

Greystone Heights Neighbourhood Traffic Review

Authorization

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EXECUTIVE SUMMARY

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in May of 2015 to identify traffic concerns and potential solutions within the Greystone Heights neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Management Plan was developed and presented to the community at a follow-up meeting held in December 2015.

A summary of recommended improvements for the Greystone Heights neighbourhood are included in **Table ES-1**. The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements for these neighbourhoods ranges from 1 to 5 years.

The resulting proposed Greystone Heights Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Greystone Heights Neighbourhood Recommended Improvements

Item	Location Proposed Measure		Reason
1	14 th Street between Quance Avenue & Arlington Avenue Speed Display Board		Reduce speed
2	14 th Street & Quance Avenue	"No Parking" signs 15m from intersection on southwest corner. Pedestrian & traffic volume count in spring 2016 to determine need for pedestrian crossing.	Improve pedestrian safety & enhance visibility
3	14 th Street & Greystone Heights Park (pathway connection on west end)	Pedestrian & traffic volume count in spring to determine if crosswalk should be moved from Quance Avenue.	Improve pedestrian safety near park (school route)
4	14 th Street & Arlington Avenue	Zebra Crosswalks & "No Parking" Signs (15m southeast and southwest corners)	Improve pedestrian safety & enhance visibility
Arlington Avenue & Mitchell Street		Curb extension on northeast corner and median island on south leg	Reduce speed
6	Arlington Avenue & Main Street	Median Island on south leg with additional stop sign, zebra crosswalks, & pedestrian accessibility ramps (northwest & southwest corners). Pedestrian & traffic volume count in spring 2016 to determine need for additional curb extension.	Enhance visibility of stop sign northbound & improve pedestrian safety
7	Arlington Avenue & Ling Street	"No Parking" Sign (10m on southeast corner)	Enhance visibility
8	Lane east of Greystone Heights School (between Main Street & 14 th Street)	20kph Speed Signs	Reduce speed
9	Lane east of Greystone Heights School (near lane to Simpson Crescent) "No Parking" Signs & Pa Enforcement		Enhance visibility (near walkway leading to park)
10	Main Street - west of Bateman Crescent/Simpson Crescent	Remove "No Parking" signs on south side	Increase parking for parents picking up/dropping off students
11	Main Street - west side of Moxon Crescent/Bateman Crescent	Extend School Zone to west side of Moxon Crescent/Bateman Crescent	Improve pedestrian safety & reduce speed near school

Table ES-1 Continued

Item	Location	Proposed Measure	Reason
12	Main Street & Moxon Crescent (east leg)	Curb extensions on northeast & southwest corners; pedestrian accessibility ramps on northwest & southeast corners	Reduce speed & improve pedestrian safety & connectivity near school
13	Main Street & Quance Avenue	Stop signs	Enhance safety along bus route
14	Bateman Crescent (east leg) near Main Street	School zone sign prior to Main Street access	Ensure drivers are aware they're entering school zone
15	Back lane between Bateman Crescent/Oliver Crescent/Lindsay Place	Collect traffic volume data in spring 2016	Determine if traffic volumes are within acceptable range (parents using loop to drop-off/pick-up students)
16	14 th Street	Send information to Parking Services to provide enforcement.	Improve safety along route
17	Quance Avenue	Speeding enforcement (send peak hour data to Saskatoon Police Service for further consideration to enforce)	Reduce Speed
18	Arlington Avenue	Speeding enforcement (send peak hour data to Saskatoon Police Service for further consideration to enforce)	Reduce Speed

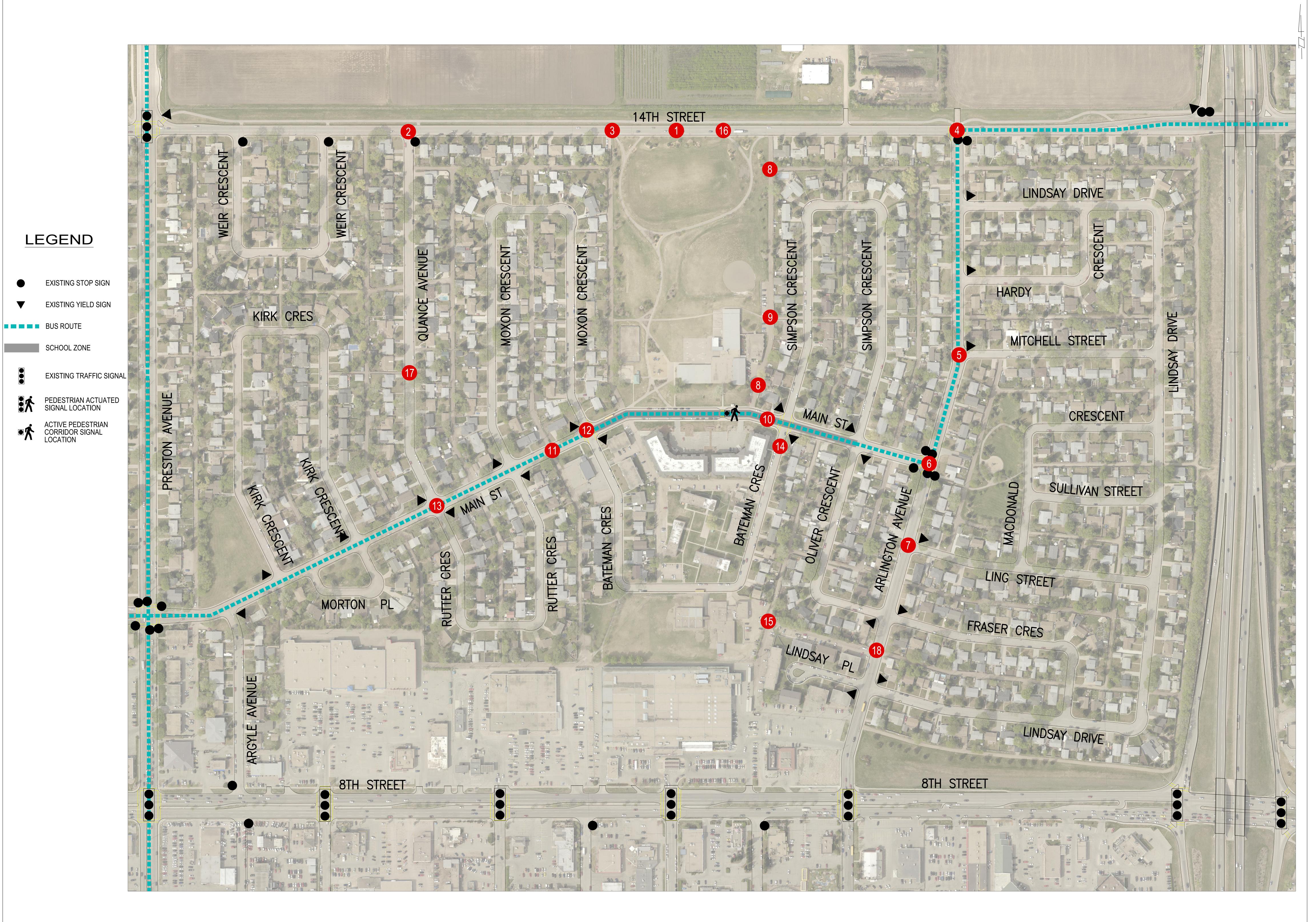




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1 INTRODUCTION

As the City of Saskatoon continues to grow many neighbourhoods face growing issues such as pedestrian safety, cut-through traffic, and increased speeds on local roads within neighbourhoods. In August 2013, City Council adopted the City of Saskatoon Traffic Guidelines and Tools that outlined a procedure for completing traffic reviews on a neighbourhood-wide basis. Prior to this neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013 the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety that were developed by the Administration and residents in collaborative fashion. Accordingly, this report provides the traffic management plan for Greystone Heights.

The Greystone Heights neighbourhood is located on the east side of the South Saskatchewan River and is bound by 8th Street to the south, Circle Drive to the east, 14th Street to the north, and Preston Avenue to the west. The area use is mostly residential, with elementary schools on Main Street (Greystone Heights School) and Bateman Crescent (Ecole St. Matthew School). Commercial areas within the neighbourhood are mostly along 8th Street.

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- Stage 2 Develop a draft traffic plan based on resident's input and traffic assessments.
- Stage 3 Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- Stage 4 Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report present the study findings and recommendations.

2 IDENTIFYING ISSUES, CONCERNS, AND POSSIBLE SOLUTIONS

A public meeting was held in May of 2015 to identify traffic concerns within the neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A.**

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

2.1 Concern 1 - Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through the neighbourhood on streets that are designed and intended for low volumes of traffic (i.e. local streets). In the case of Greystone Heights, the bordering arterial street (8th Street, Preston Avenue) is designated to accommodate larger traffic volumes.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were at the following locations:

- Arlington Avenue
- 14th Street
- Back lane east of Greystone Heights School
- Main Street
- Quance Avenue
- Back lane between Preston Avenue & Argyle Avenue and 8th Street & Main Street

Proposed solutions identified by residents:

- Install stop signs
- Install traffic calming (ie. median islands, curb extensions, speed bumps, speed humps)
- Reduce speed limit
- Implement/extend school zone
- Install gate (back lane east of Greystone Heights School)
- Install speed display board

2.2 Concern 2 - Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities, as opposed to driving, reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

"The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled *Traffic Control at Pedestrian Crossings – 2004* approved by City Council in 2004."

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- 14th Street & Arlington Avenue
- Arlington Avenue & Main Street
- 14th Street (at pathway connections)
- 14th Street & Quance Avenue
- Walkway east of Greystone Heights School (connects to back lane)
- Main Street (in front of Greystone Heights School)

Proposed solutions identified by residents:

- Install pedestrian crossing
- Install active pedestrian device
- Pedestrian device in front of school needs to flash longer
- Implement/extend school zone
- Make school zone speed limit effective in summer and evening hours
- Implement flashing lights in school zones

2.3 Concern 3 - Traffic Control

Traffic control signs are used in order to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control* – *Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volume, collision history, and must have a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were at the following locations:

- 14th Street & Arlington Avenue
- Arlington Avenue & Fraser Crescent
- 14th Street & Quance Avenue
- Main Street & Simpson Crescent (west)
- Main Street & Moxon Crescent (east)

Proposed solutions identified by residents:

- Install all-way stop (i.e. three-way stop or four-way stop)
- Install traffic signals

2.4 Concern 4 - Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway crossing.

Neighbourhood concerns regarding parking were at the following locations:

- 14th Street & Arlington Avenue
- Arlington Avenue & Mitchell Street
- Arlington Avenue & Ling Crescent
- Back lane east of Greystone Heights School
- Condo site across the street from Greystone Heights School (parents are parking in lot)
- Main Street (near school)
- Main Street & Quance Avenue

Proposed solutions identified by residents:

- Implement parking restrictions
- Parking enforcement
- Implement pick-up/drop-off zone in front of school
- Widen road to add loading zone

2.5 Concern 5 - Maintenance

Condition of the streets in Greystone Heights was identified as a concern (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

In addition, street signs requiring maintenance (i.e. knocked over, obstructed by trees, damaged) were also identified as a concern.

