



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Monday, September 11, 2017, 2:00 p.m.

Council Chamber, City Hall

Committee Members:

Councillor R. Donauer, Chair, Councillor Z. Jeffries, Vice-Chair, Councillor C. Block, Councillor S. Gersher, Councillor A. Iwanchuk, His Worship Mayor C. Clark (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of the Standing Policy Committee on Transportation held on August 15, 2017 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

- 7.1.1 **Request for Encroachment Agreement - 129 2nd Avenue North** 5 - 8
[Files CK 4090-2 and PL 4090-2]

Recommendation

1. That the existing encroachment at 129 2nd Avenue North (Lot 45, Block 149, Plan No. 99SA32572, Parcel 120283208) be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement, making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

- 7.1.2 **Capital Project #2407 - North Commuter Parkway and Traffic Bridge - Construction Update** 9 - 11
[Files CK 6050-10, CS 6050-10 and TS 6050-104-044]

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated September 11, 2017, be received as information.

- 7.1.3 **Highway 16/Boychuk Drive and McOrmond Drive/ College Drive Interchanges - Construction Update** [Files CK 6000-1 and TS 6050-104-046]

The referenced report will be provided prior to the meeting.

7.2 Matters Requiring Direction

- 7.2.1 **2018 Residential Parking Program Expansion** 12 - 24
[Files CK 6120-4-2 and PL 6120-1]

A communication dated August 31, 2017 from Dennis and Patricia Dowd is provided.

Recommendation

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

1. That Residential Parking Permit zones be expanded, as outlined in this report, effective in 2018, using existing resources; and
2. That the City Solicitor be requested to prepare the proposed amendments to Residential Parking Program, 1999, Bylaw No. 7862.

7.2.2 Road Maintenance Service Level [Files CK 116-2, PW 6315-1 and CP 0116-04] 25 - 35

Recommendation

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

That the current service level for the Road Maintenance service line be maintained and approved.

7.2.3 Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw – Speed Limit Changes [File No. CK 6320-1] 36 - 39

Recommendation

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

1. That the speed limit on Central Avenue from a point 220 metres north of Somers Road to Agra Road be reduced from 60 kph to 50 kph;
2. That a speed limit on Lowe Road from Agra Road to a point 800 metres north of Agra Road be reduced from 80 kph to 50 kph;
3. That a speed limit on McOrmond Drive from Fedoruk Drive to a point 800 metres east of Lowe Road be reduced from 60 kph to 50 kph;
4. That a speed limit of 60 kph on Central Avenue from Agra Road to McOrmond Drive be established;
5. That a speed limit on Lowe Road from a point 800 metres north of Agra Road to McOrmond Drive be reduced from 80 kph to 60 kph;
6. That a speed limit of 60 kph on McOrmond Drive from a

point 800 metres east of Lowe Road to Central Avenue be established;

7. That a speed limit on Fedoruk Drive from Central Avenue to McOrmond Drive be increased from 50 kph to 60 kph;
8. That a speed limit of 70 kph on McOrmond Drive from Central Avenue to Wanuskewin Road be established;
9. That a speed limit on Millar Avenue from 60th Street to 71st Street be reduced from 60 kph to 50 kph;
10. That a speed limit on Zimmerman Road from Highway No. 16 to a point 1,000 metres north of Highway No. 16 be reduced from 80 kph to 60 kph;
11. That a speed limit on 71st Street West from Thatcher Avenue west to the City Limit be reduced from 90 kph to 70 kph;
12. That a speed limit of 80 kph on College Drive from a point 100 metres east of Preston Avenue to the East City Limit be established; and
13. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw, effective December 1, 2017.

7.2.4 Stonebridge Neighbourhood Traffic Review [File No. CK 6320-1]

40 - 138

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated September 11, 2017, be forwarded to City Council for information.

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

Request for Encroachment Agreement – 129 2nd Avenue North

Recommendation

1. That the existing encroachment at 129 2nd Avenue North (Lot 45, Block 149, Plan No. 99SA32572, Parcel 120283208) be recognized;
2. That the City Solicitor be requested to prepare the appropriate encroachment agreement, making provision to collect the applicable fees; and
3. That His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal and in a form that is satisfactory to the City Solicitor.

Topic and Purpose

The purpose of this report is to seek approval for an existing encroachment for the portions of the building foundation located at 129 2nd Avenue North.

Report Highlights

1. The existing encroachment area is 34.12 square metres.
2. The existing building foundation extends onto the 2nd Avenue North sidewalk by up to 2.23 metres.

Strategic Goals

This report supports the City of Saskatoon’s Strategic Goals of Sustainable Growth and Quality of Life by ensuring that designs of proposed developments are consistent with planning and development criteria and that these designs do not pose a hazard for public safety.

Background

Building Bylaw No. 7306 states, in part, that:

“The General Manager of the Community Services Department shall not issue a permit for the erection or alteration of any building or structure the plans of which show construction of any kind on, under, or over the surface of any public place until permission for such construction has been granted by Council.”

Report

The owner of the property located at 129 2nd Avenue North has requested approval to enter into an encroachment agreement (see Attachment 1). As shown on the Site Plan, the existing building foundation encroaches onto the 2nd Avenue North sidewalk by up to 2.23 metres (see Attachment 2). The total area of the encroachment is approximately 34.12 square metres; therefore, it will be subject to an annual charge of \$110.89. The

existing encroachment shall conform to Underground Encroachment and Sidewalk Safety Bylaw No. 8995.

Public and/or Stakeholder Involvement

There is no public or stakeholder involvement.

Other Considerations/Implications

There are no options, policy, financial, environmental, privacy, or CPTED implications or considerations; a communication plan is not required at this time.

Due Date for Follow-up and/or Project Completion

There is no follow-up report planned.

Public Notice

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

Attachments

1. Request for Encroachment Agreement dated August 1, 2017
2. Copy of Site Plan Detailing Existing Encroachment

Report Approval

Written by: Tanda Wunder-Buhr, Commercial Permit Supervisor, Building Standards

Reviewed by: Kara Fagnou, Director of Building Standards

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/BS/TRANS – Request for Encroachment Agreement – 129 2nd Ave N/lc/ks

Request for Encroachment Agreement dated August 1, 2017



BUILDING STANDARDS
222-3rd AVE NORTH, SASKATOON, SK S7K 0J5

THIS IS NOT AN AGREEMENT

RECEIVED
AUG 01 2017
Building Standards Branch

ENCROACHMENT AGREEMENT APPLICATION

SECTION A – PROJECT INFORMATION (to be completed for ALL ENCROACHMENT AGREEMENT APPLICATIONS)

(Please note the approval process may take up to 10 weeks dependent on the Standing Policy Committee Meeting Schedule)

TYPE OF ENCROACHMENT		New Proposed <input checked="" type="checkbox"/>	Revision <input type="checkbox"/>		
PROJECT INFORMATION	Site Address	129 2nd Avenue Saskatoon, SK			
	Legal Description (Lot/Block/Plan)	Lot 45-Blk/Par 149-Plan 99SA32572 Ext 0			
APPLICANT	Contact Name	Sarah Robertson			
	Company Name (if applicable)	Oxbow Architecture			
	Address	City	Province		
	Postal Code	Saskatoon		SK	S7M 1W5
Phone Number (incl. Area Code)	Email Address	Preferred method of correspondence:			
306-500-3060	sarah@oxbowarch.ca	MAIL or EMAIL			
OWNER	Contact Name (Official Name that will appear on the Agreement)	John Nasser			
	Company Name (if applicable)	Victory Majors Investment Corporation			
	Address	City	Province		
	Postal Code	350 103rd Street East		Saskatoon	SK
Phone Number (incl. Area Code)	Email Address	Preferred method of correspondence:			
306-374-4333	jpnasser@victorymajors.com	MAIL or EMAIL			

