands, but also through initiatives to encourage the redevelopment of major corridors in the city. 33rd Street would be well-served by focusing on the objectives for corridor growth:

- support and encourage a variety of building types, densities and forms;
- create public spaces that are inviting, active and memorable to residents and visitors alike;
- improve access to employment opportunities and commercial businesses and services;
- improve mobility options for people along major corridors and across the city;
- enhance connectivity between and within neighbourhoods; and,
- support the efficient provision of infrastructure.

As it relates to overall network connectivity, the Growth Plan focuses on serving the travel needs of this growth by continuing and enhancing the grid street pattern in order to promote the use of alternative travel modes (walking / cycling / transit) and also minimize impact of increasing traffic on neighbourhoods.

As 33rd Street changes over time, as the city grows, collaboration between the 33rd Street Business Improvement District (BID), the adjacent neighbourhood Community Associations and the City, can work to address particular challenges and create new opportunities. Initiatives similar to the **Broadway 360** Development Plan, parking studies, and strategic planning by the BID, can all play a role in determining future expectations for 33rd Street, while it continues to play a role in the overall city connectivity.

Summary: As it relates to overall network connectivity, the Growth Plan focuses on serving the travel needs by continuing and enhancing the grid street pattern in order to promote the use of alternative modes (walking / cycling / transit) and also minimize impact of increasing traffic on neighbourhoods.

4. Traffic Volume Review

A comparison of existing and forecast traffic volumes on 33rd Street is provided in **Table 2**. The existing data is from traffic counts taken in 2014 and 2015. The '400k Population' and '500k Population' traffic forecasts were generated from the City's VISUM transportation model and reflects the estimated traffic at the 400,000 population and 500,000 population horizon for the City of Saskatoon. Within these two population horizons, further scenarios were developed to reflect the business as usual (no Growth Plan), and with the Growth Plan assumptions in place. The Growth Plan assumptions include a bridge connecting 33rd Street to Preston Avenue, and a higher modal split towards transit, walking, and cycling.

Table 2: Daily Traffic Estimates

Scenario Details		Estimated Average Daily Traffic (ADT) on 33 rd Street			
		West of Confederation Drive	West of Avenue P	West of Avenue C	West of Quebec Avenue
Existing		6,650	19,700	12,950	14,750
<ul style="list-style-type: none"> • No Growth Plan assumptions • with Perimeter Highway • with North Commuter Parkway and Traffic Bridge 	400k Population	14,700	22,150	14,050	21,850
	500k Population	24,900	23,350	16,600	19,600
<ul style="list-style-type: none"> • Growth Plan assumptions <ul style="list-style-type: none"> ○ with new core bridge • with Perimeter Highway • with North Commuter Parkway and Traffic Bridge 	400k Population	12,800	21,900	13,700	20,700
	500k Population	not available	23,400	16,000	24,100
New trips resulting from development in the Blairmore sector ¹		6,150	2,650	n/a	n/a

¹ Included in forecasts

A review of the traffic information indicates that the existing lane capacity will be required in the future for 33rd Street as the estimated daily traffic volumes reasonably increase by the 400k and 500k populations for both the 'Non Growth Plan', and 'Growth Plan' scenarios. However, the traffic projections also indicate that there will not be a need to significantly increase the capacity of 33rd Street in the foreseeable future.

According to the ***New Neighbourhood Design and Development Standards Manual***, City of Saskatoon, January 2012:

“Arterial roadways are intended to carry large volumes of all types of traffic moving at medium speeds. They expedite movement of through traffic to major traffic generators and from subdivision to subdivision.

Arterial roadways are subdivided into three categories dependent on service level.

- *Class A: 6 lanes, divided.*
- *Class B: 4 lanes, divided.*
- *Class C: 4 lanes, undivided.”*

The Daily Service Volume for an arterial roadway is 5,000 to 30,000 vehicles per day.

33rd Street today clearly meets this description, as the road begins at the western edge of the City and connects to provide direct access to: Elk Point, Kensington, Dundonald, Confederation Park, Westview, Massey Place, Hudson Bay Park, Caswell Hill, and Mayfair prior to heading east past Idylwyld Drive. The arterial is a Class C with 4 lanes undivided, and accommodates between 6,000 to 20,000 vehicles per day depending on the segment.

The City’s current roadway classification guidelines and design standards include duplication and gaps in the various types of road classifications. Over the near term the Transportation division will revise the guidelines and standards in order to provide clear direction on road classification and applicable standards to road designers and road authorities. Until such time, the Transportation division supports the reclassification of 33rd Street between Idylwyld Drive and Confederation Drive to a minor arterial.

As with several streets in Saskatoon, the description of an arterial does not exactly match what exists today. For example, according to the City design manual “Parking is prohibited on any arterial.” Of course on numerous arterial streets throughout Saskatoon parking is permitted (including segments of 33rd Street), as historically the technical issues have been resolved case by case on these older streets as they appeared over time.

Summary: The existing lane capacity will be required in the future for 33rd Street as the estimated daily traffic volumes reasonably increase by the 400k and 500k populations for both the 'Non Growth Plan', and 'Growth Plan' scenarios.