Neighbourhood concerns regarding maintenance were:

- 14th Street & Arlington Avenue tree trimming required
- 14th Street snow removal needed
- Back lane behind old Co-op on 8th Street is full of garbage and muddy in spring
- Back lane east of Staples has gate that's not always working
- 50kph speed sign in Simpson Crescent near walkway should be moved
- Pave back lanes

2.6 Concern 6 - Major Intersections

Major intersections include roadways with higher traffic volumes (i.e. arterials, collectors) or intersections with an existing traffic signal.

Neighbourhood concerns regarding major intersections:

- 8th Street & Arlington Avenue:
 - Congestion on Arlington Avenue for vehicles southbound
 - o Difficult to make left turn onto 8th Street
 - o Too narrow on Arlington Avenue
 - o Traffic gets backed up onto 8th Street due to car wash on south side
 - o Driver confusion
 - Drivers don't know where lanes are
 - It's a race to get across

Proposed solutions identified by residents:

- 8th Street & Arlington Avenue:
 - o Implement separate green light for each leg, similar to Acadia Drive & 8th Street
 - o Install southbound on-ramp
 - Install dedicated left turn lanes
 - Install dedicated right turn lane westbound on 8th Street
 - o Parking restrictions needed
 - o Install sign to direct vehicles on Arlington Avenue into proper lane.

2.7 Concern 7 - Preston Avenue Corridor Study

A comprehensive review was conducted in response to future traffic demands along Preston Avenue between 14th Street and Circle Drive. Public consultation began in 2011. During the consultation and review process, a number of current and future operations of the roadway, needs, and priorities were identified. A list of recommended improvements was developed, including a few locations along the border of the Greystone Heights neighbourhood (8th Street to 14th Street). Recommendations are as follows:

- 1. Preston Avenue & 14th Street the existing Jersey barrier will be replaced with a permanent concrete island in order to properly channelize the southbound right-turn
- 2. Preston Avenue & Main Street roundabout
- 3. Preston Avenue between Main Street & 8th Street median closure and parking restrictions

Refer to **Appendix B** for full details of the Preston Avenue Corridor Study.

Residents of the Greystone Heights neighbourhood were provided information on the Preston Avenue Corridor Study and the proposed recommendations.

Neighbourhood concerns regarding the Preston Avenue corridor and the proposed recommendations were:

- Preston Avenue & Main Street:
 - Not in favour of proposed roundabout
 - Kids use route to go to school
 - Roundabout causes pedestrian safety concerns
 - o Parking on street on Main Street (between Preston Avenue & Argyle Avenue)
 - o Problems in southbound direction

Preston Avenue & 14th Street:

- o Long waits when no one is on opposing direction
- Eastbound and westbound left turn improvements needed
- o Crossing east-west is an issue
- o Westbound to northbound right turn get backed up
- Preston Avenue & midblock near walkway visibility issues
- Preston Avenue between 8th Street & Main Street:
 - Northbound left turn into Real Canadian Wholesale parking lot causes queuing northbound
 - o Drivers are shortcutting through parking lot on east side of Preston Ave

Proposed solutions identified by residents:

- Preston Avenue & Main Street:
 - Consider no parking on north side west of Argyle Avenue and east of alley. Lane markings would also help; northeast side of intersection remove parking
 - o Smooth curve on Main Street east of Preston Avenue
- Preston Avenue & 14th Street:
 - o Traffic signals should be better timed or detection when vehicle is waiting
 - o Continue 4 lanes of traffic on Preston Avenue south of 14th Street
 - o Install left-turn lanes
 - Nicer blockade needed
 - Walk light needs to be pushed to activate
 - Automatic walk light
 - Southbound signs need to be better because drivers don't know curb lane turns into right-turn only lane coming from College Drive
 - o Install "right-turn only" sign closer to College Drive
 - Extend southbound to eastbound left turn

- Preston Avenue & 8th Street extend southbound green light in PM peak hour (4:00pm to 7:00pm)
- Preston Avenue & midblock near walkway crossing needed
- Preston Avenue between 8th Street & Main Street:
 - Remove parking because it prevents right turn onto Main Street (northbound) and traffic gets backed up at four-way stop
 - o Real Canadian Wholesale driveway barrier should block northbound traffic from turning in/out.
 - o Implement timed parking restrictions

3 ASSESSMENT

3.1 Methodology

Stage 2 of the plan development included developing a draft traffic management plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - o Intersection turning moving counts
 - o Pedestrian counts
 - Daily and weekly traffic counts
 - Average speed measurements
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for traffic volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements. A map of the traffic data collection is shown in **Appendix C**.

3.2 Travel Volumes and Travel Speeds

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

Table 3-1: City of Saskatoon Street Classifications and Characteristics

	Classifications						
Characteristics	Back Lanes		Lo	Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	
Traffic function	movem	ion only (traffic ent n`ot a leration)	Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000	
Typical Speed Limits (kph)	20		50		50		
Transit Service	Not po	ermitted	General	Generally avoided		Permitted	
Cyclist		ons or special ilities	No restrictions or special facilities		No restrictions or special facilities		
Pedestrians	Permitted, no	special facilities	Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required	
Parking Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour			

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Greystone Heights neighbourhood is 50kph, except for school zones where the speed limit is 30kph from September and June, 8:00am to 5:00pm, excluding weekends.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as an issue are summarized in **Table 3-2**.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2015)

Street	Between	Class	Average Daily Traffic (vpd)	Speed (kph)
Back lane between Preston Avenue & Argyle Avenue	8 th Street & Main Street	lana	62	34.5
Back lane east of Greystone Heights School	Main Street & 14 th Street	lane	120 & 50	NA
Quance Avenue	Main Street & 14 th Street	local	575	49.4
Main Street	Moxon Crescent & Simpson Crescent (summer count)	minor collector	2,954	49.7
Arlington Avenue	Arlington Avenue Fraser Crescent & Lindsay Drive		5,638	52.3
Arlington Avenue	Hardy Crescent & Lindsay Drive	major	4,585	54
14 th Street	Quance Avenue & Arlington Avenue	collector	6,967	60
14 th Street north of Greystone Park	Arlington Avenue & Circle Drive		9,035	58

3.3 Traffic Control Assessments

Yield, stop, and all-way stop controls need to the meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. Criteria outlined in Council Policy C07-007 that may warrant an all-way stop include a peak hour count greater than 600 vehicles or an ADT greater than 6,000 vehicles per day or when five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

Further conditions that must be met for an all-way stop to be warranted are:

- 1. Traffic entering the intersection from the minor street must be at least 35% for a four-way stop and 25% for a three-way stop.
- 2. No other all-way stop or traffic signals within 200m.

Results of the studies are shown in **Table 3-3**.

Table 3-3: All-Way Stop Assessments

Location	Peak Hour Count	Average Daily Traffic (vpd)	# Collisions within most recent 12 months	% of Traffic from minor street	Traffic Signals or all-way stop within 200m	All-Way Stop Warranted
14 th Street & Arlington Avenue	1,156	12,730	1	17%	no	All-Way Stop Not Warranted

Details of the all-way stop assessments are provided in **Appendix D**.

3.4 Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

- Number of traffic lanes to be crossed;
- presence of a physical median;
- posted speed limit of the street;
- distance the crossing point is to the nearest protected crosswalk point; and
- number of pedestrian and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00am to 9:00am, 11:30am to 1:30pm, and 3:00pm to 5:00pm.

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra crosswalk (i.e. striped) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

Location	Number of Pedestrians Crossing During Peak Hours	Results
14 th Street & Arlington Avenue	6	Pedestrian Device Not Warranted

Details of the pedestrian actuated signal and active pedestrian corridor assessments are provided in **Appendix E**.

3.5 Collision Analysis

The most recently available five year collision statistics (2009 to 2013) were provided by SGI. High collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends. These include:

- 14th Street & Arlington Avenue
- Main Street & Arlington Avenue (three-way stop installed in 2011)

Details of the collision analysis are provided **Appendix F.**

4 PLAN DEVELOPMENT

4.1 Methodology

Stage 3 of the review included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvement
- Present the draft plan to the residents at a follow-up public meeting
- Circulate the draft plan to the Civic Divisions for comment
- Revise the draft plan based on feedback from the stakeholders
- Prepare a technical document summarizing the recommended plan and project process

The tables in the following sections provide the details of the recommended traffic management plan, including the location, recommended improvement, and the justification of the recommended improvement.

4.2 Speeding and Shortcutting

As stated in Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009, "stop signs are not to be used as speed control devices."

The recommended improvements to address speeding and shortcutting are detailed in **Table 4-1**.

Table 4-1: Recommended Speeding and Shortcutting Improvements

Location	Recommended Improvement	Justification
14 th Street between Quance Avenue & Arlington Avenue	Speed Display Board	Reduce speed (north of Greystone Heights Park)
Arlington Avenue & Mitchell Street	Curb extension on northeast corner and median island on south leg	Reduce speed along bus & school route
Arlington Avenue & Main Street	Median Island on south leg with additional stop sign	Enhance visibility of stop sign northbound
Lane east of Greystone Heights School (between Main Street & 14 th Street)	20kph Speed Signs	Reduce speed near school
Main Street - west side of Moxon Crescent/Bateman Crescent	Extend School Zone to west side of Moxon Crescent/Bateman Crescent	Reduce speed near school
Main Street & Moxon Crescent (east leg)	Curb extensions on northeast & southwest corners	Reduce speed near school
Quance Avenue	Speeding enforcement (send peak hour data to Saskatoon Police Service for further consideration to enforce)	Reduce Speed
Arlington Avenue	Speeding enforcement (send peak hour data to Saskatoon Police Service for further consideration to enforce)	Reduce speed along bus & school route
Bateman Crescent (east leg) near Main Street	School zone sign prior to Main St access	Ensure drivers are aware they're entering school zone
Back lane between Bateman Crescent/Oliver Crescent/Lindsay Place	Collect traffic volume data in spring 2016	Determine if traffic volumes are within acceptable range (parents using loop to drop-off/pick-up students)

4.3 Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in **Table 4-2**.