SECTION B – SUBMISSION REQUIREMENTS (to be completed for ALL ENCROACHMENT APPLICATIONS)

ENCROACHMENT AGREEMENT APPLICATION REQUIREMENTS			Submitted	Received (office use only)
<input type="checkbox"/>	Application Fee	An Encroachment Application Fee of \$100.00 is required to be submitted at the time of application	X	✓
<input checked="" type="checkbox"/>	Existing Encroachment	Current Real Property Report/Surveyor's Certificate <i>site plan</i> that clearly outlines the encroaching areas, including detailed dimensions of all areas that encroach onto City of Saskatoon Property	□	✓
<input type="checkbox"/>	Proposed Future Encroachment	Detailed drawings of the proposed encroaching areas including detailed dimensions of all areas that will encroach onto City of Saskatoon Property. (Once construction is complete, an updated Real Property Report/Surveyor's Certificate will be required to confirm the area of encroachment.)	□	□

Upon receipt of the request, the Building Standards Division of the Community Services Department will request approvals from the necessary Departments and Divisions, including Development Services, Building Standards, Transportation & Utilities and any other Department or Division as deemed necessary, depending on the type of encroachment. Upon receipt of the various approvals and that there are no objections to the request; the application will be forwarded to the next available Standing Policy Committee on Transportation meeting for their approval. Once the Standing Policy Committee on Transportation has approved, the City Clerks office will advise the applicant of the Committee's decision and will prepare the agreement. Please note that encroachment agreement requests may take up to 10 weeks to process and is dependent on the Standing Policy Committee Meeting Schedule.

Assuming the encroachment is approved, an annual fee will be applied to the tax notice. This fee is based on the area of encroachment, and is calculated at \$3.25 per square meter. The current minimum fee is \$50.00

DECLARATION & SIGNATURES	I DO HEREBY DECLARE:		
	<ul style="list-style-type: none"> That the issuance of an Encroachment Agreement does not relieve the owner and authorized agents from complying with the requirements of the 2010 National Building Code of Canada, as amended and within the scope of the Uniform Building and Accessibility Standards Act. That the submission of this application does not give permission for encroachment of any portion of the building or that appropriate building permits are required to be obtained prior to the construction of the encroachment. 		
	I certify that I have read and agree to abide by the conditions above, and all information contained within this application is correct.		
	 Applicant Signature	July 28, 2017 Date	 Application Received By