The Transportation division supports the reclassification of 33rd Street between Idylwyld Drive and Confederation Drive to a minor arterial.

5. Operational Impacts

Installing curb extensions will have negative impacts on the operations of the intersections along the 33rd Street corridor. The street would be effectively reduced to two lanes of through traffic (one in each direction), and will not promote through traffic nor turning off and on the street. A significant operational issue will be the delays caused by left and right turning vehicles. As turning vehicles wait to complete their turn, queuing will form behind this waiting vehicle. Delayed drivers may have the tendency to get frustrated and complete illegal or wrong way manoeuvres. Also, long queues can spillback into upstream intersections, causing delays and blocking commercial driveways between intersections.

Summary: Curb extensions will have negative impacts on the operations of the intersections along 33rd Street.

6. Transit Impacts

Saskatoon Transit provided the following comments on the suggested curb extensions on 33rd Street:

- The reduction to two traffic lanes (one per direction) will negatively impact travel times, reliability and route performance for Saskatoon Transit.
- The proposed lane restrictions will severely alter traffic flow and prevent Transit from providing service with any usable frequency. For example, if curb extensions are installed, delay will occur at intersections when vehicles are waiting to turn left, and there is no room for transit vehicles (or other vehicles) to continue through the intersection.
- 33rd Street is identified as a high frequency corridor in our Growth Plan, Transit must be able to increase service frequency in order to bolster its service and attract ridership. Higher frequency transit for corridors would be an area served by transit approximately every 15 minutes, for up to 15 hours a day, 7 days a week. Some service would feed into the rapid transit corridors while others, like 33rd Street, would form a new attractive transit corridor between destinations.

Saskatoon Transit is unable to endorse the proposed installation of curb extensions along 33rd Street as it would reduce the effectiveness of its service and decrease Transit ridership, contrary to the strategic goal of Moving Around.

Summary: Saskatoon Transit does not support curb extensions along 33rd Street as it would reduce the effectiveness of its service and decrease Transit ridership, contrary to the strategic goal of Moving Around.

7. Parking

Currently parking on 33rd Street is arranged as follows:

- Westbound:
 - No parking between Idylwyld Drive and Avenue B at any time
 - No parking from 16:00 to 18:00 between Avenue B and Avenue F
- Eastbound:
 - No parking from 07:00 to 09:00 between Avenue F and Avenue B
 - No parking between Avenue B and Idylwyld Drive

Currently parking on the intersecting streets between 33rd Street and the alleys to the north and south of is arranged as indicated in **Table 3**.

Table 3: Existing Parking Arrangement

Intersecting Road	South of 33 rd Street	North of 33 rd Street
Avenue B	2hr 09:00 - 18:00, Mon – Sat (both sides)	No Restrictions (both sides)
Avenue C	2hr 09:00 – 18:00, Mon – Sat (both sides)	2hr 09:00 – 18:00, Mon – Sat (both sides)
Avenue D	No Restrictions (east side only 1 stall) 2hr 09:00 – 18:00, Mon – Sat (west side)	No Parking (both sides)
Avenue E	2hr 09:00 – 18:00, Mon – Sat (both sides)	2hr 09:00 – 18:00, Mon – Sat (both sides)
Avenue F	2hr 09:00 – 18:00, Mon – Sat (east side) No Restrictions (west side)	2hr 09:00 – 18:00, Mon – Sat (both sides)
Avenue G	No Restrictions (both sides)	No Restrictions (both sides)

These restrictions enable the intersections near Idylwyld Drive to perform more efficiently and safely by providing multiple lanes during peak hours. The Administration has no intentions of extending the parking restrictions further west along 33rd Street. Furthermore, the traffic projections for the 400K and 500K population horizons indicate that further parking restrictions, or complete prohibitions, are not required in the next 20 years. The existing parking arrangement along 33rd Street is illustrated in **Exhibit 1** (attached).

Implementing 2 hour parking restrictions along 33rd Street between Avenue B and Avenue G would assist in providing parking turnover to the commercial businesses.

Transportation will formally engage the 33rd Street BID to gauge the level of support for implementing 2 hour parking restrictions to address their needs. If the majority of property owners adjacent to 33rd Street are in support of the parking restriction, the Administration will install appropriate signage in 2016.

The Administration met with BID representatives on December 4, 2015 to discuss 33rd Street. The BID requested a review of the peak period parking restrictions, with a preference to reduce the physical length of the restrictions to gain parking. The Administration proceeded to review the adequacy of the peak hour parking restrictions along 33rd Street. Traffic was observed over the peak periods along 33rd Street on December 15th and 16th of 2015, and the following was noted:

- AM Peak Period (7:00 – 9:00 AM) observations: The longest eastbound queue spilled back from Idylwyld Drive to between Avenue C and Avenue D.
- PM Peak Period (4:00 – 6:00 PM) observations: West of Avenue D the outside lane is not heavily used.

In consideration of the above observations it is recommended to maintain peak period parking restrictions along 33rd Street, with modifications / removal of restrictions as follows:

- North side of 33rd Street between Avenue E North (north leg) and Avenue D North (south leg) resulting in a gain of approximately seven parking stalls.
- South side of 33rd Street between Avenue F North (north leg) and Avenue E North (south leg) resulting in a gain of approximately four parking stalls.
- South side of 33rd Street between Avenue E North (north leg) and Avenue D North (south leg) resulting in a gain of approximately nine parking stalls.