Table 4-2: Recommended Pedestrian Safety Improvements

Location	Recommended Improvement	Justification
14 th Street & Quance Avenue	Pedestrian & traffic count in spring 2016 to determine need for pedestrian crossing.	Improve pedestrian safety (connects to pathway on north side)
14 th Street & Greystone Heights Park (pathway connection on west end)	Pedestrian & traffic count in spring to determine if crosswalk should be moved from Quance Avenue.	Improve pedestrian safety near park (school route)
14 th Street & Arlington Avenue	Zebra Crosswalks & No Parking Signs (15m southeast and southwest corners)	Improve pedestrian safety (connects to pathway on north side)
Main Street & Moxon Crescent (east leg)	Pedestrian accessibility ramps on northwest & southeast corners	Improve pedestrian safety & connectivity near school
Arlington Avenue & Main Street	Zebra crosswalks & pedestrian accessibility ramps (northwest & southwest corners). Pedestrian & traffic count in spring 2016 to determine need for additional curb extension.	Improve pedestrian safety (school route)
Main Street - west side of Moxon Crescent/Bateman Crescent	Extend School Zone to west side of Moxon Crescent/Bateman Crescent	Improve pedestrian safety near school

4.4 Traffic Control

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in **Table 4-3**.

Table 4-3: Recommended Traffic Control Improvements

Location	Recommended Improvement	Justification
Main Street & Quance Avenue	Stop signs	Ensure driver compliance & increase intersection safety along bus route

4.5 Parking Improvements

The recommended improvements to parking that will improve the level of safety are detailed in **Table 4-4**.

Table 4-4: Recommended Parking Improvements

Location	Recommended Improvement	Justification
14 th Street & Quance Avenue	"No Parking" signs 15m from intersection on southwest corner	Enhance visibility
14 th Street & Arlington Avenue	"No Parking" Signs (15m southeast and southwest corners)	Enhance visibility
Arlington Avenue & Ling Street	"No Parking" Sign (10m on southeast corner)	Enhance visibility
Lane east of Greystone Heights School (near lane to Simpson Crescent)	"No Parking" Signs & Parking Enforcement	Enhance visibility (near walkway leading to park)
Main Street - west of Bateman Crescent/Simpson Crescent	Remove "No Parking" signs on south side	Increase parking for parents picking up/dropping off students
14 th Street	Send information to Parking Services to provide enforcement.	Ensure drivers aren't parking in restricted area

4.6 Follow Up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in December 2015. Meeting minutes are provided in **Appendix A.** Recommended improvements that were not supported by the residents were eliminated or altered accordingly. A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. A decision matrix for additional comments received after the draft traffic plan is also included in **Appendix G**.

The recommendations were circulated to the Civic Divisions (including Saskatoon Police Service, Light & Power, Saskatoon Fire Department, Environmental Services, and Transit) to gather comments and concerns. General support was received.

4.7 Major Intersection Reviews and Corridor Studies

The mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhoods are bound by arterial streets, such as 8th Street and Preston Avenue, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. To properly address these, the typical transportation engineering approach would require a corridor study or a major intersection review, both of which are expensive and require significant resources. Through the Neighbourhood Traffic Reviews, the City is compiling a list of issues on arterial streets. The Transportation Division is working to prioritize the issues, identify the work requirements, and secure funding to complete these types of assessments.

5 RECOMMENDED PLAN & COST ESTIMATES

Stage 4, the last stage of the process, is to install the recommended improvements for the Greystone Heights neighbourhood within the specified timeframe. The timeframe depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of signage will be completed short-term (1 to 2 years).

Major intersection reviews are based on the number of other locations to be reviewed city-wide and the availability of funding. The timeline for review will be medium-term (3 to 5 years).

The estimated costs of the improvements included in the Neighbourhood Traffic Management Plan are outlined in the following tables:

- Table 5-1: Traffic Calming Cost Estimate
- Table 5-2: Traffic Control Signs Cost Estimate
- Table 5-3: Pedestrian Safety Cost Estimate
- Table 5-4: Miscellaneous Signs Cost Estimate
- Table 5-5: Additional Traffic Counts Cost Estimate
- Table 5-6: Total Cost Estimate

Table 5-1: Traffic Calming Cost Estimate

Location	Device	Cost Estimate		Time Frame
Location	Device —		Permanent	Time Frame
14 th Street between Quance Avenue & Arlington Avenue	Speed Display Board	\$1,500	\$5,000	
Arlington Avenue & Mitchell Street	Curb extensions	\$1,000	\$90,000	1 to 5 years (traffic calming devices will
Arlington Avenue & Main Street	Median Island	\$500	\$5,000	be installed temporarily until
Main Street & Moxon Crescent (east leg)	Curb extensions	\$1,000	\$90,000	proven effective)
	Totals	\$4,100	\$190,000	

Table 5-2: Traffic Control Signs Cost Estimate

Location	Device	Number of Signs	Cost Estimate	Time Frame
Main Street & Quance Avenue	Stop sign	2	\$500	
Arlington Avenue & Main Street	Stop sign	1	\$250	1 to 2 years
	Totals	3	\$750	

Table 5-3: Pedestrian Safety Cost Estimate

Location	Device	ce Cost Estimate Temporary Permanent		Time Frame
Location	Device			Tillie Fraille
14th Street & Arlington Avenue	Zebra Crosswalks	\$500	\$0	
Arlington Avenue & Main Street	Zebra crosswalks	\$500	\$0	
Arlington Avenue & Main Street	Pedestrian accessibility ramps (2)	\$0	\$7,000	1 to 2 years
Main Street & Moxon Crescent (east leg)	Pedestrian accessibility ramps (2)	\$0	\$7,000	
	Totals	\$1,000	\$14,000	

Table 5-4: Miscellaneous Signs Cost Estimate

Location	Device	Number of Signs	Cost Estimate	Time Frame
14 th Street & Quance Avenue	"No Parking" sign	1	\$250	
14 th Street & Arlington Avenue	"No Parking" sign	2	\$500	
Arlington Avenue & Ling Street	"No Parking" sign	1	\$250	
Lane east of Greystone Heights School (between Main Street & 14 th Street)	20kph sign	2	\$500	1 to 2 years
Lane east of Greystone Heights School (near lane to Simpson Crescent)	"No Parking" sign	5	\$1,250	
Bateman Crescent (east leg) near Main Street	School zone sign	1	\$250	
	Totals	12	\$3,000	

Table 5-5: Additional Traffic Counts Cost Estimate

Location	Count	Cost Estimate
14 th Street & Quance Avenue	Peak hour turning movement count (including pedestrians)	\$400
14 th Street & Greystone Heights Park (pathway connection on west end)	Peak hour turning movement count (including pedestrians)	\$400
Arlington Avenue & Main Street	Peak hour turning movement count (including pedestrians)	\$400
Back lane between Bateman Crescent/Oliver Crescent/Lindsay Place	3-day traffic volume count	\$250
	Total	\$1,450

Table 5-6: Total Cost Estimate

Category	Signing, Temporary Traffic Calming & Traffic Counts	Permanent
Traffic Calming	\$4,000	\$190,000
Traffic Control Signs	\$750	\$0
Pedestrian Safety	\$1,000	\$14,000
Miscellaneous	\$3,000	\$0
Traffic Counts	\$1,450	\$0
Totals	\$10,200	\$204,000

The total cost estimate for the signage and temporary traffic calming to be installed in 2016 is **\$10,200**. The total cost estimate for the installation of future permanent devices is **\$204,000**.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-7**.

The resulting recommended Greystone Heights neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

Table 5-7: Greystone Heights Neighbourhood Recommended Improvements

Item	Location	Proposed Measure	Reason
1	14 th Street between Quance Avenue & Arlington Avenue	Speed Display Board	Reduce speed
2	14 th Street & Quance Avenue	"No Parking" signs 15m from intersection on southwest corner. Pedestrian & traffic volume count in spring 2016 to determine need for pedestrian crossing.	Improve pedestrian safety & enhance visibility
3	14 th Street & Greystone Heights Park (pathway connection on west end)	Pedestrian & traffic volume count in spring to determine if crosswalk should be moved from Quance Avenue.	Improve pedestrian safety near park (school route)
4	14 th Street & Arlington Avenue	Zebra Crosswalks & "No Parking" Signs (15m southeast and southwest corners)	Improve pedestrian safety & enhance visibility
5	Arlington Avenue & Mitchell Street	Curb extension on northeast corner and median island on south leg	Reduce speed
6	Arlington Avenue & Main Street	Median Island on south leg with additional stop sign, zebra crosswalks, & pedestrian accessibility ramps (northwest & southwest corners). Pedestrian & traffic volume count in spring 2016 to determine need for additional curb extension.	Enhance visibility of stop sign northbound & improve pedestrian safety
7	Arlington Avenue & Ling Street	"No Parking" Sign (10m on southeast corner)	Enhance visibility
8	Lane east of Greystone Heights School (between Main Street & 14 th Street)	20kph Speed Signs	Reduce speed
9	Lane east of Greystone Heights School (near lane to Simpson Crescent)	"No Parking" Signs & Parking Enforcement	Enhance visibility (near walkway leading to park)
10	Main Street - west of Bateman Crescent/Simpson Crescent	Remove "No Parking" signs on south side	Increase parking for parents picking up/dropping off students
11	Main Street - west side of Moxon Crescent/Bateman Crescent	Extend School Zone to west side of Moxon Crescent/Bateman Crescent	Improve pedestrian safety & reduce speed near school

Table 5-7 Continued

Item	Location	Proposed Measure	Reason
12	Main Street & Moxon Crescent (east leg)	Curb extensions on northeast & southwest corners; pedestrian accessibility ramps on northwest & southeast corners	Reduce speed & improve pedestrian safety & connectivity near school
13	Main Street & Quance Avenue	Stop signs	Enhance safety along bus route
14	Bateman Crescent (east leg) near Main Street	School zone sign prior to Main Street access	Ensure drivers are aware they're entering school zone
15	Back lane between Bateman Crescent/Oliver Crescent/Lindsay Place	Collect traffic volume data in spring 2016	Determine if traffic volumes are within acceptable range (parents using loop to drop-off/pick-up students)
16	14 th Street	Send information to Parking Services to provide enforcement.	Improve safety along route
17	Quance Avenue	Speeding enforcement (send peak hour data to Saskatoon Police Service for further consideration to enforce)	Reduce Speed
18	Arlington Avenue	Speeding enforcement (send peak hour data to Saskatoon Police Service for further consideration to enforce)	Reduce Speed





APPENDIX A: MEETING MINUTES

Greystone Heights Neighbourhood Traffic Review Thursday, May 21, 2015, 7:00 – 9:00 P.M. Greystone Heights School

Facilitators:

Mitch Riabko & Kathy Dahl (Great Works Consulting)

Agenda

- Welcome & introductions
- Presentation from the Transportation Division
- Small group discussions
- Small group discussion report back to large group
- Next Steps
- Question / Answers

Councillor Olauson is in attendance.