RECEIVED

AUG 01 2017

CITY OF SASKATOON

COMMERCIAL PERMIT OFFICER

Copy of Site Plan Detailing Existing Encroachment

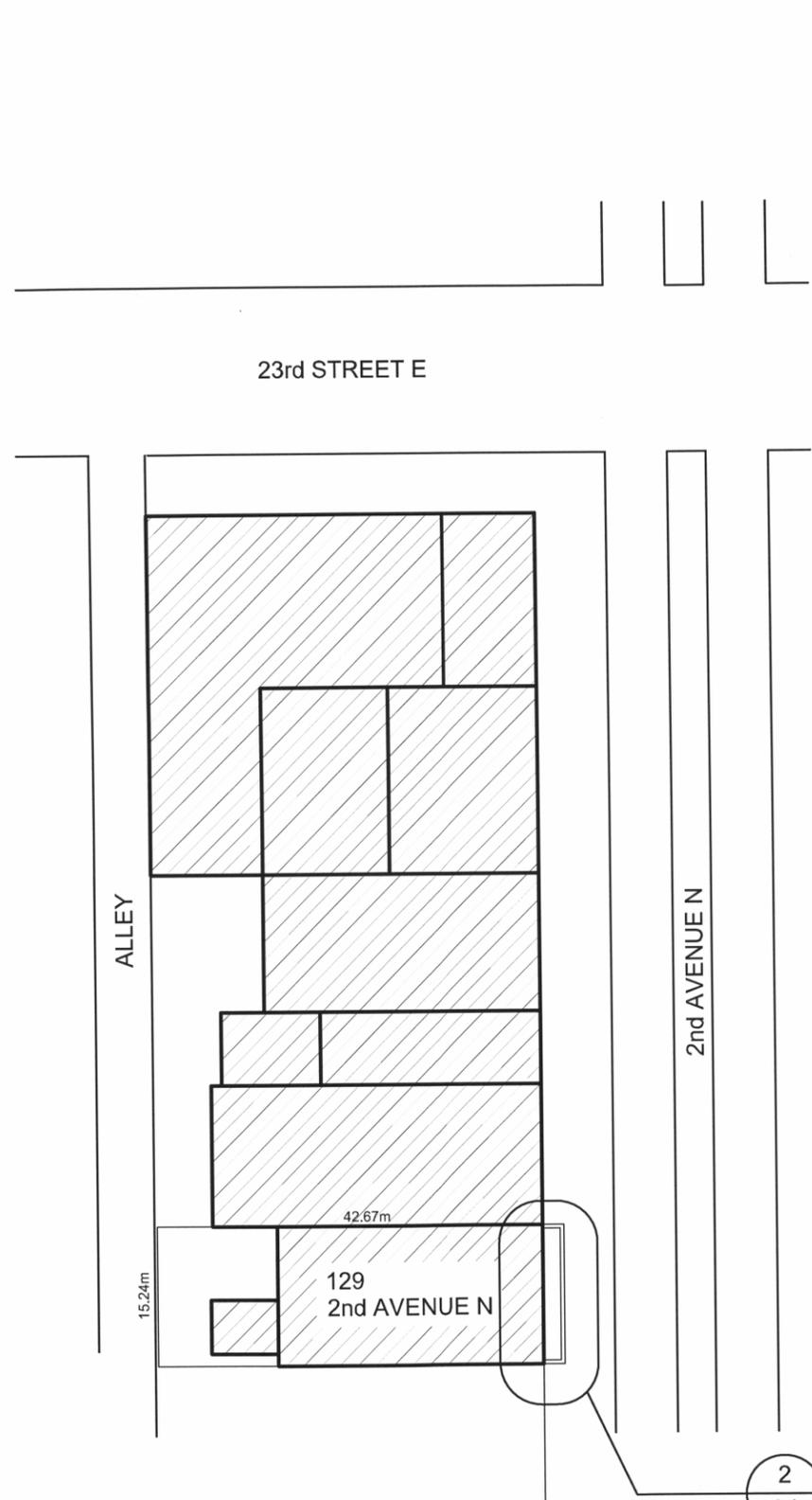
NORTH BASEMENT
EXTENSION REPAIRS
129 2ND AVENUE NORTH
SASKATOON SK

ARCHITECT

OXBOW
ARCHITECTURE

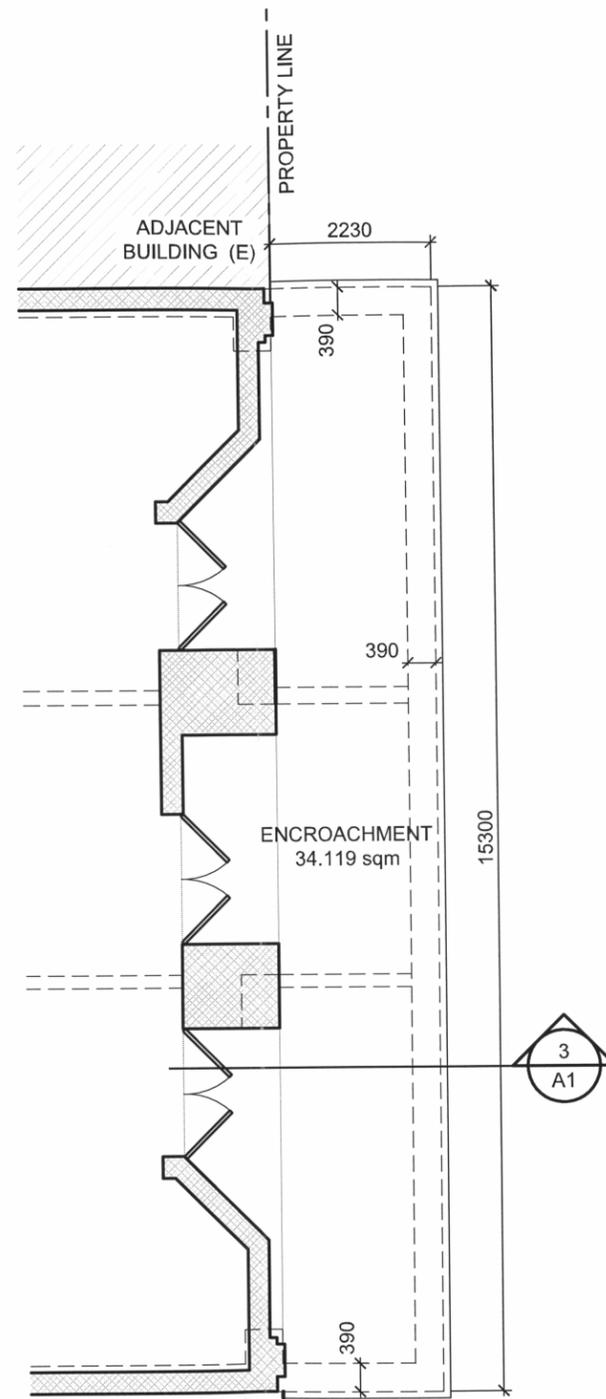
226 20TH ST W SUITE 204 | SASKATOON SK
S7M 0W9 | P 306.500.3060

STAMP



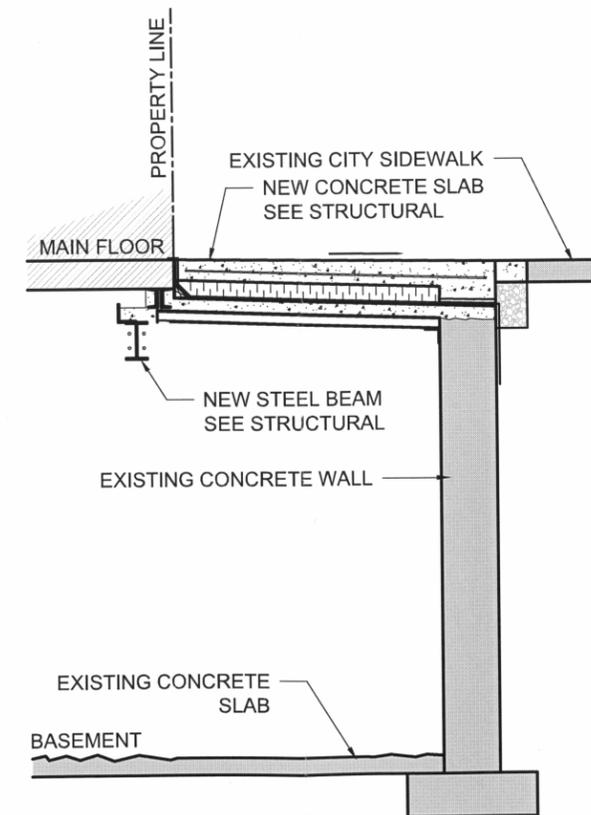
1 Site Plan
NTS

2
A1



NOTES:
- CONFIRM ALL DIMENSIONS ON SITE
- MEMBERS DENOTED (E) ARE EXISTING

2 Encroachment Plan
1:100



3 Encroachment Section
1:50



SHEET INFORMATION

DATE 2017.07.31

JOB NUMBER 1707

SCALE NTS

TITLE

**Encroachment
Plan**

SHEET



A1

Capital Project #2407 – North Commuter Parkway and Traffic Bridge – Construction Update

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated September 11, 2017, be received as information.

Topic and Purpose

This report is to provide the Standing Policy Committee on Transportation with an update on the North Commuter Parkway and Traffic Bridge project construction progress.

Report Highlights

1. At the Traffic Bridge, Graham Commuter Partners (GCP) has completed all of the structural steel for the new bridge and work is progressing on the new bridge deck. Construction crews are working on the new Saskatchewan Crescent underpass structure, reconstruction of Victoria Avenue between 11th Street and the new bridge, and retaining walls within Rotary Park.
2. At the North Commuter Parkway bridge, the abutment and piers are complete, and all of the structural steel has been installed. Construction crews are now working on the new bridge deck.

Strategic Goal

Construction of the North Commuter Parkway and Traffic Bridge supports the Strategic Goal of Moving Around as it will optimize the flow of people and goods in and around the city.

Background

At a special meeting held on September 8, 2015, City Council awarded the RFP for the North Commuter Parkway and Traffic Bridge, naming GCP the Preferred Proponent. At its meeting on November 23, 2015, City Council received information regarding the financial details of the Project Agreement (PA) with GCP.

A construction update was last provided on March 13, 2017 to the Standing Policy Committee on Transportation.

Report

Design Status

Currently, completed designs for the new infrastructure have been received and reviewed by the project team.

Overall Schedule and Budget

The project remains on budget and on schedule for completion and opening in October 2018.

Traffic Bridge Construction Status

All of the structural steel for the new bridge has been installed and work is progressing on the new bridge deck. Construction crews are working on the new Saskatchewan Crescent underpass structure, reconstruction of Victoria Avenue between 11th Street and the new bridge, and retaining walls within Rotary Park.

Work at this site will continue until winter conditions set in, then will recommence next Spring. Remaining asphalt paving, minor concrete work, and landscaping will be completed at this site in 2018.

North Commuter Parkway Construction Status

Significant progress has been made at the North Commuter Parkway bridge. The abutment and piers are complete, and all of the structural steel has been installed. Construction crews are now working on the new bridge deck.

Work on the twinning and reconstruction of Central Avenue between Attridge Drive and Fedoruk Drive has continued over the summer, as well as new road construction to extend Central Avenue and McOrmond Drive to connect to the new bridge.

Work at this site will continue until winter conditions set in, then will recommence next Spring. Completion of the bridge and remaining roadways work will recommence as soon as possible following Spring thaw.

Public and/or Stakeholder Involvement

Stakeholder involvement is required at various stages of the project. There have been three public open house events since December 2015. Community events are periodically planned in order to engage and educate the citizens. The Administration will coordinate these activities with applicable stakeholders as necessary.