The proposed parking arrangement along 33rd Street is illustrated in **Exhibit 2** (attached).

Summary: The traffic projections for the 400K and 500K population horizons indicate that further parking restrictions, or complete prohibitions, are not required in the next 20 years.

If the majority of property owners adjacent to 33rd Street are in support of a two hour parking restriction, the Administration will install appropriate signage in 2016.

The physical length of peak period parking restrictions will be reduced along 33rd Street to provide additional parking.

8. Additional Pedestrian Safety Improvements

As an additional pedestrian safety improvement the Administration is recommending the installation of bollards at key intersections along the 33rd Street corridor between Idylwyld Drive and Avenue G North. For 33rd Street, bollards would be typically placed in the northeast and southwest quadrants of intersections to protect pedestrians from right turning vehicles. The opportunity exists to include an urban design component to the bollards, and the Transportation division will engage the Urban Design section as well as the BID in determining an aesthetic design and finalizing the locations. An example of an existing bollard in Saskatoon is at the intersection of 25th Street and 3rd Avenue as shown in the photograph below.



Photograph of existing bollard providing pedestrian protection

The recommended bollard placement locations are illustrated in **Exhibit 3** (attached).

Summary: At key locations along the 33rd Street corridor bollards will be placed to improve the level of safety for pedestrians.

9. Neighbourhood Short-cutting

One of the main issues raised by the public through the course of the neighbourhood traffic reviews, including the residents of Mayfair and Caswell Hill, is short-cutting traffic. A key strategy in mitigating cut-through traffic is to provide a high level of service on the arterial roads, thus discouraging short-cutting on residential streets to avoid areas where drivers are delayed. In partial response to this issue, the intersection improvement program is being advanced to assist in improving traffic flow on arterial roads.

If traffic is restricted to two lanes via the installation of curb extensions, the risk of increasing short-cutting traffic in the adjacent residential neighbourhoods is high. For example, increased delays along 33rd Street would push more traffic to 29th Street. To mitigate short-cutting a strategy would be to restrict left turns along 33rd Street. Restricting left turns along 33rd Street during the peak hours was previously proposed to the community as a way to improve traffic flows along 33rd Street and did not receive support.

Summary: If traffic is restricted to two lanes via the installation of curb extensions, the risk of short-cutting traffic increasing in adjacent residential neighbourhoods is high.

10. Comparison of 33rd Street and 22nd Street

The Transportation division has received concerns related to the possible conversion of 33rd Street to a roadway like 22nd Street. There are four significant differences between these two roadways:

- Right-of-way width: 22nd Street from Idylwyld Drive to Avenue I has approximately 30 metres of right-of-way (**Exhibit 4**), while 33rd Street from Idylwyld Drive to Avenue G has approximately 20 metres (**Exhibit 5**). To 'match' 22nd Street, 33rd Street would require costly right-of-way widening and would significantly disrupt the adjacent land uses. The Administration has no intention of widening 33rd Street, and this is not an option being explored in the Growth Plan.
- Cross-section: 22nd Street includes 6 through lanes with a raised concrete median. The raised median allows for dedicated left turn lanes at intersections. 33rd Street includes 4 through lanes and is undivided. The undivided condition does not permit dedicated left turn lanes to be developed.
- Adjacent land use: 22nd Street is predominately commercial between Idylwyld Drive and Diefenbaker Drive, while 33rd Street has adjacent commercial land use near Idylwyld Drive, transitioning to residential land use west of Avenue G.
- Average Daily Traffic: On 22nd Street at Avenue H the average daily traffic is 32,000 trips, far exceeding the daily traffic on 33rd Street, which currently varies from 6,650 to 19,700 trips. Future traffic volumes on 33rd Street are projected to peak at 24,900 trips on the portion west of Confederation Drive at the 500k population horizon. The future traffic volumes in the commercial area are projected to peak at 16,660 vehicles per day at the 500k population horizon.