<u>Presentation from Transportation Division – Greystone Heights Neighbourhood Traffic Review (Presented by Justine Nyen, Traffic Engineer)</u>

Presentation Outline:

- Neighbourhood Review Process
- Timeline for Greystone Heights Review
- Sources of Information
- Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

- August 2013 New process; neighbourhood review vs issue by issue; eight neighbourhoods reviewed per year
- Mandate Reduce & calm traffic, improve safety within neighbourhoods
- 2014 Varsity View, Nutana, Brevoort Park, Haultain, Holliston, City Park, Westmount, Hudson Bay Park, Caswell Hill
- **2015** Greystone Heights, Meadowgreen, Adelaide-Churchill, Montgomery Place, Confederation Park, Avalon, Lakeview, Mount Royal

Timeline for Greystone Heights Review:

- Stage 1 Identify issues & possible solutions through community consultation (May to fall 2015)
- Stage 2 Develop a draft traffic plan (fall 2015)
- Stage 3 Present draft traffic plan to community for feedback (fall 2015)
- Stage 4 Implement the changes over time

Sources of Information:

- Past Studies
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments

Concerns Received:

- 14th Street & Arlington Avenue parked cars reduce visibility; difficult to make left turn; increased traffic and speeding on 14th Street; difficult for pedestrians and cyclists to cross; install a three-way stop of traffic signals
- Greystone Heights School shortcutting and speeding in back lane adjacent to school
- Main Street speeding, especially near Greystone Heights School, at park, and paddling pool; extend school zone on western side to include Moxon Crescent; many children in area when school zone is not in effect (ie. after 5pm and in summer)
- Quance Avenue shortcutting because Preston Avenue is slow moving
- Preston Avenue & 14th Street long waits when no one is on opposing direction; traffic signals should be better timed or detection when vehicle is waiting; continue 4 lanes of traffic on Preston Avenue south of 14th Street
- 8th Street & Arlington Avenue difficult to make left turn onto 8th Street; too narrow on Arlington Avenue; traffic gets backed up onto 8th Street due to car wash on south side; install dedicated left turn lanes; install dedicated right turn lane westbound on 8th Street

Traffic Calming Devices (Examples of devices used in Saskatoon):

- 1. Speed Display Boards
- 2. Raised Median Island narrows road; provides center refuge for pedestrians
- 3. Curb Extensions narrows road
- 4. Roundabouts
- 5. Diverter used to address high traffic volumes
- 6. Right-in/right-out island used to address high traffic volumes
- 7. Directional Closure restrict movements onto the street from one direction
- 8. Raised median through intersection restrict movements
- 9. Full closure

Pedestrian Devices:

- 1. Standard crosswalk
- 2. Zebra crosswalk (striped pavement markings)
- 3. Active pedestrian corridor (flashing yellow lights)
- 4. Pedestrian-activated signals

<u>Presentation from Saskatoon Police Services (Constable Pat Foster)</u>

Traffic Stats for Greystone Heights:

119 traffic offenses in Greystone Heights since January 2015 (many were on 8th Street)

- 25 intersection/U-turn
- 25 no driver's license or learners
- 10 due care/cell phone

Saskatoon Police Services: 306-975-8300 <u>OR</u> 306-975-8068 to report a traffic complaint or a concern.

Q&A

Resident: Trucks are loud. Do you track these?

Police: Yes. But we need as much information as possible. We'll check with SGI, need a plate number, description, time of day etc. We will track down those vehicles.

Resident: Is it possible to get someone there during rush hour?

Police: Yes. Our shift is noon to 10pm.

Resident: How does our area compare to others? Are there similar concerns?

Police: Biggest concern in your area is 8th Street. A lot of things happen just off of 8th Street. Speed on 14th Street is also an area.

Resident: Are the City and Police working together to have 40kph speed limit in residential?

City: We get this question at many of these meetings. We get both sides from the public, reduce speeds or increase speeds, or remove school zones altogether. We need to be consistent, not neighbourhood by neighbourhood. So if we implement it, it needs to be city wide. Province of Ontario is currently doing a study on reduced speed limits on residential streets and we're waiting to find out the results of that. The 40kph speed limit on residential is being considered by City Council.

Resident: Main Street eastbound, can we have a speed board in the school zone? So it can be monitored.

Resident: Do we have access to the accident data? And what accidents involve pedestrians?

City: We receive data from SGI. There's a 1 to 2 year lag in the data, the newest available data is 2013. We'll include this information in the final report.

Small Group Discussions

 Breakout into small groups to discuss traffic concerns in Greystone Heights and potential solutions

Group 1: Mariniel Flores (City Facilitator)

- 1. 8th Street & Arlington Avenue congestion on Arlington Avenue for vehicles southbound. Separate green light for each leg, similar to Acadia Drive & 8th Street: install southbound on-ramp
- 2. 14th Street & Arlington Avenue same as previous. Separate green light for northbound, or three-way stop; southbound on-ramp
- 3. Arlington Avenue & Main Street Add stop sign on median for south leg and curb extensions
- 4. Circle Drive from 14th Street northbound off-ramp from Circle Drive to 14th Street
- 5. Main Street & Simpson Crescent (west leg) four-way stop or traffic calming circle
- 6. Main Street & Moxon Crescent (east leg) four-way stop of traffic calming circle
- 7. Arlington Avenue south of Main Street speeding; shortcutting; install speed "pillows"
- 8. 14th Street near park north of school speeding; shortcutting; install speed "pillows"
- 9. 14th Street & west pathway of Greystone Park (near Moxon Crescent and back lane) – standard crosswalk needed
- 10. Near north leg of Main Street & Quance Avenue and south leg of Arlington Avenue & Mitchell Street – restrict parking
- 11.14th Street & Arlington Avenue trim tree on southwest corner
- 12. Fraser Avenue & Arlington Avenue four-way stop
- 13.Quance Avenue & 14th Street three-way stop 14. Preston Avenue & 8th Street extend southbound green light in PM peak hour (4-7pm)

Group 2: Marina Melchiorre (City Facilitator)

- 1. 8th Street & Arlington Avenue difficult to left turn; parking restrictions needed; protected left turns
- 2. 14th Street & Arlington Avenue difficult to turn left; big trucks parking and obstructing view; install three-way stop and pedestrian crossing
- 3. Quance Avenue speeding; high traffic volumes; speed display boards needed; install traffic calming at mid-block
- 4. 14th Street & Preston Avenue eastbound and westbound left turn improvements needed; install left turn lanes; nicer blockade needed
- 5. 14th Street & Quance Avenue pedestrian crossing is dangerous; snow removal needed
- 6. Preston Avenue mid-block crossing with walkway needed to connect to walkway; visibility issues near walkway
- 7. Main Street School zone lengthening on west side between Bateman Crescent and Rutter Crescent
- 8. Back lane near Greystone Heights School (Simpson Crescent) shortcutting
- 9. Preston Avenue & Main Street unsure about roundabout
- 10. Quance Avenue & Main Street stop signs
- 11. Main Street & Moxon Crescent (east leg) ramps in poor condition

Group 3: Justine Nyen (City Facilitator)

- 1. 8th Street & Arlington Avenue jammed; driver confusion, drivers don't know where lanes are; it's a race to get across
- 2. 14th Street & Arlington Avenue difficult to turn left; causes drivers to shortcut down Main Street; install pedestrian device
- 3. Quance Avenue shortcutting caused by traffic on Arlington Avenue and Preston Avenue; speeding
- 4. Greystone Heights School back lane east of school is a shortcut; parents drop off or pick up kids and use lane to loop because theirs is no drop-off/pick-up loop; front of school is congested; walkway at middle of back lane where many children cross is pedestrian safety concern; close lane by installing gate at middle of lane and only open for maintenance or in summer when shortcutting isn't an issue; talk to school board to implement drop-off/pickup loop in front of school; pave lane because it's causing dust; the pedestrian activated device in front of the school needs to flash longer for more time to cross; parents are parking in condo parking lot on south side
- 5. Main Street near paddling pool widen road to add loading zone
- 6. 14th Street & Preston Avenue southbound signs need to be better because drivers don't know curb lane turns into right-turn only lane coming from College Drive; install "right-turn only" sign closer to College Drive
- 7. Preston Avenue remove parking because it prevents right turn onto Main Street (northbound) and traffic gets backed up at 4-way stop; northbound left turn into Wholesale parking lot
- 8. 14th Street speeding; no residential on north side so it feels like speed limit should be higher; pathway on north side with no protected crossings on 14th Street to access; only marked crosswalks are closer to Preston Avenue

Group 4: Mark Emmons (City Facilitator)

- 1. 14th Street & Preston Avenue walk light needs to be pushed to activate. Maybe should be automatic walk light. East-west issue.
- 2. Greystone Heights School buses and vehicles parked on both sides. Visibility issues for motorists. Narrow roadway.
- 3. Roundabout at Preston Avenue & Main Street was proposed before, but how will pedestrians safely cross? Kids crossing to go to school. Attention needs to be paid.
- 4. Speed sign should go at the bend of Main Street for eastbound traffic
- 5. Bateman Crescent should be considered a school zone
- 6. School zones should be 24/7, 365 days a year because of parks that kids play in at schools
- 7. Arlington Avenue & Ling Crescent Turning left onto Arlington Avenue. Visibility issues. May also have same concern at similar intersections in neighbourhood. Combination of too much traffic and visibility. Steady stream of traffic.
- 8. 8th Street & Arlington Avenue need sign to direct vehicles on Arlington Avenue into proper lane.
- 9. Visibility concerns at various intersections in neighbourhood. Overgrown trees and shrubs.