Communication Plan

Various communication requirements are to be completed by GCP during both the construction and operating periods of the project. In addition, a communications agency has been retained through the Technical Advisor for the project, and a phased-in communications plan has been developed for the life of the project. The North Commuter Parkway and Traffic Bridge webpage, saskatoon.ca/bridging, is regularly updated and various community events will be planned in order to engage and educate citizens. Regular project updates are being provided to the general public and Community Associations.

Financial Implications

Capital Project #2407 – North Commuter Parkway and Traffic Bridge has been approved for funding in the amount of \$238.8M.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

The North Commuter Parkway and Traffic Bridge project is scheduled for substantial completion in October 2018.

Public Notice

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

Report Approval

Written &

Reviewed by: Dan Willems, Director of Major Projects

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

TRANS DW – CP2407 – NCP and TB – Construction Update – September 11 2017

2018 Residential Parking Program Expansion

Recommendation

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

1. That Residential Parking Permit zones be expanded, as outlined in this report, effective in 2018, using existing resources; and
2. That the City Solicitor be requested to prepare the proposed amendments to Residential Parking Program, 1999, Bylaw No. 7862.

Topic and Purpose

The purpose of this report is to outline proposed amendments to Residential Parking Program, 1999, Bylaw No. 7862 in response to petitions received to expand Residential Parking Permit zones, and to address related recommendations within the Varsity View Local Area Plan.

Report Highlights

1. The proposed Residential Parking Program (Parking Program) expansion adds 33 block-faces to existing Residential Parking Permit zones (Permit zone); 30 in Varsity View, 2 in Riversdale, and 1 in Caswell Hill.
2. Restricting parking around President Murray Park and Brunskill School (as recommended in the Varsity View Local Area Plan) and the Marr Residence will ensure that adequate open public parking spaces exist for those wishing to visit these neighbourhood destinations.

Strategic Goal

The Parking Program supports the City of Saskatoon's (City) Strategic Goal of Moving Around by ensuring roads are well managed and meeting the needs of citizens.

Background

Permit zones have been created to increase on-street parking opportunities for residents in areas with high on-street parking demand. Permit zones are enacted by Residential Parking Program, 1999, Bylaw No. 7862 (Bylaw), and guided by Residential Parking Permit Program Policy No. C07-014 (Policy) and Administration of Residential Parking Permits Policy No. A07-014.

According to the above policies and the Bylaw, Permit zones must:

- a) be predominantly residential and not in a pay parking area;
- b) have a shortage of on-street parking; and
- c) be supported by no less than 70% of households on each block-face or by no less than 50% of households in Limited Permit zones.

Creation or expansion of a Permit zone is a community-lead initiative, driven by the following process:

1. Residents request a Permit zone by submitting a petition with 70% of households per block-face supporting the zone.
2. The Administration verifies the results of the petition.
3. When the petition requirements are met, the Administration conducts a parking study to confirm there is an on-street parking shortage in the area.
4. When the parking study requirements are met, a report is sent to City Council seeking approval of the new or expanded Permit zone.

Report

Petitions to Expand Permit Zones

The City has received petitions to expand the existing Permit zones within the Varsity View and Caswell Hill neighbourhoods, as well as the Limited Permit zone within the Riversdale neighbourhood. Residents feel there is reduced opportunity to park near their homes. As there are a limited number of available parking spots, drivers sometimes park inappropriately, blocking driveways. Implementing the Permit zone on these block-faces would give residents priority to park near their homes and provide daily patrols by parking enforcement to reduce inappropriate parking. Petitions for 33 of 40 block-faces have met the required level of support to implement the expansion, and parking congestion has been confirmed in the areas. For a summary of the Permit zone petitions, see Attachment 1.

The Administration recommends that Schedules A and B of the Bylaw be amended to include areas where the petitions have met the required level of support, as shown in Attachment 2. These Permit zones will become effective in 2018, subject to approval.

Parking Restrictions on Non-Residential Block-Faces

Although not part of the Parking Program process, the City has received a petition to restrict parking around President Murray Park from 59% of households facing the park on Colony Street and Aird Street. The Varsity View Local Area Plan also recommends including “the blocks surrounding President Murray Park and Brunskill School in the one and two hour regulated parking area,” which addresses these residents’ concerns.

The City has also received a petition to restrict parking on the 300 block of 11th Street East. This block contains the Marr Residence, which does not have an occupant. There is one nine-unit property on the block that is not eligible for Permits, per the Policy, but three of four 11th Street-facing households within that property have signed the petition.

Restricting parking around these above-noted sites would ensure that adequate open public parking spaces exist for those wishing to visit these neighbourhood destinations. It should be noted that City Council approval is not required for parking restrictions on non-residential block-faces. However, because such matters have the potential for public interest, the proposed parking restrictions are provided for information.

Options to the Recommendation

City Council could choose to not approve the proposed Parking Program expansion amendments; in which case, further direction would then be required.

As noted in the Financial Implications section of this report, there is a budget gap to implement Parking Program expansions. Permit fees could be adjusted across the Parking Program in order to reduce or eliminate the identified budget gap. This is not recommended as ongoing work to review the current Parking Program will potentially lead to new policies and rates. New fees for cost recovery will be proposed. This review process requires extensive stakeholder consultation and will not be completed in time for the 2018 budget preparations. A service review report is envisaged for mid-2018.

City Council could also consider adding \$125,000 to the Parking Program budget in 2018 in order to maintain service levels and existing permit fees.

Public and/or Stakeholder Involvement

The proposed Bylaw amendments for expansion of the Permit zones were initiated by petitions from the community. Information regarding expansion of Permit zones was published in the Varsity View Community Association newsletter, and petitioners were given Parking Program pamphlets to distribute throughout their areas. Permit zone information has also been provided to residents at Neighbourhood Traffic Review meetings.

Communication Plan

Per the Policy, notices will be sent to area residents giving a brief description of the Parking Program, its impending implementation, and what that entails, including what is required to purchase a Permit. Petition leads have been advised that the recommendations of this report are coming forward.

Temporary “New Restricted Parking Zone” boards and posters will be installed to inform non-residents of the expanded Permit zone.

Financial Implications

Revenue from increased Permit sales in the proposed expanded Permit zones is expected to be \$6,300 per year.

The cost to supply and install signage to implement the expansion is estimated at a one-time cost of \$25,000. This estimate includes the cost of temporary “New Restricted Parking Zone” boards and posters, as well as permanent signs.

Additional parking enforcement is required to maintain the current service level of patrolling this area. Program administration, increased enforcement staff, and operation of another enforcement vehicle is estimated at \$125,000 annually.

2018 Residential Parking Program Expansion

The total required increase in the 2018 Parking Program budget to accommodate these proposed expansions, considering both revenue and expenditures, would be \$125,000. This budget increase is required in order to maintain the current \$25 permit fee and existing enforcement service levels.

A service level review and report in 2018 will address service levels, Permit fees, and other cost-recovery options.

For now, the Administration is prepared to implement the expanded Permit zones with existing financial resources, by selectively reducing service levels in all Permit zones. This will accommodate the community-led petitions that have been conducted under the existing Policy.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Notices will be issued to residents in the expansion Permit zones immediately. Preparing a signage plan and fabricating/installing the signs will take approximately three months to implement.