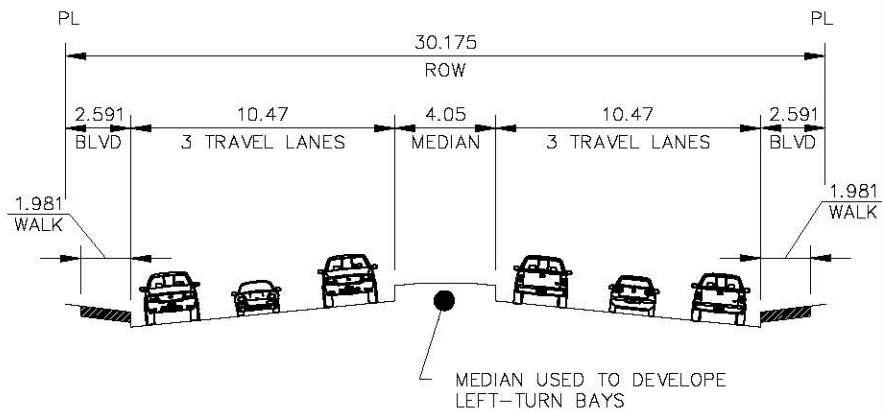


Exhibit 4: 22nd Street between Idylwyld Drive and Avenue I

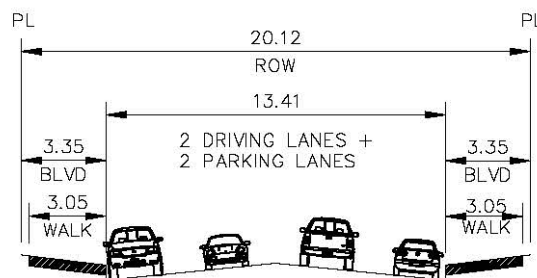


Exhibit 5: 33rd Street between Idylwyld Drive and Avenue G

Summary: There are significant differences between the existing and projected traffic characteristics of 33rd Street and 22nd Street.

11. Role of 33rd Street in Transportation Network

33rd Street plays an important role in the City's transportation network, as a critical east-west arterial link. Reducing the capacity of 33rd Street will have a negative impact on traffic flows on the transportation network west of Idylwyld Drive.

If traffic is restricted on 33rd Street to two lanes the Administration is concerned that a precedent will be set for other similar arterial streets throughout the City, namely Clarence Avenue and Preston Avenue. These streets, together with 33rd Street, are arterial streets that cross sectors of the City and provide connectivity for people to move around by vehicle, transit, bike, or walking. These streets provide a vital function of carrying commuter traffic, and through ongoing work in transit planning through the Growth Plan, and the Active Transportation Plan, are key corridors to enhance transit, walking, and biking usage throughout the City.

Summary: 33rd Street is critical link in the transportation network and reducing capacity would have a negative impact on traffic flows west of Idylwyld Drive.

12. Conclusions

The following conclusions are drawn:

1. The recommendations from the 33rd Street Corridor Study included a number of improvements that will increase pedestrian safety.
2. As it relates to overall network connectivity, the Growth Plan focuses on serving the travel needs by continuing and enhancing the grid street pattern in order to promote the use of alternative travel modes (walking/cycling/transit) and also minimize impact of increasing traffic on neighbourhoods.
3. The existing lane capacity will be required in the future for 33rd Street as the estimated daily traffic volumes reasonably increase by the 400k and 500k populations for both the 'Non Growth Plan', and 'Growth Plan' scenarios.
4. The City's current roadway classification guidelines and design standards include duplication and gaps in the various types of road classifications. Over the near term the Transportation division will revise the guidelines and standards in order to provide clear direction on road classification and applicable standards to road designers and road authorities. Until such time, the Transportation division supports the reclassification of 33rd Street as a minor arterial.
5. Installing curb extensions will have negative impacts on the operations of the intersections along the 33rd Street corridor. The street would be effectively reduced to two lanes of through traffic (one in each direction), and will not promote through traffic nor turning off and on the street.
6. Saskatoon Transit does not support curb extensions along 33rd Street as it would reduce the effectiveness of its service and decrease Transit ridership, contrary to the strategic goal of Moving Around.
7. At this time the Administration has no intentions of extending the parking restrictions further west along 33rd Street, nor implementing parking prohibitions in the next 20 years.
8. If the majority of property owners adjacent to 33rd Street are in support of a two hour parking restriction, the Administration will install appropriate signage in 2016.
9. The physical length of peak period parking restrictions will be reduced along 33rd Street.
10. At key locations along the 33rd Street corridor bollards be placed to improve the level of safety for pedestrians.
11. If traffic is restricted to two lanes via the installation of curb extensions, the risk of short-cutting traffic increasing is high.

12. There are significant differences between the existing and projected traffic characteristics of 33rd Street and 22nd Street.
13. 33rd Street is a critical link in the transportation network and reducing capacity would have a negative impact on traffic flows west of Idylwyld Drive.

13. Recommendations

The recommendations are as follows:

1. Implement approved recommendations from the 2015 33rd Street Corridor Study.
2. Do not reduce the existing traffic capacity by installing curb extensions.
3. Reclassify 33rd Street between Idylwyld Drive and Circle Drive as a Minor Arterial.
4. Maintain existing parking, including two hour restrictions on side streets. Survey the BID to evaluate support for the implementation of two hour restrictions along 33rd Street between Avenue B and Avenue G.
5. Maintain peak period parking restrictions along 33rd Street, with modifications / removal of restrictions as follows:
 - North side of 33rd Street between Avenue E North (north leg) and Avenue D North (south leg) resulting in a gain of approximately seven parking stalls
 - South side of 33rd Street between Avenue F North (north leg) and Avenue E North (south leg) resulting in a gain of approximately four parking stalls
 - South side of 33rd Street between Avenue E North (north leg) and Avenue D North (south leg) resulting in a gain of approximately nine parking stalls
6. At key locations along the 33rd Street corridor bollards be placed to improve the level of safety for pedestrians.

14. Closing

If there are any questions or comments, please contact the undersigned.