- 10. U-turns occurring at Main Street & Moxon Crescent (east leg). Visibility issues here too. Common route for kids going to school.
- 11. Recent improvements snow clearing in front of Greystone Heights School. Helps lots and needs to continue. South side should be regularly cleared.
- 12. Properly identify no parking at intersections along Arlington Avenue.
- 13. Bateman Crescent at bend there are vehicles parked but maybe should be no parking zone. Tough for vehicles to get passed safely.
- 14. Parking on street on Main Street near Preston Avenue (between Preston Avenue & Argyle Avenue). Consider no parking on north side west of Argyle Avenue and east of alley. Lane markings would also help.
- 15. Muddy mess and full of garbage behind old Co-Op in alley. Little roundabout serves no legitimate purpose anymore. Should be addressed.
- 16. Suggestion no parking between Main Street and 8th Street on Preston Avenue. Would allow for right turn lane.
- 17. Arlington Avenue & 14th Street 14th Street traffic moves very fast and should be stopped at Arlington Avenue with a three-way stop or maybe lights.
- 18. Need more crosswalks to get across 14th Street to pedestrian/cyclist pathway.
- 19. Real Canadian Wholesale barrier should block northbound traffic from turning in/out.

Group 5: Jay Magus (City Facilitator)

- 1. No roundabout at Preston Avenue & Main Street
- 2. 14th Street & Arlington Avenue Turning left on 14th Street after school drop off
- 3. 14th Street & Arlington Avenue Parked vehicles block view on east corner
- 4. 14th Street & Arlington Avenue Trees overgrown block view on west corner
- Main Street & Arlington Avenue stunting of vehicles, avoiding Preston Avenue & 8th Street traffic signals; traffic light turned up
- 6. Main Street & Arlington Avenue Pedestrian crossing danger
- 7. Southbound left from Arlington Avenue onto 8th Street
- 8. Preston Avenue on east side south of Main Street Could there be no parking?
- 9. East of Preston Avenue south of Main StreetCut-through parking lot
- 10. Preston Avenue between Main Street & 8th Street no parking
- 11. Preston Avenue between Main Street & 8th Street, west side timed parking restrictions
- 12. In front of Greystone Heights School on west side to park path on north Kids crossing at the back allev
- 13. In front of Greystone Heights School Pickup/drop-off
- 14. Moxon Crescent (east leg) After exiting school zone, vehicles are turning right
- 15. Greystone Heights School Move school zone end further west
- 16. Greystone Heights School Move eastbound school zone sign further west
- 17. Simpson Crescent near walkway 50kph sign is just before crosswalk. Move it. Similar throughout
- 18. Main Street between Simpson Crescent & Simpson Crescent on north side-Trees block view on northeast corner
- 19. In the winter, people drive slow
- 20. Main Street at Preston Avenue northeast side of intersection remove parking

- 21. Main Street east of Preston Avenue Smooth curve
- 22. Lindsay Drive on north side of crescent Sound attenuation, noise from Circle Drive
- 23. Curb Extensions are dangerous to cyclists
- 24. Flashing light at school zone
- 25. Preston Avenue & 14th Street Westbound to northbound right turn
- 26. Preston Avenue & 14th Street Extend southbound to eastbound left turn
- 27. Roundabout not working
- 28. Main Street & Moxon Crescent (east leg) Can't see southbound turn right
- 29. Avoiding 8th Street
- 30. Quance Avenue Cut-through traffic to avoid Preston Avenue, accidents
- 31. Noise for all
- 32. Seager Wheeler/Caroline Robins school zone is better
- 33. Arlington Avenue north of Ling Street Move school zone to Arlington Avenue
- 34.24 hour school zones, 365 days a year, run over the summer time
- 35.14th Street north of Greystone Heights School implement school zone
- 36. Back lane east of Staples Gate not always working
- 37.8th Street & Arlington Avenue Eastbound to northbound left
- 38. Preston Avenue & Main Street Problems in southbound
- 39. Ronald McDonald/University Drive

Next Steps (Presented by Jay Magus, Manager of Traffic Engineering Section)

- 1. Continue monitoring traffic issues in your neighbourhood
- 2. Mail-in or email comments no later than June 21/15
- 3. Additional public input via City on-line Community Engagement webpage no later than June 21/15

http://shapingsaskatoon.ca/discussions/greystone-heights-neighbourhood-traffic-review-meeting

- 4. Traffic count data collection spring/summer 2015
- 5. City review of public input and data collected from traffic studies and prepare draft Traffic Plan
- 6. Follow-up public input meeting to provide input on draft
- 7. Determine revisions and finalize Traffic Plan
- 8. Present Traffic Plan to City Council for approval

Question & Answer (Jay Magus)

Resident: Is there money to implement the plan?

City: No. It needs to be approved by Council.

Resident: It's not the best time to collect traffic counts on Quance Avenue with closure of University Bridge.

City: We'll do counts when the bridge is open (ie. August 31/15)

Resident: Pedestrian counts are also low right now because University is out.

City: We'll wait to conduct the counts in the affected areas when University is back in session.

Resident: Is the roundabout at Preston Avenue and Main Street the "set in stone" plan?

City: This was the proposed design after public consultation and studies began in 2011, as part of the Preston Avenue Corridor Study. There was no funding towards this intersection. In my mind, no, it's not the plan.

Resident: Placement of the traffic circle (roundabout) and negotiating pedestrian and vehicle movements. What's the consensus? Is the roundabout happening?

Councillor Olauson: Public consultation began a few years ago. Many of you may have been involved from the beginning. It was the entire Preston Avenue Corridor. It's still in the process, and still the recommendation. It's a robust process to see it out there. Traffic changes over years. Need to continue monitoring. There's currently no funding for this project, so it's far from being done. These changes affect a number of other neighbourhoods, Greystone Heights, Grosvenor Park, Brevoort Park...

Resident: Noise. How do we request a noise study?

City: Please contact myself (Jay Magus). We have staff here that does the sound tests.

City: For more information and updates please visit Saskatoon.ca and search "Neighbourhood Traffic Reviews" in the top right search bar. You can also view examples of past reports.

List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators

Angela Gardiner – City of Saskatoon, Transportation & Utilities, Transportation Director

Jay Magus – City of Saskatoon, Transportation & Utilities, Engineering Manager

Shirley Matt – City of Saskatoon, Transportation & Utilities, Traffic Management Supervisor

Justine Nyen – City of Saskatoon, Transportation & Utilities, Traffic Management

Mariniel Flores – City of Saskatoon, Transportation & Utilities, Traffic Management

Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Infrastructure Engineer

Goran Lazic – City of Saskatoon, Transportation & Utilities, Traffic Operations Engineer

Marina Melchiorre – City of Saskatoon, Transportation & Utilities, Traffic Engineer

David LeBoutillier – City of Saskatoon, Transportation & Utilities, Traffic Engineer

Mark Emmons – City of Saskatoon, Planning & Development, Planner – Neighbourhood Planning

Konrad Andre – City of Saskatoon Planning & Development, Senior Planner

Ellen Pearson – City of Saskatoon Planning & Development, Planner

Greystone Heights Neighbourhood Traffic Review Thursday, December 17, 2015, 7:00 – 9:00 P.M. Greystone Heights School

Facilitators:

Mitch Riabko & Kathy Dahl (Great Works Consulting)

Agenda

- Welcome & introductions
- Presentation from the Transportation Division
- Small group discussions
- Small group discussion report back to large group
- Next Steps
- Question / Answers

<u>Presentation from Transportation Division – Greystone Heights Neighbourhood Traffic</u> Review

(Presented by Justine Nyen – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Management Program Rationale
- How We Got Here
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Management Program:

- Address neighbourhood traffic issues:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - · Intersection safety
- August 2013 changes to program
 - · Neighbourhood-wide review
 - More community / stakeholder feedback
 - Efficient use of staff resources

How We Got Here:

- June 2015 Initial Traffic Meeting
- June to December 2015 gather feedback, conduct traffic studies, collect data, develop traffic plan
- December 2015 Follow Up Traffic Meeting display proposed traffic plan and gather feedback

What We Heard:

- A. Speeding/Traffic Volumes:
- Arlington Ave
- 14th St

- Areas around Greystone Heights School:
 - Main St –speeding occurring in summer; paddling pool; weekends & evenings to and from ball diamonds
 - Back lane east of Greystone Heights School- shortcutting (parents dropping off/pickup)
- Quance Ave
- Back lane between Preston Ave & Argyle Ave shortcutting
- Bateman Cres should be school zone

B. Pedestrian Safety:

- 14th St at Arlington, north of Greystone Heights Park, Quance Ave
- Back lane east of school walkway at middle
- Main St in front of school
- Preston Ave Mid-block crossing with walkway needed to connect to walkway

C. Intersection Safety:

- Arlington Avenue & 14th St difficult to make left turn (causes drivers to shortcut down Main St as alternate route); increased traffic and speeding on 14th Street
- 8th Street & Arlington Avenue queuing on Arlington; difficult to left turn; narrow; driver confusion
- Arlington Avenue & Main Street
- Fraser Cres four-way stop
- 14th St & Quance Ave three-way stop
- Preston Avenue & 14th Street long waits; traffic signals timing or detection issues
- Preston Avenue & Main Street many residents were not in favour of proposed roundabout (discussed at initial meeting in May)

D. Parking:

- Parked cars obstruct drivers view at intersections 14th Street & Arlington Avenue; Arlington & Ling Cres
- Greystone Heights School:
 - o Main St Parents are parking in condo parking lot on south side near school
 - Back lane east of School parking in lane restricting traffic flow; parking in front of garage accesses
- Preston Ave between 8th Street & Main Street parking prevents right turn onto Main Street (northbound)
- Bateman Crescent At bend parking on both sides makes it difficult for vehicles to pass

What We Did:

- Collected Data:
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Recorded comments from Shaping Saskatoon discussions
 - 1 Intersection / Pedestrian counts
 - 6 7 day traffic count (24 hour) & Average Speed measurements
 - 2 Back lane counts
 - Collision history
- Field Reviews

- Assessed the Issues
- · Generated proposed recommendations

What We Propose:

- Parking Restrictions
- Parking Enforcement
- School Zone Extension
- Speed Limit Signs
- Stop Signs
- Accessibility Ramps
- Speed Display Boards
- Zebra Crosswalks
- Curb Extensions
- Raised Median Islands
- Saskatoon Police Services: 306-975-8300 <u>OR</u> 306-975-8068 to report a traffic complaint or a concern.

