

To: Mayor Creasey, Chris Ross
Cc: Council
From: Matthew Goudy, CAO
Date: October 15th, 2019

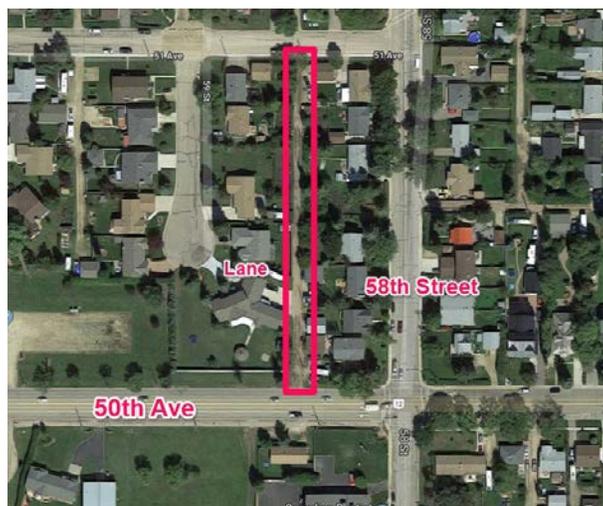
Reference: 11/154/2019-227

RE: Concrete Median at 58 Street intersection

Thank you for questions regarding the construction of a new concrete median at the intersection of 58th Street and 50th Avenue. This intersection is one of the busiest in the City with 10,000 to 13,000 eastbound and westbound vehicles passing through it per day, according to counts completed for the City's [2013 Transportation Master Plan](#). Due to the configuration of the City's road network, most traffic coming into the City is effectively funneled through this intersection.

The median cost approximately \$15,000 and of several options considered, it was the most cost effective way to both calm traffic, where the East/West arterial road transitions from a commercial to a residential area, and address a known safety issue at this intersection at a point where the City transitions into a residential area. The median provides a light traffic calming effect through the perceived narrowing the road. The driving lanes adjacent to the median are standard width but the hard separation between directions of traffic make the overall road appear slightly narrower. A median is in place at the intersection of Woodland Drive and 50th Street (C/E Trail) for the same traffic calming reason. The Transportation Association of Canada's (TAC) Geometric Design Guidelines for urban roadways recommends the use of medians to separate traffic at intersections with more than 10,000 vehicles per day. TAC's research shows a 33% reduction in head-on-collisions when medians are included in the design, versus intersections without grade separating medians. ¹

In 2014 and again in 2017 the Traffic Safety Advisory Committee recommended changes to the 58th Street and 50th Avenue intersection to prevent traffic from shortcutting around the intersection using the nearby lane and to prevent traffic from turning west from this lane – an unsafe turn close to the intersection. The City made changes to the signage on the south end of the lane but any other changes were deferred to the current intersection upgrade.



¹ Transportation Association of Canada – Geometric Design Guidelines [Section 4.5.5.2]

To address these concerns, Administration looked at other options including closing the lane to construct a turnaround and, re-constructing the south end of the lane to be “exit right only”. However due to land requirements, limited benefit, and overall cost it was ultimately decided that extending the median west of the lane was best way mitigate the safety issues.

Lastly, the geometry of the intersection has been reviewed during design, and I can confirm that the upgraded intersection will accommodate the turning movements of a full 53’ truck and trailer combination (although the need for such a movement would be fairly uncommon).

Please let me know if you would like to discuss this matter further, or have additional questions on the design of the intersection upgrade.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew Goudy', with a large, sweeping flourish underneath.

Matthew Goudy, P.Eng
Chief Administrative Officer