Prepared by:

Jay Magus, P.Eng.
Engineering Manager, Transportation
City of Saskatoon

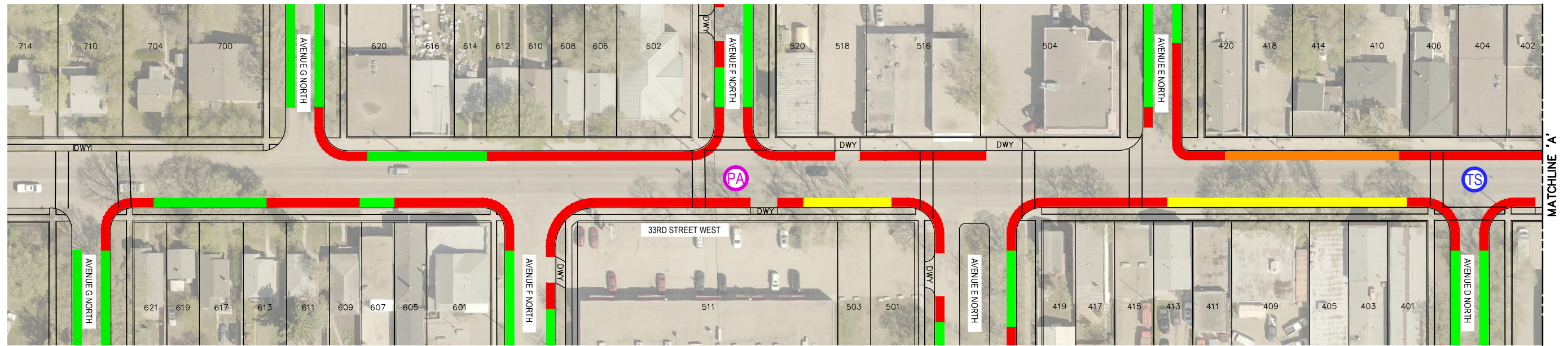
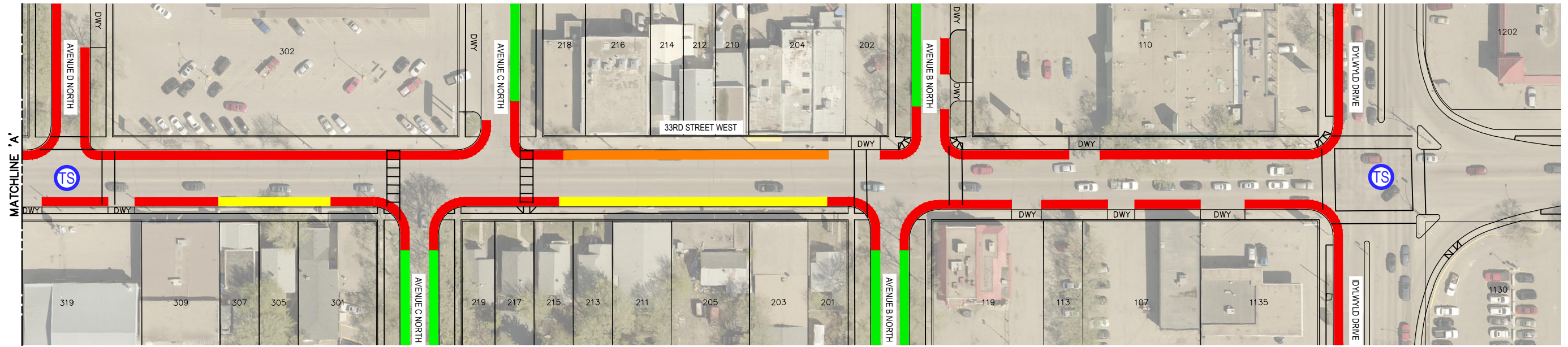


Reviewed by:

David LeBoutillier, P.Eng.
Senior Transportation Engineer, Transportation
City of Saskatoon