Small Group Discussions

• Breakout into small groups to discuss Greystone Heights draft traffic plan

Group 1: Lanre Akindipe (City facilitator)

Location	Proposed Measure	Reason	Group 1
Arlington Ave & Main St	Median Island on south leg with additional stop sign	Enhance visibility of stop sign northbound	install sign because walkway is hidden; zebra crosswalk needed to connect to walkway; accessibility ramps needed

Additional Concerns:

Location	Comments		
8th St at overpass to Circle Dr	Issues with eastbound left turn (from 8th St onto Circle Dr) during peak hours; queuing; more time needed for left turn		
Back lane adjacent to Lindsay Dr	Speeding		
Preston Ave & Main St	Safety concerns for proposed roundabout		

Group 2: Mariniel Flores (City facilitator)

Item	Location Proposed Measure		Reason	Group 2		
10	Main St & Moxon Cres (east leg)	Curb Extensions (east side)	Reduce speed & improve pedestrian safety near school	Install zebra crosswalk as well		

Additional concerns:

Location Comments			
Preston Ave & Main St	how will crosswalks be included; remove parking on Preston Ave & open traffic lane; not in favour of roundabout because safety of pedestrians, particularly children; prefer synchronized traffic signals with 8th St & 14th St; could reduce congestion by eliminating parking from 14th St to Circle Dr on Preston Ave		

Moxon Cres back lane (west side)	install marked crossing
Back lane between Preston Ave & Argyle Ave	congestion; move instant teller from bank
Arlington Ave & 8th St	install protected left turn signal (northbound & southbound)
Signalized intersections	more pedestrian counters

Group 3: Goran Lazic (City facilitator)

Item	Location	Proposed Measure Reason		Group 3		
1	14th St between Quance Ave & Arlington Ave	Speed Display Board	Reduce speed	in both directions; check where the speed limit signs are		
2	14th St & Quance Ave	Zebra Crosswalk	Improve pedestrian safety (connects to pathway on north side)	consider parking restrictions		
4	Arlington Ave & Mitchell St	Median Islands (north & south sides)	Reduce speed	curb extensions may be more effective		
10	Main St & Moxon Cres (east leg)	Curb Extensions (east side)	Reduce speed & improve pedestrian safety near school	which side? Both sides if possible		

Additional concerns:

Location	Comments
Arlington Ave & 8th St	left turn arrows needed; more pedestrian time to cross 8th St
14th St at Greystone Heights park pathway (on west end of park)	Bike access
Preston Ave between 8th St & 14th St	Remove parking on northbound side to increase capacity

Group 4: Justine Nyen (City facilitator)

Item	Location	Proposed Measure	Reason	Group 4
1	14th St between Quance Ave & Arlington Ave	Speed Display Board	Reduce speed	install on the north side for visibility (facing westbound); eastbound is important too
2	14th St & Quance Ave	Zebra Crosswalk	Improve pedestrian safety (connects to pathway on north side)	not if favour; remove crossing entirely and install on west end of Greystone Heights Park to connect to pathway; install accessibility ramps as well
3	14th St & Arlington Ave	Zebra Crosswalks & No Parking Signs (15m southeast and southwest corners)	Improve pedestrian safety & enhance visibility	trees on southwest corner need to be trimmed; needs more; maybe try a roundabout
4	Arlington Ave & Mitchell St	Median Islands (north & south sides)	Reduce speed	in support but might have issues with parking
5	Arlington Ave & Main St	Median Island on south leg with additional stop sign	Enhance visibility of stop sign northbound	trees blocking walkway; tree clearing needed; curb extension & accessibility ramps needed on southwest corner

8	Lane east of Greystone Heights School (near lane to Simpson Cres)	No Parking Signs & Parking Enforcement	Improve pedestrian safety near walkway to park	Congested parking around the school; parking in the back lane allows parents to pick-up/drop-off; consider restrictions around the walkway but perhaps signs remaining portions as 15min pickup/dropoff as long as driveways/garages aren't blocked
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Additional concerns:

Location	Comments
Arlington Ave & 8th St	traffic backs up on Arlington Ave on north side of 8th St (southbound)
14th St	Drivers parking on north side (where restricted); parking enforcement needed
Quance Ave	speeding enforcement (send peak hour data to police to enforce)
Arlington Ave	speeding enforcement (send peak hour data to police to enforce)
Back lane between Bateman Cres/Oliver Cres/Lindsay Pl	parents using route to drop-off/pickup students
Preston Ave at Superstore access	tight turn exiting (for right turn to go southbound)

Next Steps

- 1. Mail-in or email comments no later than Jan 17/16
- Additional public input via City on-line Community Engagement webpage no later than Jan 17/16

http://shapingsaskatoon.ca/discussions/greystone-heights-neighbourhood-traffic-review-meeting

- 3. Additional consultation if required
- 4. Present traffic plan to City Council for approval
- 5. What if I don't agree? Request time to speak at City Council meeting
- 6. What if City Council approves? Implementation begins. Signs and temporary traffic calming will be installed as early as next spring (2016)

Q&A

Resident: There are lots of near misses on Quance Ave (child cycling and vehicle almost hit them) even though there's no crosswalks. You base everything on stats. How are near misses included?

City: We are provided collision data from SGI. These are reported collisions only. Near misses aren't provided but we hear about them during the public consultation and take the areas of concern into consideration.

Resident: Arlington Ave & 8th St – why weren't we told that these intersections aren't included in this review?

City: These are part of the major intersection review process. We gather concern during the consultation for the neighbourhood reviews and this helps us prioritize locations the review throughout the city. We also need to consider the concerns from nearby neighbourhoods, as many of the larger intersections are on the border between two or more neighbourhoods.

List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators

Justine Nyen, Lanre Akindipe, Goran Lazic, Mariniel Flores – City of Saskatoon, Transportation & Utilities

APPENDIX B: PRESTON AVENUE CORRIDOR STUDY

Countermeasures and Specific Recommendations of the Preston Avenue Corridor

A) Preston Avenue and 14th Street

The existing concrete Jersey barrier on the south west corner prevents vehicles from travelling through the intersection in the southbound right turn lane, however the barrier is not very aesthetically pleasing and it also poses a hazard to unwary motorists. The Administration is recommending the replacement of the Jersey barrier with a permanent concrete island in order to properly channelize the southbound right turn.

Estimated cost is \$150,000.

B) Preston Avenue and Main Street

The current traffic volume experienced at this intersection at peak times exceeds the capacity of the existing four-way stop control to effectively service the demand. As a result, the intersection needs to be upgraded to improve its efficiency. A detailed traffic analysis was conducted to ascertain the most efficient traffic control for both vehicular and pedestrian traffic movement. Some of the options considered include: installation of a traffic signal, a single lane roundabout, and a single lane roundabout with a bypass lane.

Based on the traffic analysis, this intersection currently operates at a level of service (*LOS) E during the morning peak period and a *LOS of E during the afternoon peak period. With the installation of a traffic signal, the intersection will operate at a *LOS C during the morning peak period and a *LOS C during the afternoon period. The construction of a single lane roundabout will improve the *LOS to B during the morning and afternoon peak periods. The administration is therefore recommending the construction of a single lane roundabout at this intersection.

The proposed roundabout will be more efficient than the traffic signal alternative primarily due to the fact that high volumes of traffic at this location last for relatively short periods of time and are not sustained throughout the entire of the day. Traffic signals typically work best at intersections with high traffic volumes for longer periods of day.

A roundabout also provides added safety benefits such as a reduction in excessive speeds by forcing drivers to slow down as they proceed into and through the intersection. In addition, limited or no electrical cost and lower maintenance costs translate in long-term operational savings compared to

signals. They are often more aesthetically pleasing and provide opportunities for landscaping adding more character to streets. Traffic signals are also not recommended due to the close proximity of the intersection to the traffic signals on 8th Street & Preston Avenue.

Estimated cost is \$300,000.

C) Preston Avenue (between Main Street and 8th Street)

The existing median opening between Main Street and 8th Street results in delays for northbound traffic in the AM peak and delays for southbound traffic in the PM peak. Given that this median opening is located within a left turn bay for southbound traffic, there are physically no opportunities to provide a northbound left turn bay into the adjacent property. Additionally, parking is currently prohibited in the northbound curb lane to provide relief for north bound vehicles, yet queuing remains an issue. To improve the traffic flows along Preston Avenue, the Administration is recommending the closure of the median and parking restrictions on this section.

Access to and from the shopping centre will not be severely affected as drivers can utilize alternate access points off 8th Street and Preston Avenue. Northbound traffic on Preston Avenue wishing to access the commercial centre can access directly from 8th Street or can utilize the roundabout at Main Street to make a legal U-turn. As per the Policy Number C01-021 - Public Notice, the Administration will consult with the adjacent property owners and undertake the public notice process. A further report will be submitted to Council before closing the median opening.

Estimated cost is \$40,000.

D) Preston Avenue and 7th Street

The existing 2-way Stop at this intersection results in significant delays for left turning traffic on 7th Street and Preston Avenue especially during the peak periods. Traffic and pedestrian safety is also a major concern at this intersection. The collision history shows predominantly rear end and right angle collisions. Rear end and right angle collisions accounts for 41% and 33% of collisions respectively at this intersection.

To address the safety concerns, the Administration is recommending the construction of a four leg single lane roundabout at this intersection. In addition to improving the intersection safety, the proposed roundabout will also improve the overall efficiency of the intersection while maintaining all movements.

Other options were also investigated. The most viable alternative entails geometric modifications to construct left turn bays for the northbound and southbound approaches on Preston Avenue while prohibiting east-west left-turn and through movements on 7th Street (i.e. right turns only). Due to its restrictive

nature, this option is not recommended. Traffic signals are also not recommended because of the proximity to 8th Street and potential excessive delays/queuing.

Estimated cost is \$300,000.

E) Preston Avenue and Taylor Street

The nonexistence of left turn bays especially for the southbound movement at this intersection results in significant traffic delays. Delays are also experienced by the westbound and eastbound traffic particularly during the peak hours due to lack of left turn lanes and signal phases.