Public Notice

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

Attachments

1. Residential Parking Permit Zone Petition Summary
2. Residential Parking Permit Zone Expansion Map

Report Approval

Written by: Andrew Hildebrandt, Director of Community Standards

Approved by: Randy Grauer, General Manager, Community Services Department

S/Reports/2017/CS/TRANS – 2018 Residential Parking Program Expansion/lc

Residential Parking Permit Zone Petition Summary

(Petitioned streets with ** did not achieve required support level)

Caswell Hill Residential Parking Permit Zone		
Petitioned Street	Support Level	Comments
Willingdon Place	92%	11 of 12 households signed petition.

Riversdale Limited Residential Parking Permit Zone		
Petitioned Street	Support Level	Comments
300 block Spadina Crescent West	50%	1 of 2 households signed petition. 1 dwelling on a primarily commercial property not included. Limited Residential Parking Permit requires 50% support.
400 block Spadina Crescent West	89%	8 of 9 households signed petition. 1 vacant dwelling not included as petition requires support from dwelling occupants. 1 apartment on block not included, per Residential Parking Permit Program Policy No. C07-014 (Policy).

Varsity View Residential Parking Permit Zone		
Petitioned Street	Support Level	Comments
600 block Temperance Avenue	94%	15 of 16 households signed petition.
600 block 13 th Street East	100%	1 of 1 household signed petition.
500 block Dufferin Avenue	100%	1 of 1 household signed petition, with additional support from neighbour whose property flanks the street.
1000 block Colony Street (north side)	91%	10 of 11 households signed petition. 5 vacant dwellings not included as petition requires support from dwelling occupants.
1000 block Colony Street (south side)	91%	10 of 11 households signed petition. 2 apartments on block not included, per the Policy.
1000 block 15 th Street East	90%	9 of 10 households signed petition.
1100 block 15 th Street East	87%	13 of 15 households signed petition. 1 vacant dwelling not included as petition requires support from dwelling occupants.
1200 block 15 th Street East (north side)	79%	11 of 14 households signed petition. 2 vacant dwellings not included as petition requires support from dwelling occupants.
1200 block 15 th Street East (south side)	80%	8 of 10 households signed petition. 1 objection. 1 vacant dwelling not included as petition requires support from dwelling occupants.

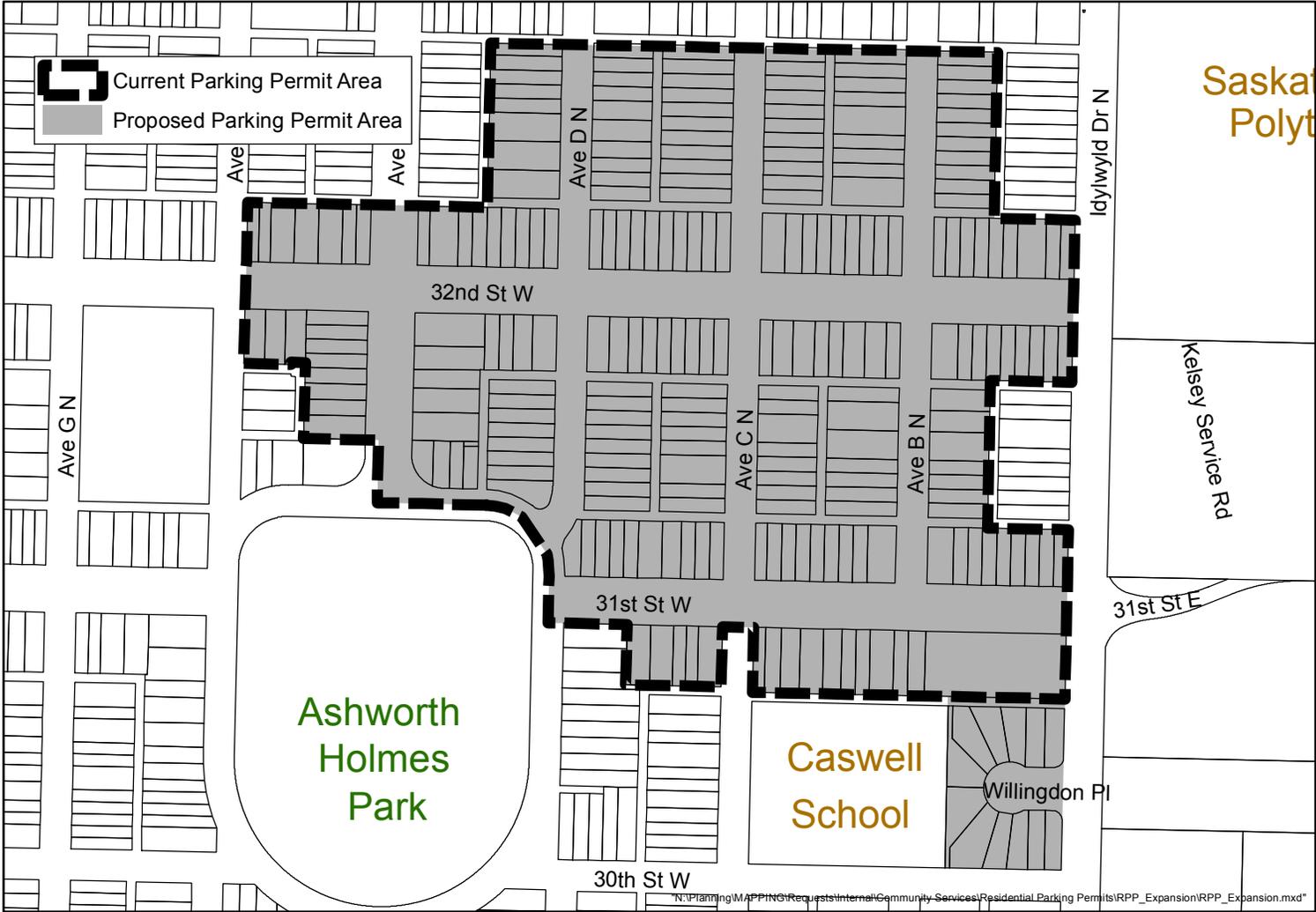
Varsity View Residential Parking Permit Zone

