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TAMRMS#: B05

BUDGET INFORMATION REQUEST (BIR) - Traffic Calming Repairs, Reconstruction and Maintenance

Requested by: Councillor Hughes

Date of Request: November 17, 2025

Date Response Due: November 21, 2025

Confidential: No

QUESTION

How much was spent in 2024, to date in 2025 and budgeted in 2026 for traffic calming bulb out repairs and reconstruction and maintenance.

RESPONSE

In terms of RMR (Repair, Maintain and Replace), the city's use of pedestrian curb extensions is fairly "new", with the first extensions installed between 2016 and 2018. To date, locations are not identifying as high prone repair areas as the concrete is holding to good standard.

Unfortunately, Administration does not have a breakdown of RMR specific concrete costs associated with pedestrian curb extensions; however, there are two (2) areas of focus for repairs or reconstruction of pedestrian curb extensions that can be shared:

1) Motor Vehicle Collisions / Vandalism:

Incidents that involve a motor vehicle hitting a pedestrian curb extension have occurred and most of the damage and response is associated with the bollards located on the concrete extension, which results in substantial damage to the bollard and some damage to the concrete island as well where the bollard is mounted to the concrete.

When these incidents occur, they are often associated with a reported motor vehicle collision through Enforcement, and the costs associated with response and repair are recouped via an insurance claim process; with costs paid by the driver's insurance.

If an incident occurs with no formal police report or collision report and a claim cannot be made, the onus is on the city to address funding for repairs. If substantial concrete damage occurs, a contract service is hired; whereas, if the damage is to a bollard only there are internal resources that perform this type of repair work.

A summary of incidents that have occurred from 2023 to 2025 (inclusive) is:

- a) In 2023 there were a total of three (3) motor vehicle claims, totaling a value of \$36,200 damage and a total of \$36,000 is associated with claims.
- b) In 2024, there were a total of nine (9) incidents, totaling a value of \$34,300 to which \$33,500 is

associated with claims.

- c) In 2025, there have been a total of four (4) incidents to date, totaling a value of \$16,200 to which \$14,250 is associated with claims.

Summary:

- a. Total Costs of responsive damage (motor vehicle collision or vandalism) to curb extensions from 2023 to 2025 (inclusive) = \$86,700
- b. Total Costs of responsive damage repair associated with motor vehicle claims = \$83,750 = 97% of costs associated with repair of damaged curb extensions.

The variance between all damage versus “claim” associated costs are sometimes relevant to vandalism. These instances typically align to damage of a solar light located on a bollard that was not caused by a motor vehicle.

2) Functional Redesign and Reconstruction:

Preliminary design of pedestrian curb extensions that were constructed early in the city as part of the Safe Journeys to School project, incorporated an at-grade connection of curbing to the sidewalk / boulevard and then a ramp to the roadway. This design used a concrete swale type gutter and metal grate over top to allow pedestrians to walk on to the bulb-out. Over time it has been identified that these grates can create a small area and channel that can be blocked by leaves or material and result in water backup and pooling on the roadway. In addition, recently there have also been instances where the metal grate is damaged during snow clearing.

It is estimated that there are approximately eleven (11) sites designed with the grate style system. Note - this is an area of review with the asset management work planned, to identify and review these extensions. The objective would be to address the redesign of sites based upon operational need or potential alignment with RMR work; there would not be a proactive program to deliver redesign and perform work. Funding for proposed work would be from the Transportation Systems Management program (ENGS-008), as these redesigns represent action in response to network functional or operational issues and action would be in response to reported and validated concerns.

No redesign or reconstruction have occurred in 2024 or 2025; however, there are candidates for redesign and reconstruction in 2026.

- a. Note - a redesign was completed on a curb extension in 2019, at the location of Deer Ridge Drive at Dubonet Way.
 - i. This site improvement was aligned to the Safe Journeys to School program at the JJ Nearing school site. The redesign occurred following review and confirmation of the sizing and turn radius impacts of the area. The adjustment reduced the size of the extension and cost approximately \$20,000 to complete.

There are two (2) sites that are candidates for redesign that are potential projects for 2026:

- a) Crossing at 25 Grenfell Avenue (both sides of crossing): This crossing has experienced damage to the grate system and an immediate short- term repair was performed to allow safe crossing through the winter; however, the damage to the grate requires replacement and concrete work to the potential benefit to perform the redesign. Estimated cost of construction for the removal and replacement with the new design is \$65,000.

- b) Crossing at 44 Sunset Boulevard (one side only): This crossing site is an area where substantial pooling of water can occur due to material being trapped within the grate system. Estimated cost of removal and replacement with the new design is \$29,000.

Program planning for these types of curb extensions would be responsive and involve an assessment to confirm the level and impacts of issues or damages (if involved in a collision) and cost / benefit of repair or redesign. Types of issues that would be looked to be resolved if reported and validated include drainage issues, turning issues, consistent damage or incidents of repair that may be mitigated with redesign.

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