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**File #:** BIR-26-020, **Version:** 1

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**TAMRMS#:** B05

## **BUDGET INFORMATION REQUEST (BIR) - Neighbourhood Traffic Calming Capital Project Charter (ENGS-058)**

Requested by: Councillor Clark

Date of Request: November 17, 2025

Date Response Due: November 21, 2025

Confidential: No

### **QUESTION**

A. Can you provide a breakdown on how much is being spent in 2026 on the following:

1. pedestrian flashers;
2. bulb-outs;
3. other measures.

B. How much was spent on each of these measures in 2025.

C. How many existing crosswalks do not have pedestrian flashers.

D. How much does it cost to remove a bulb-out and replace it with a regular crosswalk but leaving the existing pedestrian flashers.

### **RESPONSE**

**A:** The following costs are reflective of an estimate of costs associated with the planned 2026 Traffic Calming program by breaking down into projects, to which the project would look to perform the following scope of work:

1. Construction of the approved permanent Traffic Calming Plan for Malmo Avenue.
  - a. Construction costs = estimated \$350,000 (inclusive of 20% contingency).
    - i. Costs of mobilization, traffic control, construction for removal of existing curbing and gutter and roadway and installation of new curbing, gutter and roadway and landscaping = \$247,500
    - ii. Contingency (20%) = \$49,500
    - iii. Construction Management (20%) = \$49,500
    - iv. Testing and Quality Control = \$3,500

Please note that some ramps, signs and markings were installed as part of the temporary measure in previous year which may be re-used in 2026 as part of permanent measure. Therefore, a project level estimate is provided here rather than a breakdown of measure specific cost.

2. Delivery of an approved Traffic Calming Plan and implementation of temporary measures, where feasible and applicable for the community of Riverside:
  - a. The final plan has not been approved and at this point a defined estimate is not completed; however, the expectation is that temporary measures from the existing Transportation inventory could be applied to the area of Riverside - inclusive of temporary curb extensions and speed cushions which are within inventory. Hence no additional cost is expected to be spent as part of the project for these measures.
  - b. The proposed plan for Riverside currently recommends the following:
    - i. Pedestrian Crossings at 13 locations - 26 warning flasher units at a total cost of approximately \$130,000.
    - ii. Pedestrian Crossing curb extensions - temporary measures are no cost (in stock).
    - iii. Driver Feedback Signs - 4 at an approximate total cost of \$40,000
    - iv. Speed Cushions = 4 at no cost (in stock).
    - v. Additional sign work and road markings = \$20,000.Estimated total value of implementing the temporary plan in Riverside = \$190,000.

The above reflects costs to deliver on all aspects of the proposed Traffic Calming Plan; however, as this concept is in process of receiving resident feedback, the plan may be adjusted further in scope.

3. Optimally, the 2026 program would allow for some funding to be allocated towards engagement with residents on the next priority sites; however, this would be subject to budget approval and confirmation of costs associated with delivery of site improvements to communities already engaged and part of the Traffic Calming process. Some funding from 2025 carry-forward budget is expected to fully fund the 2026 program beyond what is requested in the proposed 2026 Traffic Calming Budget.

**B:** The 2025 Traffic Calming program advanced the work that was initiated in 2024, following engagement with four (4) communities as part of the Traffic Calming process - from communities that had residents apply for traffic calming and from areas that were warranted from traffic operational and safety data.

The 2025 program reflects work of engaging further and advancing concept and plan development for Traffic Calming in the community of Riverside and on the road segment of Malmo Avenue. The only physical work of applying measures in 2025 occurred on Malmo Avenue, with details of costing for temporary measures shared in BIR-26-013 which reflect the following:

- i. Temporary curb extensions: There are no costs associated with these, as these are in stock from the City's previous temporary applications that have since been made permanent and may be reallocated to next priority sites.
- ii. Temporary speed cushions: these are the sections of rubberized tabletop style blocks that were centered in the roadway that act as speed tables for vehicles to have to slow to travel over. For the Malmo Avenue Plan, five (5) speed cushion locations were identified, and thus applicable temporary measures were

acquired at the cost of approximately \$19,000 (materials and shipping).

1. These measures are purchased with the objective to reutilize them on next priority sites as temporary measures to “test” and pilot potential developed Traffic Calming plans.
  
- iii. Road markings to mark new pedestrian crosswalks and centerline of the roadway: \$7,900. Note - these are not temporary in consideration that the plan is implemented.
  
- iv. Pedestrian Warning Flasher Systems for Pedestrian Crossings: A total of five (5) pedestrian crossings were implemented with markings, signs and warning flashers; approximately cost of \$40,000.
  1. Note - these are not temporary and will remain or be reallocated to alternative sites, subject to final approval and implementation of the permanent Plan.
  
- v. School Zone Signage and Warnings: These are permanent infrastructure and will remain. Approximate cost \$8,000.
  
- vi. Driver Feedback Signs: these are not temporary and if the plan is not implemented could be reallocated to alternative sites. \$6,000.

Sub-Total of Measures and Equipment in 2025 = \$80,900

**C:** The City has successfully completed installation of warning flashers at all applicable pedestrian crossings that are capable for operating with warning flashers - locations of midblock crossings or at crossing to which vehicles have the right of way without any other traffic controls (for example, stop or yield signs).

- i. It should be noted that pedestrian crossings that are located at stop control (stop signs) should not operate with warning flashers and the City does not install warning flashers within right turn bays of intersections.

**D:** The cost for removal of an existing bulb-out or extension for a two sided crosswalk (removal of both sides) would be subject to the site and specific conditions of the site such as where utilities were located (ie - catch basins); however, it would be estimated that an average bulb-out would cost between \$30,000 - \$50,000 for removal and to maintain the curbing back to the original alignment.

- i. Note - If it were a single side, the cost would be estimated at \$15,000 - \$25,000.

Report Date: November 17, 2025  
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