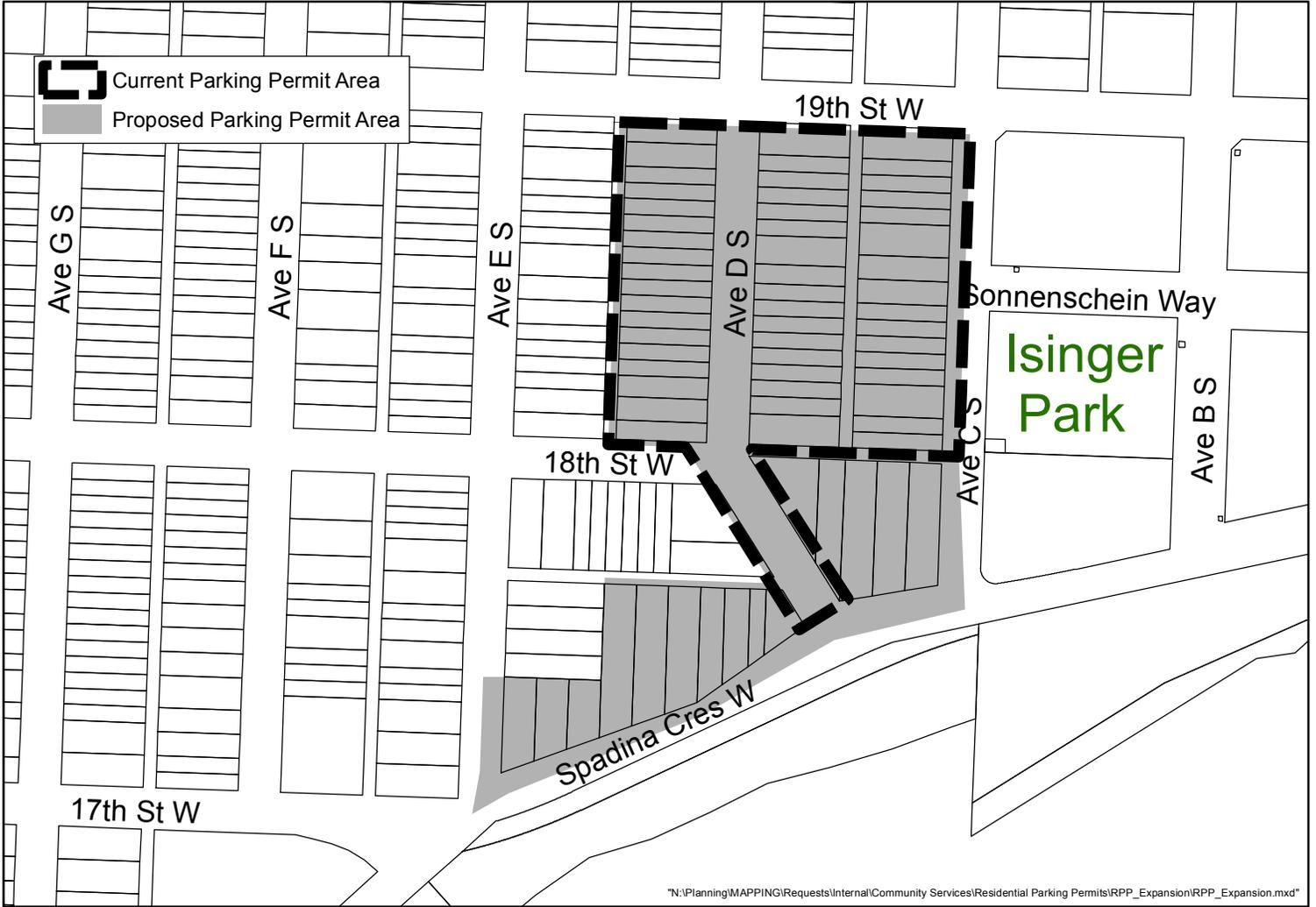
Petitioned Street	Support Level	Comments
1300 block 15 th Street East (north side)	100%	11 of 11 households signed petition.
1300 block 15 th Street East (south side)	75%	9 of 12 households signed petition.
300 block Arthur Avenue (west side)	83%	5 of 6 households signed petition.
300 block Arthur Avenue (east side)	80%	4 of 5 households signed petition.
300 block McKinnon Avenue (west side)	100%	5 of 5 households signed petition.
**300 block McKinnon Avenue (east side)	57%	4 of 7 households signed petition. 1 objection.
300 block Hugo Avenue (west side)	86%	6 of 7 households signed petition.
**300 block Hugo Avenue (east side)	60%	6 of 10 households signed petition. 1 vacant dwelling not included as petition requires support from dwelling occupants.
300 block Munroe Avenue (west side)	75%	3 of 4 households signed petition. 1 objection. 1 vacant dwelling not included as petition requires support from dwelling occupants.
**300 block Munroe Avenue (east side)	50%	1 of 2 households signed petition. 1 objection. 1 vacant dwelling not included as petition requires support from dwelling occupants.
300 block Bottomley Avenue (west side)	100%	2 of 2 households signed petition.
300 block Bottomley Avenue (east side)	83%	5 of 6 households signed petition.
600 block McPherson Avenue (west side)	89%	8 of 9 households signed petition. 2 vacant dwellings not included as petition requires support from dwelling occupants.
600 block McPherson Avenue (east side)	100%	3 of 3 households signed petition. 1 apartment on block not included, per the Policy.
700 block McPherson Avenue (west side)	78%	7 of 9 households signed petition. 1 apartment on block not included, per the Policy.

Varsity View Residential Parking Permit Zone

Petitioned Street	Support Level	Comments
700 block McPherson Avenue (east side)	80%	4 of 5 households signed petition. 2 vacant dwellings not included as petition requires support from dwelling occupants.
**700 block Melrose Avenue (west side)	50%	1 of 2 households signed petition. 2 apartment on block not included, per the Policy.
700 block Melrose Avenue (east side)	100%	8 of 8 households signed petition.
**700 block Eastlake Avenue (west side)	67%	2 of 3 households signed petition. 1 apartment on block not included, per the Policy.
**700 block Eastlake Avenue (east side)	0%	0 of 3 households signed petition. Property owner, not occupants, signed petition for all 3 properties; therefore, has not met criteria, per the Policy.
200 block Saskatchewan Crescent	80%	4 of 5 households. 4 apartments on block not included, per the Policy.
200 block 10 th Street East (north side)	100%	5 of 5 households signed petition.
300 block 10 th Street East (north side)	100%	5 of 5 households signed petition.
200 block 11 th Street East (north side)	100%	12 of 12 households signed petition.
200 block 11 th Street East (south side)	86%	6 of 7 households signed petition. 1 vacant dwelling not included as petition requires support from dwelling occupants.
300 block 11 th Street East (north side)	86%	6 of 7 households signed petition. 1 apartment on block not included, per the Policy.
**300 block 11 th Street East (south side)	n/a	The only one-unit dwelling (Marr Residence) does not have an occupant. 1 multi-unit dwelling of 9 units on block not included, per the Policy, but 3 of 4 11 th Street-facing households have signed.
400 block 11 th Street East (south side)	71%	5 of 7 households signed petition. 1 multi-unit dwelling property on block not included, per the Policy, but 7 of 7 households from 424 11 th Street East have signed. Recommended to review the Bylaw to include the property in the Residential Parking Program as a unique situation.

Residential Parking Program Zone Expansion Map





6120-4-2

RECEIVED

AUG 31 2017

**CITY CLERK'S OFFICE
SASKATOON**

From: P Dowd <pattyadowd@gmail.com>
Sent: Thursday, August 31, 2017 10:13 AM
To: Web E-mail - City Clerks
Subject: Standing Committee on Transportation Meeting on September 11, 2017
Attachments: CITY HALL PRESENTATION.pdf

Hello,

Unfortunately we will be out of the province on September 11 so are not able to attend the meeting to speak.

We are requesting that our attached letter be added to the agenda and presented at the Standing Committee on Transportation meeting on Monday, September 11, 2017.

Our letter pertains to the 2018 Residential Parking Program Expansion report and deals with the 36 hour parking bylaw.

Thank you.

Dennis and Patricia Dowd
704 9th Avenue North
Saskatoon
S7K 2Y9
306-244-1052

The following correspondence was presented to the Standing Policy Committee on Transportation Meeting held at Saskatoon City Hall, City Council Chambers on August 15, 2017.