Pedestrian safety and on street parking are also a concern at this intersection while the conflict between the westbound through movement and the bus stop on the northwest corner of the intersection results in delays, especially at the peak periods.

The Administration is recommending geometric modifications and reconfiguration as illustrated in the attachment. Both intersection safety and efficiency will be significantly improved by better alignment and the addition of designated left-turn lanes in all directions. For example, the southbound left turn movement will experience an improvement from *LOS D to *LOS B.

Estimated cost is \$200,000.

F) Preston Avenue and Adelaide Street

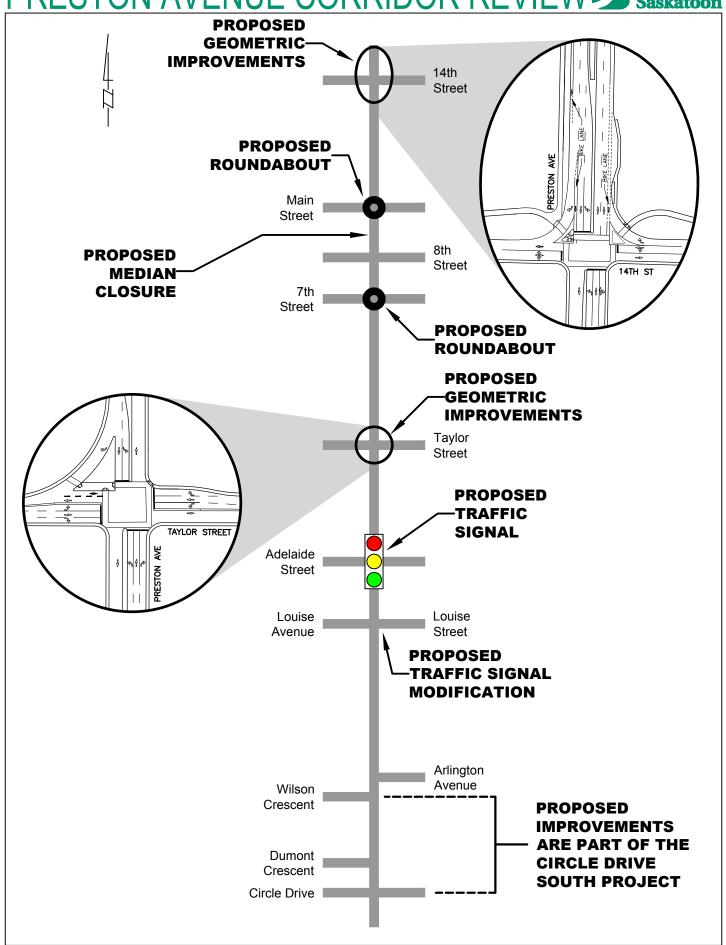
Safety concerns exist at this intersection due to its proximity to the major shopping mall and seniors' residences. There is a significant delay for traffic on Adelaide Street especially the westbound traffic during the peak periods. Pedestrians also experience delays in accessing the adjacent shopping mall during this period.

The installation of a full traffic signal is recommended at this intersection to reduce the traffic delays on Adelaide Street and to improve the safety of pedestrians. Signals will operate at an acceptable level of service for all movements.

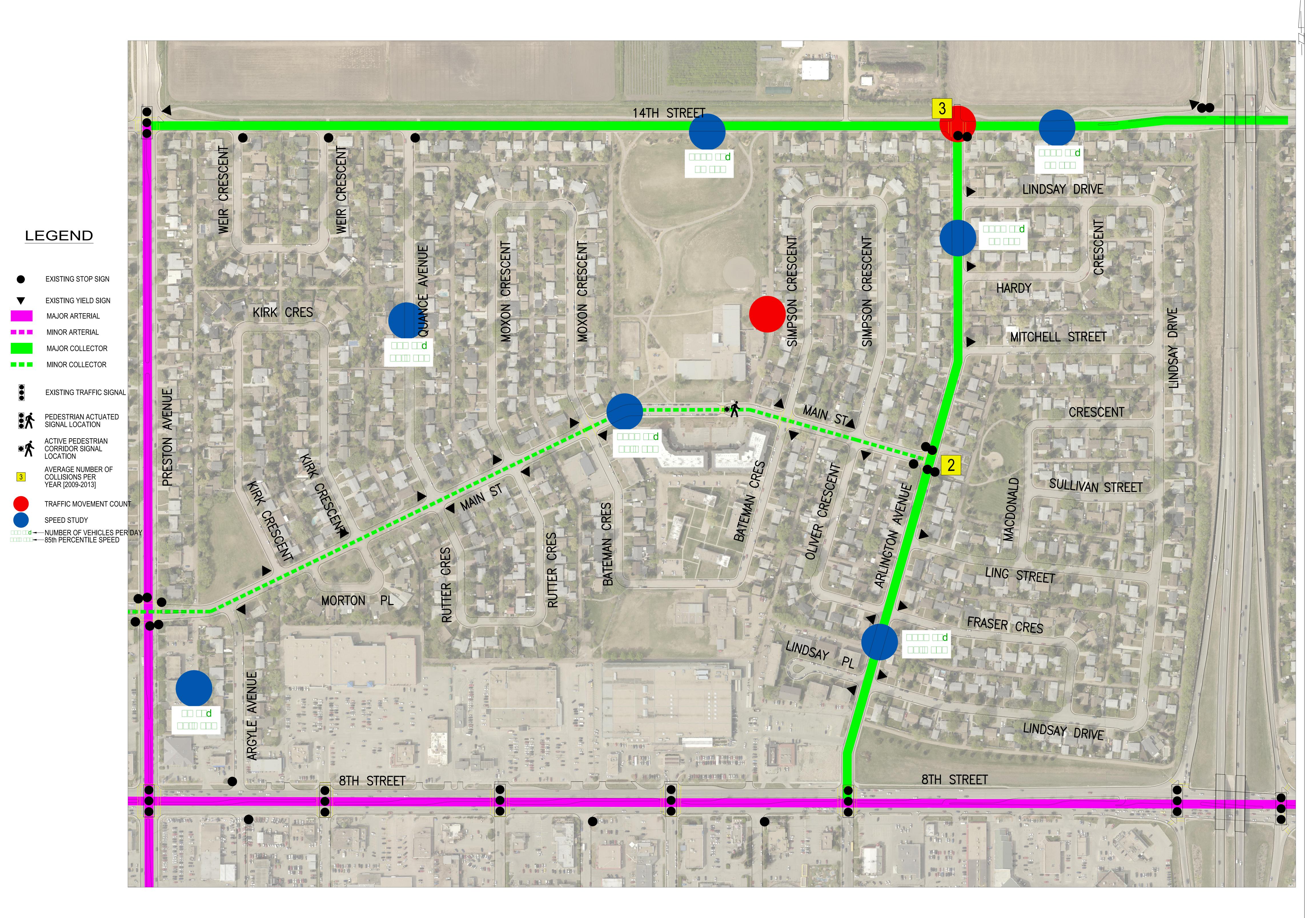
Estimated cost is \$130,000.

^{*} Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, manoeuvrability, delay, and safety. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst.

PRESTON AVENUE CORRIDOR REVIEW Saskatoon



APPENDIX C: TRAFFIC DATA COLLECTION





APPENDIX D: ALL-WAY STOP ASSESSMENTS

All-way Stop Assessment (Policy C07-007 - Traffic Control - Use of Stop & Yield Signs)

Step 1:

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
14 th Street & Arlington Avenue	17% (no)	no	Conditions NOT met.

Conditions not met. No need to proceed to Step 2.

APPENDIX E: PEDESTRIAN DEVICE ASSESSMENTS

Active Pedestrian Corridor Warrant

14th Street & Arlington Avenue:

Time	Vehicle	Counts		Tot	Ped al Both Si	estrian Co	unts	Factore	l Counte	P.C. Warrant		Points o Wrnt'd
(15 minute intervals)	15 min	30 min.	Child	Teen	Adult	Senior /	Total		30 min.	11		
7:00	10 111111	JU IIIII	Ciniu	reen	- Traure	Impaired	Total	10 111111	30 111111	Tomes	(1-103)	Terrous
7:15												
7:30												
7:45												
8:00	255	255	1				1	1	1	255		
8:15	255	510							1	510		
8:30	293	548								310		
8:45	211	504										
9:00	211	211										-
9:15												-
9:30												-
9:45												-
AM Totals	1,014		1				1					
	152		1				1					
11:30 11:45	141	293										-
12:00	170	311								<u> </u>		-
12:00	143	311	1				1	1	1	212		-
			1				1	1	1	313		-
12:30	163	306	1				1	1	1	306		-
12:45	160	323	1				1	1	1	323		
13:00	171	331							1	331		-
13:15	137	308	2				2					
Noon Totals	1,237		2				2					
14:00												
14:15												
14:30												
14:45												
15:00	176	176	1				1	1	1	176		
15:15	237	413	2				2	2	3	1,239		
15:30	256	493							2	986		
15:45	299	555										
16:00	248	547										
16:15	279	527										
16:30	301	580										
16:45	318	619										
17:00		318										
17:15												
17:30												
17:45												
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20:15												
20:30					Ì	Ì						
20:45												
PM Totals	2,114		3				3					
Totals	4,365		6			Ì	6					
			100%				100%	1				
			7 0	Wes	t Crosswa	ılk =	2	1				
							_					

SUMMARY

Total Warranted PC Points: or / period

at

Highest PC point value: 1,239 Average PC point value: 296 No. of periods warranted:

Pedestrian Actuated Signal Warrant

14th Street & Arlington Avenue:

Location & Roadway Classification:	14th St & Arlington Ave - major collector	& major collector	r		
Date of Count:	Day of wk: Tues	Mth, Day, Yr:	Sep 15/15		
Weather:	rain/fair				
Traffic Control Devices:	stop sign				
Current Pedestrian Control:	standard				
Other Notes:					
Number of travel la	nes passing through the crosswalk(s)	2	_ lanes		
Is there a physical n	nedian in this crosswalk(s)?	r n	(y or n)		
Speed limit (or 85th	percentile speed)	6 0	_ _ km/h		
□ 85th p	ercentile (check one)				
☐ Posted	Limit				
Distance to nearest Location: Type:	Preston Ave	970	_ m		
Is the orientation of	this crosswalk(s) N-S?	У	_ (y or n)		
Duration of pedestri	ian count	5	hrs		
Elementary High School Adult Senior Vehicles passing through crosswalk(s)	: Highest : Active Ped (: Pedestrian Actuated	nted PC Points: PC point value: Corridor Points: d Signal Points:	1,239	or at	/ period