Angela Gardiner, P.Eng.
Director of Transportation
City of Saskatoon

Attachments



LEGEND








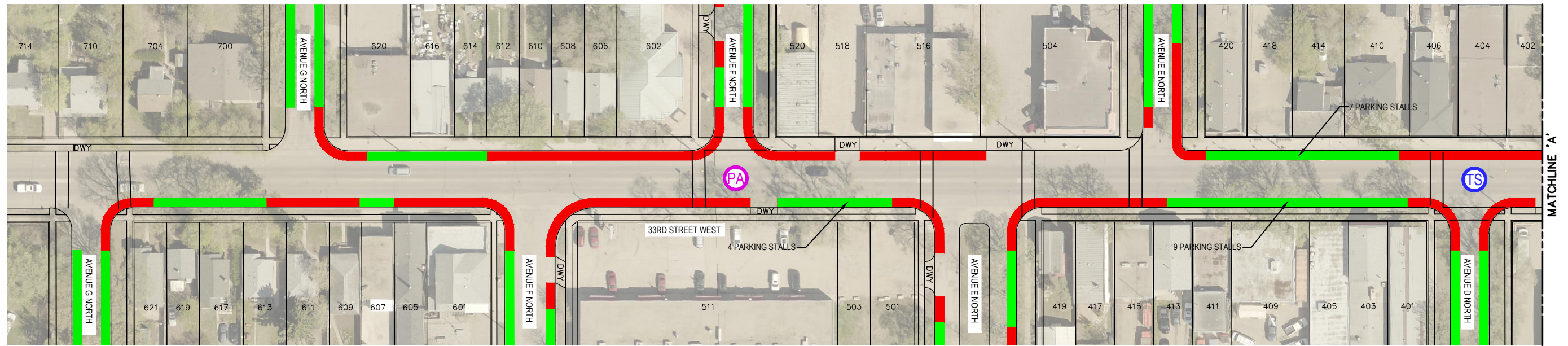
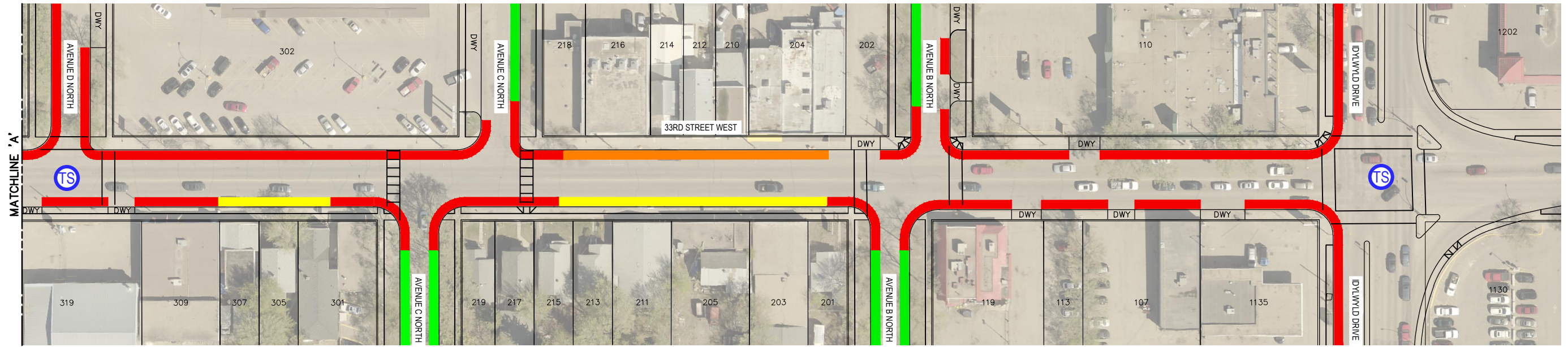
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|---|-------------------------------------|---|-----------------------------------|---|------------|
|  | EXISTING TRAFFIC SIGNAL |  | AVAILABLE PARKING |  | NO PARKING |
|  | EXISTING PEDESTRIAN ACTUATED SIGNAL |  | PM PEAK HOUR PARKING RESTRICTIONS | | |
|  | EXISTING ACTIVE PEDESTRIAN CORRIDOR |  | AM PEAK HOUR PARKING RESTRICTIONS | | |

EXHIBIT 1: 33RD STREET WEST - AVENUE H NORTH TO IDYLWYLD DRIVE (EXISTING PARKING ARRANGEMENT)