His Worship Mayor Clark

Chair Danauer

Councillors Block / Gersher / Iwanchuk / Jefferies

My name is Dennis Dowd. My wife Patricia and I reside at 704 - 9th Ave. N. We are long time residents of Saskatoon and have lived in City Park for over 45 years.

We are here today to inform the committee of some issues as homeowners that we are having with The Traffic Bylaw – Bylaw No. 7200; Part IV – Parking limits No. 14

The bylaw states and I'm quoting; ' Except as otherwise indicated by a sign or otherwise provided for in this Bylaw, a person shall not park on a street for more than 36 hours.

On March 14th we left the city for a short 6 day vacation. As always, the keys to our two vehicles parked directly in front of our home were left with our neighbour in case they needed to be moved for emergency purposes such as a water main break. Both vehicles have valid permit parking passes because we do not have a driveway or garage.

Upon our return on March 20th we discovered that one of vehicles was missing. After contacting the Saskatoon Police Service to report a stolen vehicle we were informed that City of Saskatoon – Parking Enforcement had impounded the vehicle for being on street without being moved for 36 hours

The cost to retrieve our vehicle was \$248.40.

In addition, the towing company damaged the vehicle and it will have to be repaired. The total cost of the ticket and repairs was well over \$ 400.00

We are requesting a review of the bylaw that we feel places undue stress and financial burden on homeowners like us that do not have a garage or driveway and so have no alternative other than parking our vehicles on the street in front of our home. We understand that one of the reasons for the bylaw is to allow abandoned vehicles to be removed from a street in a reasonable time frame but both our vehicles have valid permit parking passes displayed indicating they are clearly owned by the resident. We have lived in our home 38 years and have been away for extended periods of time in the past without a problem. We have always parked our vehicles on the street in front of our home, without any issues. None the less we were in violation of the bylaw and we have parking enforcement officers thru our area several times per day and it is only a matter of time before we will be cited again. Other residents in our neighbourhood have also been cited and had vehicles impounded under this bylaw.

My wife and I walk and bike regularly rather than use our vehicles and the City is constantly encouraging us to move toward less dependency on vehicles. We are

encouraged to walk, bike and take public transit but the way the current bylaw is written anyone that leaves their vehicles on the street without moving them every 36 hours is in violation of the bylaw.

We contacted a parking enforcement supervisor at City Hall to attempt to find a reasonable and practical solution to this problem. We explained to them there are times we are away on vacation or when the weather is extremely cold that we may not move our vehicles for a week or more. Their only suggestion was that we should have a neighbour start our vehicles at -40C and drive both vehicles around the block. If we are going to be away for more than 36 hours then find alternative long term parking somewhere else. We feel these are not reasonable solutions and there has to be better alternatives for homeowners to park for extended periods in front of their residences.

We're asking for a review of this bylaw for homeowners like us that do not have a garage or driveway and so have no alternative other than parking our vehicles on the street in front of our homes.

With todays technology it doesn't seem to me that it would be that difficult to implement an on-line digital solution that would allow residents to purchase permits or perhaps incorporate something into the current parking pass program that would allow residents to park for extended periods without the fear of having vehicles impounded.

The Traffic Bylaw - Bylaw No. 7200 - Parking Limits 14. is a physical hardship and stressor for property owners like ourselves and the enforcement of the 36 hour parking bylaw for property owners that have no alternative other than to park on the street in front of their homes is unreasonable.

We are hoping you can help us find a permanent solution to a troublesome issue for residents in our neighbourhood.

Thank you.

Dennis Dowd
Patricia Dowd
704 - 9th Avenue North
S7K2Y9
306-244-1052

Road Maintenance Service Level

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the current service level for the Road Maintenance service line be maintained and approved.

Topic and Purpose

The purpose of this report is to provide information on the current service level provided under the Road Maintenance service line and outline options to adjust service levels for 2018.

Report Highlights

1. The Road Maintenance service line delivers core service for citizens through four seasonal programs and one year-round program. Seasonal programs include paved street maintenance, gravel street maintenance, sidewalk maintenance, and specialized maintenance. The Customer Service Centre is delivered out of this service line year-round.
2. Unit operating costs are in line with or just below national benchmarking averages.
3. Options are presented to enable adjustment of the current service level to increase or decrease service.
4. Recent road maintenance program improvements include creating a pilot study for dust palliation in gravel back lanes, using new technologies for pothole repair, and ensuring all Roadways & Operations staff receive customer service training within the orientation program.

Strategic Goals

This report supports the Strategic Goals of Moving Around, Quality of Life, and Asset and Financial Sustainability. The road maintenance programs ensure citizens, visitors, and service providers can safely move around the city. Defined service levels ensure the City is making informed financial decisions and investing in services that matter to citizens.

Background

At the May 15, 2017 meeting of the Governance and Priorities Committee, the Administration committed to bring forward a series of service level documents on core services. The service level template communicates two key messages:

- Information for citizens, Committees, and City Council about “what we do”, “why we do it”, and “how much it costs” for each service line.
- Viable options to the current state of service levels, entitled “what else is possible”.

Moving to defined service levels supports Service Saskatoon and the shift to multi-year budgeting by creating mapped processes that can be easily added to the Customer Relationship Manager software, ensuring all services are citizen-centric, updating website

Road Maintenance Service Level

information with “what can you expect” and “how can you help” information, and ensuring we know what our services cost to improve estimating/budgeting in the future.

Report

Road Maintenance Service Line

Road maintenance is a core function of the City. Four seasonal programs are delivered from May to October, including:

- Paved Street Maintenance
- Gravel Street Maintenance
- Sidewalk Maintenance
- Specialized Maintenance

The Customer Service Centre provides information and service to citizens through this service line year-round. All programming within the service line is executed to ensure citizens, visitors, and service providers can get the information they need and safely move around the city. Attachment 1 provides additional details on each program.

Cost per Unit

Cost per unit for the Road Maintenance service line’s major programs are as follows:

- Paved street maintenance is \$910 per lane kilometre
- Gravel street maintenance is \$2,130 per lane kilometer
- Sidewalk maintenance is \$525 per kilometer
- Customer service is \$5.80 per interaction

The above costs per unit include Operating funding only. If Capital funding for the Road Maintenance service line (\$35,486,000 for 2017) is also included, the cost per lane kilometer of paved streets increases to \$9,913. In 2015, the ‘Total Cost for Paved Roads per Lane Kilometer’ metric from MBNCanada’s 2015 Performance Measure Report states the following:

- Costs per lane kilometer for paved roads from 15 municipalities across Canada ranged from \$6,027 (Calgary) to \$25,573 (Montreal).
- The average cost per lane kilometer was \$13,900.

In March 2016, PricewaterhouseCoopers LLP produced an external audit report that concluded the road maintenance program, including both operating and capital expenditures, is effective in achieving its objectives, and is achieving economy and efficiency. This report and the national unit cost benchmarking above suggest the Road Maintenance service line is providing good value for money for Saskatoon residents.

Continuous Improvement

Recently, road maintenance programs have undergone improvements to meet citizen expectations and ensure effectiveness. Examples include:

- Piloting options for viable dust palliation treatments in gravel back lanes.
- Investigating and piloting new technologies for paved street maintenance, including the purchase of a thermal patcher which will extend the season for permanent

- pothole repairs into winter, make use of recycled asphalt, and create smoother pothole patches.
- Adding a customer service training module to the Roadways & Operations orientation program to ensure all staff have a basic understanding of the expectations when interacting with citizens.
 - Creating a dedicated training coordinator position for the Customer Service Centre who ensures changes to programs in the field are rapidly incorporated into the knowledge base and processes for Customer Service Representatives allowing them to provide citizens with up-to-date information.