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

**Install device at the East Crosswalk **

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time		Vehicl	e Counts		Pedestrian Counts							
(15					West Crosswalk East Cro			osswalk				
minute	SB	WB	NB	EB	Child	Teen	Adult	Senior /	Senior /	Adult	Teen	Child
intervals) 7:00						7	7	Impaired	Impaired	•		
7:00					-		•					
7:30												
7:45					-							
8:00		169	34	52								1
8:15		160	39	56								
8:30		132	67	94								
8:45		126	39	46								
9:00												
9:15												
9:30												
9:45												
AM Totals		587	179	248			_					1
11:30		58	30	64								
11:45		51	38	52								
12:00		70	23	77					_			
12:15		68	29	46								1
12:30		81	41	41			•					
12:45		71	30	59 60	-						_	1
13:00 13:15		71 55	40 26	56								
Noon Totals		525	257	455								2
14:00		323	257	455								
14:00												
14:30												
14:45												
15:00		89	28	59								1
15:15		71	60	106	2							
15:30		121	41	94								
15:45		123	53	123								
16:00		96	50	102								
16:15		114	50	115								
16:30		132	32	137								
16:45		128	40	150								
17:00												
17:15												
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19:00												
19:00												
19:13												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals		874	354	886	2							1
Totals		1,986	790	1,589	2							4
						West Cr	osswalk =	2		East Cro	osswalk =	4

APPENDIX F: COLLISION ANALYSIS

Street 1	Street 2	Ugrid	All Collisions	All collisions - 2013	RA, LT, RT	RA, LT, RT - 2013 only	Collector or Arterial	Average
14th St	Arlington Ave	M9-6	14	2	1	0	yes	3
Main St	Arlington Ave	M9-8	12	1	1	0	yes	2
Arlington Ave	Lindsay Dr	M9- 71	7	3	5	3	yes	1
Main St	Kirk Cres (east)	L9-35	3	0	0	0	yes	1
Main St	Quance Ave	L9-16	3	0	0	0	yes	1
Main St	Moxon Cres (west)	L9-59	2	0	0	0	yes	0
Arlington Ave	Lindsay pl	M9-2	2	1	0	0	yes	0
14th St	Quance Ave	L9-49	2	0	1	0	yes	0
Lindsay Dr	Hardy Cres	M9-7	2	0	0	0	no	0
Lindsay Dr	Mitchell St	M9- 87	2	1	0	0	no	0
Lindsay Dr	Ling St	M9- 85	2	0	1	0	no	0
Main St	Moxon Cres (east)	L9-33	1	0	0	0	yes	0
Arlington Ave	Ling St	M9- 30	1	0	0	0	yes	0
Arlington Ave	Mitchell St	M9- 76	1	0	1	0	yes	0
Arlington Ave	Hardy Cres	M9- 12	1	0	0	0	yes	0
14th St	Weir Cres (west)	L9-67	1	1	0	0	yes	0
14th St	Weir Cres (east)	L9-24	1	0	0	0	yes	0
Lindsay Dr	Sullivan St	M9- 86	1	0	0	0	no	0
Main St	Kirk Cres (west)	L9-70	0	0	0	0	yes	0
Main St	Simpson Cres (west)	L9-28	0	0	0	0	yes	0
Main St	Simpson Cres (east)	M9- 65	0	0	0	0	yes	0
Arlington Ave	Fraser Cres	M9- 31	0	0	0	0	yes	0

APPENDIX G: DECISION MATRIX

Decision Matrix – Recommendations proposed at December meeting

Item	Location	Proposed Measure	Reason	Group 1	Group 2	Group 3	Group 4	Decision
1	14th St between Quance Ave & Arlington Ave	Speed Display Board	Reduce speed			in both directions; check where the speed limit signs are	install on the north side for visibility (facing westbound); eastbound is important too	Carried
2	14th St & Quance Ave	Zebra Crosswalk	Improve pedestrian safety (connects to pathway on north side)			consider parking restrictions	not if favour; remove crossing entirely and install on west end of Greystone Heights Park to connect to pathway; install accessibility ramps as well	Removed. Install parking restrictions to improve visibility. Complete pedestrian count in spring to determine if crosswalk should be moved to west end of Greystone Heights Park.
3	14th St & Arlington Ave	Zebra Crosswalks & No Parking Signs (15m southeast and southwest corners)	Improve pedestrian safety & enhance visibility				trees on southwest corner need to be trimmed; needs more; maybe try a roundabout	Carried.
4	Arlington Ave & Mitchell St	Median Islands (north & south sides)	Reduce speed			curb extensions may be more effective	in support but might have issues with parking	Changed to curb extension on northeast corner and median island on south leg. Median island on north leg cannot be installed due to driveway.
5	Arlington Ave & Main St	Median Island on south leg with additional stop sign	Enhance visibility of stop sign northbound	install sign because walkway is hidden; zebra crosswalk needed to connect to walkway; accessibility ramps needed			trees blocking walkway; tree clearing needed; curb extension & accessibility ramps needed on southwest corner	Carried. Site check determined hedges are obstructing walkway & stop sign (northbound). Tree trimming request will be forwarded to Parks to improve visibility. Install pedestrian accessibility ramps on northwest & southwest corners. Install zebra crosswalks. Pedestrian count in spring 2016 to determine pedestrian use in walkway. If count is high curb extension is recommended so pedestrians are visible around hedges and also addresses speeding concerns.
6	Arlington Ave & Ling St	"No Parking" Sign (10m on southeast corner)	Enhance visbility					Carried
7	Lane east of Greystone Heights School (between Main St & 14th St)	20kph Speed Signs	Reduce speed					Carried
8	Lane east of Greystone Heights School (near lane to Simpson Cres)	No Parking Signs & Parking Enforcement	Improve pedestrian safety near walkway to park				Congested parking around the school; parking in the back lane allows parents to pick-up/drop-off; consider restrictions around the walkway but perhaps signs remaining portions as 15min pickup/dropoff as long as driveways/garages aren't blocked	Carried.
9	Main St - west side of Moxon Cres/Bateman Cres	Extend School Zone to west side of Moxon Cres/Bateman Cres	Improve pedestrian safety & reduce speed near near school					Carried
10	Main St & Moxon Cres (east leg)	Curb Extensions (east side)	Reduce speed & improve pedestrian safety near school		Install zebra crosswalk as well	which side? Both sides if possible		Carried. Install curb extensions on northeast & southwest corners so they do not interfere with bus stops. Zebra crosswalk already exists.
11	Main St & Moxon Cres (east leg)	Accessibility Ramps (northwest, southwest, southwest, southwest)	Improve pedestrian safety & connectivity					Carried. To be completed after curb extension assessment is completed.
12	Main St & Quance Ave	Stop signs	Enhance safety along bus route					Carried
13	Bateman Cres (east leg) south of Main St	School zone sign prior to Main St access	Ensure drivers are aware they're entering school zone					Carried

Additional Issues Raised at the December 17, 2015 Meeting

Issue	Location	Comments	Decision
1	8th St at overpass to Circle Dr	Issues with eastbound left turn (from 8th St onto Circle Dr) during peak hours; queuing; more time needed for left turn	Documented for further consideration as part of Intersection Improvements.
2	Back lane adjacent to Lindsay Dr	Speeding	Traffic calming measures cannot be installed in back lanes. 20 kph will be added at the entrance of the lane.
3	Preston Ave & Main St	Safety concerns if roundabout is installed; how will crosswalks be included; remove parking on Preston Ave & open traffic lane; not in favour of roundabout because safety of pedestrians, particularly children; prefer synchronized traffic signals with 8th St & 14th St; could reduce congestion by eliminating parking from 14th St to Circle Dr on Preston Ave	Documented for further consideration as part of Intersection Improvements.
4	Moxon Cres back lane (west side)	Install marked crossing	Existing crosswalk at Moxon Crescent (east leg) is less than 40 metres away. No further recommendations.
5	Back lane between Preston Ave & Argyle Ave	Congestion; move instant teller from bank	Traffic count indicated an average daily traffic volume of 62 vehicles per day. This is within the acceptable range (ie. at or below 500 vehicles per day).
6	Arlington Ave & 8th St	Install protected left turn signal (northbound & southbound); more pedestrian time to cross 8th St; traffic backs up on Arlington Ave on north side of 8th St (southbound)	Documented for further consideration as part of Intersection Improvements.
7	Signalized intersections	More pedestrian counters	Documented for further consideration as part of Intersection Improvements.
8	14th St at Greystone Heights park pathway (on west end of park)	Bike access	Pedestrian study will determine if midblock crossing is necessary here. Pedestrian accessibility ramp will be added to priority list if crossing is recommended. We do not install bike ramps onto sidewalks as cyclists are not permitted to ride on sidewalks.
9	Preston Ave between 8th St & 14th St	Remove parking on northbound side to increase capacity	Document for further consideration as part of Corridor Studies.
10	Main St in front of Greystone Heights School	Is there a need for the parking restrictions on the south side of the street (southeast of main entrance at school)? Can this be removed to provide more drop-off/pick-up space for parents?	Parking restrictions will be removed to allow more on-street parking for parents picking up & dropping off students at Greystone Heights School
11	14th St	Drivers parking on north side (where restricted); parking enforcement needed	Send information to Parking Services to provide enforcement.

12	Quance Ave	Speeding enforcement (send peak hour data to Saskatoon Police Service to enforce)	Speed study indicated the 85th percentile speed was 49.4kph. This is typically not high enough for further recommendations. However, peak hours for speeding will be reviewed and information will be forwarded to Saskatoon Police Service for further consideration.
13	Arlington Ave	Speeding enforcement (send peak hour data to Saskatoon Police Service to enforce)	Speed study indicated 85th percentile speeds were 52.3 kph & 54 kph near Fraser Crescent and Hardy Crescent, respectively. Peak hours for speeding will be reviewed and information will be forwarded to Saskatoon Police Service for further consideration.
14	Back lane between Bateman Cres/Oliver Cres/Lindsay Pl	Parents using route to drop-off/pickup students	Traffic count will be completed in spring to determine if traffic volumes are within the acceptable range (ie. at or below 500 vehicles per day).
15	Preston Ave at Superstore access	Tight turn exiting (for right turn to go southbound)	Private development.