LEGEND



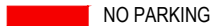




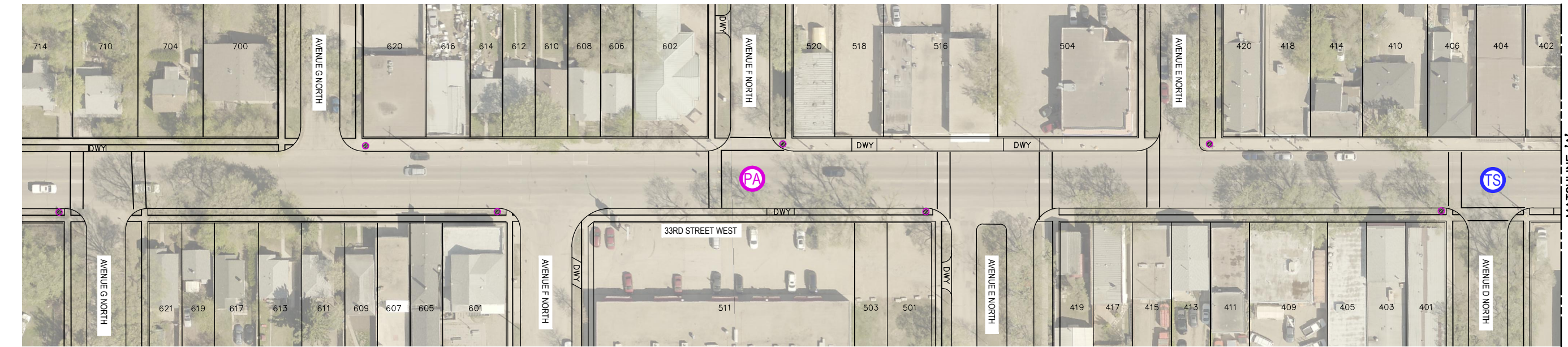
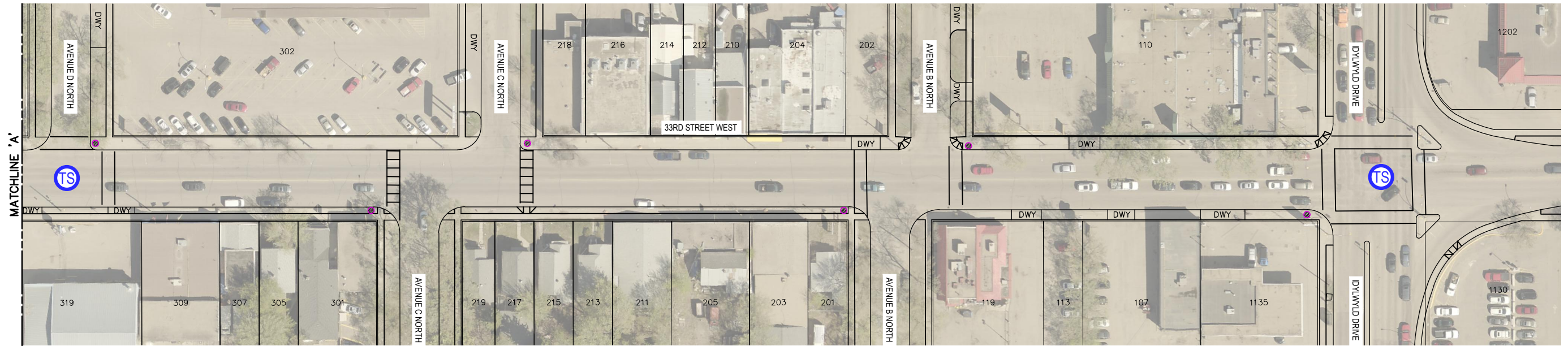
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|  | EXISTING TRAFFIC SIGNAL |  | AVAILABLE PARKING |  | NO PARKING |
|  | EXISTING PEDESTRIAN ACTUATED SIGNAL |  | PM PEAK HOUR PARKING RESTRICTIONS | | |
|  | EXISTING ACTIVE PEDESTRIAN CORRIDOR |  | AM PEAK HOUR PARKING RESTRICTIONS | | |

EXHIBIT 2: 33RD STREET WEST - AVENUE H NORTH TO IDYLWYLD DRIVE (PROPOSED PARKING ARRANGEMENT)



LEGEND





-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL
-  EXISTING ACTIVE PEDESTRIAN CORRIDOR
-  BOLLARD INSTALLATION

EXHIBIT 3: 33RD STREET WEST - AVENUE H NORTH TO IDYLWYLD DRIVE (PROPOSED BOLLARDS)

Winter Road Maintenance – 2016 Options for Use of Additional Snow Removal Funds

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That Option 1 be implemented as outlined in this report.

Topic and Purpose

The purpose of this report is to obtain direction on which winter roadway maintenance services will be increased with the funding increase approved in the 2016 Budget.

Report Highlights

Three options are presented in this report to the Standing Policy Committee on Transportation so they can direct the Administration on the priority of activities for Saskatoon and how to allocate this additional funding.

Strategic Goal

This report supports the 4-year priority for the Strategic Goal of Moving Around to establish service levels for the repair and maintenance of our roads, streets, lanes, sidewalks and bridges. It also supports the City's Leadership Commitments to Reliable and Responsive Service; Strong Management and Fiscal Responsibility; and Effective Communications, Openness and Accountability.

Background

In July 2015, the Executive Committee considered a report from the Administration that discussed a possible \$325,000 increase to winter service levels for anti-icing techniques on high-speed roadways and \$120,000 for cleaning sidewalk corner access ramps in Business Improvement Districts. The Executive Committee directed the Administration to include these items in the 2016 budget.

The City of Saskatoon Winter Road Maintenance - Level of Service document was included in the 2016 Budget package and was reviewed by the Standing Policy Committee in December 2015. City Council approved an additional \$1.04 Million for winter snow and ice management in 2016. The additional funds are to be used to build a base for future city-wide snow removal on residential streets, as well as increase the current winter level of service. Discussion occurred at the December 2015 SPC on Transportation meeting and Administration was given the direction required to draft options for Committee and City Council's consideration.

Report

Considering input from the Standing Policy Committee on Transportation and Councillors, three options have been developed as outlined below:

Option 1 - Re-Deploy New Anti-Icing Funding to Priority Street Sanding, and Use the \$1.04 Million to Improve School Zone Removal and Priority Street Removal Frequency and Length (Recommended):

- A. Funding of \$325,000 included in the 2016 Budget to be used to improve sanding frequency on Priority Streets:
- The implementation of new de-icing chemicals (Caliber) and updated techniques for high speed roadways has resulted in significant improvements to the City's freeway conditions during the winter months. These techniques are achieving many of the benefits that a pure liquid-based anti-icing strategy would achieve. As such, the Administration believes that the funding included in the base 2016 Budget earmarked for liquid-based anti-icing, could be largely focused instead to achieve improved sanding and de-icing service levels throughout the city. That funding would allow the service level to be increased, resulting in a reduction in the time between inspections and sanding of Priority 3 streets, from twelve hours to six hours (outside of snow events). The estimated cost is \$240,000, leaving approximately \$85,000 of the 2016 base increase available for improved anti-icing on high speed roadways. The remaining funds will be used to outfit the sander fleet with pre-wet equipment with an estimated one-time cost of \$96,000. The equipment can be used for direct liquid application as well as pre-wet sanding.
- B. Additional funding of \$1.04 Million added at Budget to be used for:
- Enhanced school zone snow removal, including but not limited to an additional 20 metre average (based on natural points) of "no windrow zones" within each school zone; also a reduction in the typical trigger height from windrow removal in school zones from 75 centimetres to 60 centimetres. The estimated cost is \$255,000.
 - Increased priority street snow removal focused on high-density residential facing locations with on-street parking. Approximately 172,000 cubic meters of additional priority street snow removal will occur at an estimated cost of \$545,000 annually. This would translate to approximately 200 lane kilometers of additional snow removal, highly dependent on snow volumes.
 - Improved service level for priority streets with on-street parking already receiving snow removal, where removal would be initiated once snow ridges begin materially impeding parking or narrowing the driving surface. This earlier trigger will not increase the cubic metres removed during the winter, but will increase costs because rather than wait until significant windrows build up and snow is removed all at once, snow will be removed in a more ongoing way through the winter. More work is required to determine service level details and affected street inventories, but the Administration believes that \$240,000 would enable this improvement to occur.

Option 2 - Do Not Re-Deploy New Anti-Icing Funding to Priority Street Sanding, and Use the \$1.04 Million to Improve Priority Street Sanding; Improve School Zone Removal; and Improve Priority Street Removal Frequency and Length:

- A. Do not re-direct the \$325,000 base increase for anti-icing on high speed roadways.
- B. Additional funding of \$1.04 Million added at Budget to be used for:
- Increased sanding service level as outlined in Option 1 for an estimated cost of \$240,000. This would reduce the inspection time on Priority 3 streets from twelve hours to six hours (outside of snow events). If the base is not redirected, a one-time procurement of additional pre-wet equipment is required for \$96,000.
 - Enhanced school zone snow removal, including but not limited to an additional 20 metre average (based on natural points) of “no windrow zones” within each school zone; also a reduction in the trigger height from windrow removal in school zones from 75 centimetres to 60 centimetres. The estimated cost is \$255,000.
 - Increased priority street snow removal focused on high-density residential facing locations with on-street parking. Approximately 146,000 cubic meters of additional priority street snow removal will occur, at a cost of \$449,000 annually. This would translate to approximately 170 lane kilometers of additional snow removal, highly dependent on snow volumes.
 - No change in frequency of windrow removal from narrow streets, current service level remains in effect.

Option 3 – Allocate a portion of the funding added at Budget to a contribution to a city-wide residential snow removal reserve.

Options 1 and 2 outline effectively a menu of items that City Council could fund. If it is desired to earmark some funding for allocation to a reserve, items could be removed and that funding could be allocated to the reserve.

One additional component to consider would be increasing the length of “no windrow zones” within each school zone, but not change the windrow height trigger. This increased length is estimated to cost \$67,000 depending on snow volumes.

Options to the Recommendation

The Standing Policy Committee on Transportation may recommend that City Council direct the Administration to select and cost a different combination of the activities that make up the options above.

Communication Plan

Under the Better Winter Roads brand, a mix of earned news coverage and paid advertising will direct Saskatoon residents and drivers to saskatoon.ca/snow for winter road maintenance information. Schools are provided a summary of the snow grading

and removal activities each winter; and drivers are notified in advance of removal activities with posted No Parking signs. City Council approved changes to services will be updated on the website in the Winter Road Maintenance - Level of Service document.

Financial Implications

Option 1 and Option 2 provide partial funding for the future city-wide snow removal program. Option 3 is the only option that provides dedicated funding to the future city-wide snow removal program reserve. If portions of the additional snow removal funding are used to increase the winter level of services before the reserve is built up, it will result in the city-wide snow removal program being delayed. Contributions to the Snow & Ice Management Reserve for each option are laid out in the below table:

	Option 1	Option 2
Re-deploy \$325,000 base	Yes	No
Increase Sanding Frequency Priority 3	Yes (budget covered)	\$336,000
School Zone Service Level Increase	\$255,000	\$255,000
Increased Snow Removal Length	\$545,000	\$449,000
Increased Snow Removal Frequency	\$240,000	\$0
Contribution to the Snow Reserve	\$0	\$0
Total	\$1.04M	\$1.04M

Other Considerations/Implications

There are no policy, environmental, privacy, or CPTED implications or considerations.

Due Date for Follow-up and/or Project Completion

An updated level of service document will be completed based on direction from the Standing Policy Committee on Transportation or City Council. An additional updated Winter Road Maintenance - Level of Service document will be provided in October of 2016 with recommendations based on the lessons learned in 2015 and 2016 from the use of the additional funding.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by: Russ Munro, Engineering Manager, Logistics and Procurement.
 Reviewed by: Eric Quail, Roadways Manager
 Reviewed by: Pat Hyde, Director of Public Works
 Approved by: Jeff Jorgenson, General Manager of Transportation and Utilities