Currently, the Roadways & Operations and Construction & Design teams are working together to complete a civic service review to coordinate the road, concrete and landscaping repairs following a utility cut.

- The review will be looking for efficiencies within the internal portions of the process, as well as investigating options to permit private utility cuts in order to recover roadway repair and maintenance costs related to this service, and in turn, better preserve the integrity of the road network over time.

Options to the Recommendation

Attachment 2 provides options to adjust the Road Maintenance service level and budget if interest exists. Options include those that increase or decrease the current service level.

The option to increase the current service level will:

- Improve service to citizens reporting sidewalk issues and living or working near public walkways. Walkways are green spaces between public roadways and private property.
 - Impact: Additional funding would allow for the design and testing of pilot projects to fill two programming gaps. First, the creation of a dedicated sidewalk complaint inspection service and a remedy program for issues that are not deemed an immediate safety risk, and therefore, not addressed through the current service level. Second, the creation of a one-time program to gather data on the current state of civic walkways to better inform decision making on the potential need for a walkway rejuvenation program.
 - Risk: A budget increase of \$200,000 in a mill-rate supported service line.

The option to decrease the service level will:

- Eliminate contractor assistance with the spring pothole blitz. This program currently focuses on fixing large potholes on high traffic streets after the spring thaw.
 - Impact: Potential savings of up to \$600,000 from the overall cost of the service line.
 - Risk: Eliminating contractor assistance will double the program's current timeline from two to four months and reduce the number of potholes that can be addressed annually by 50%.
 - Mitigation: Fewer large potholes are expected year-over-year as new preservation and mitigation strategies are adopted such as crack filling and thermal patching.

Road Maintenance Service Level

The Standing Policy Committee on Transportation may direct the Administration to investigate further options to reduce or increase the Road Maintenance service level and budget prior to making a recommendation to City Council for the 2018 Business Plan and Budget deliberations.

Communication Plan

Road maintenance information is promoted through the Building Better Roads campaign using Public Service Announcements, social media, the City's website, and other marketing and communications materials. Any change to the current service level or program will be communicated through these methods. If the level of service is changed significantly, additional communications may be required.

Financial Implications

Road maintenance activities can be expensive. If an option is pursued to increase the service level related to road maintenance activities, an increase in the cost of the operating budget for this service line will be required.

Environmental Implications

Road maintenance activities can be fuel and greenhouse gas intensive. If an option is pursued to increase the service level related to road maintenance activities, an increase in corporate greenhouse gas emissions will be expected.

Other Considerations/Implications

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

Due Date for Follow-up

A follow-up report summarizing the outcomes of all core service level decisions will be presented to City Council during the 2018 Business Plan and Budget deliberations.

Public Notice

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

Attachments

1. Service Level for Road Maintenance
2. Options to the Current Service Level for Road Maintenance

Report Approval

Written by: Kristin Bruce, Performance Improvement Coordinator,
Employee Experience & Performance

Written &

Reviewed by: Brandon Harris, Director of Roadways & Operations

Reviewed by: Karen Grant, Communications Consultant, Communications

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

Service Level for Road Maintenance

Scope

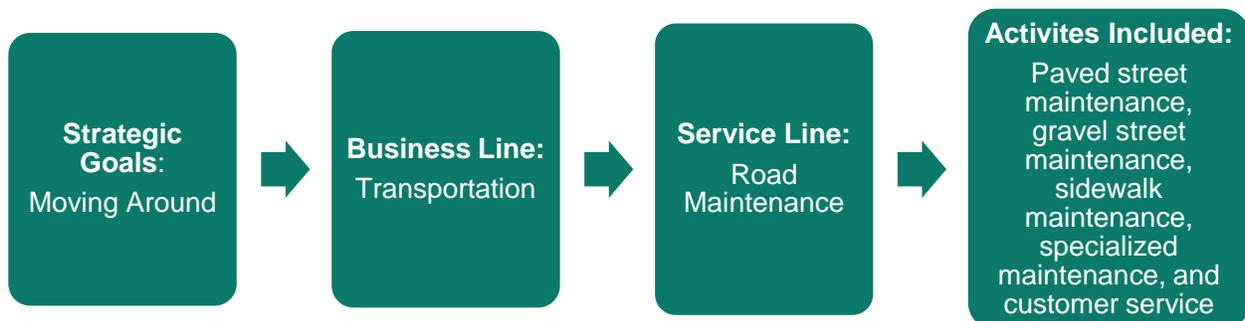
Service Level (SL) documents are prepared to allow citizens of the City of Saskatoon (City) to review and understand the services *currently* provided. This document includes activities completed under the Road Maintenance service line. This service may be completed by various divisions in the City.

Service Overview: what we do

The City's Road Maintenance program focuses on citizen mobility through infrastructure repair and maintenance, citizen-centric service, and fiscal responsibility. Four of the road maintenance programs are seasonal typically running from May to October including paved street maintenance, gravel street maintenance, sidewalk maintenance, and specialized maintenance. The service line also provides year-round service and information to citizens through the Customer Service Centre. More details on each program are available on page 2 - 4 of this document.

Purpose: why we do it

Saskatoon's core infrastructure like roadways, bridges, and sidewalks require a variety of programs to maintain their usable life and integrity in order to support the mobility needs of citizens, visitors, and service providers in the city. Activities such as back lane grading, bridge washing, and pothole filling increase the usable life of the City's infrastructure. Specialized maintenance such walkway litter pick up and mowing as well as guardrail and chain link fence repair are responsive activities dedicated to ensuring citizen safety and quality of life through safe needle pick up and disposal as well as motor vehicle accident severity mitigation.



Programs within Service Line	Service Attributes and Customer Values	Service Level Outcomes	Customer Performance Measures
Paved Street Maintenance	Safety, Responsiveness, Quality, Accessibility, Fiscal Responsibility	More than 4,000 lane kms make up the city's paved street network. Paved streets are maintained to ensure safe use and mobility for citizens and service providers. Treatments that can be performed to maintain paved streets include paving, blade leveling, pothole and utility cut repair.	<p><u>Emergency Pothole Repair</u></p> <ul style="list-style-type: none"> Emergency potholes are those that are larger than 60 cm in diameter, affect driving lanes, or are located on high traffic streets. Emergency potholes are responded to and repaired on a complaint basis year-round. Potholes that are reported as meeting emergency status will be inspected to verify severity within 1 day of the complaint. Potholes that are verified as emergencies will be repaired within 2 days after inspection. <p><u>Routine Pothole Repair</u></p> <ul style="list-style-type: none"> Routine potholes are those not meeting emergency criteria. Routine potholes are responded to and repaired on a complaint basis from May to November. All potholes reported or reclassified, after inspection, as routine will be tracked through the Pothole App and prioritized for repair through planned maintenance programs as resources allow. <p><u>Paving</u></p> <ul style="list-style-type: none"> Paving activities are completed between May and October. <p><u>Utility Cut Repair and Maintenance</u></p> <ul style="list-style-type: none"> Utility cuts are maintained year-round using gravel fill and blading. The frequency of maintenance treatments for utility cuts is adjusted based on the location and size of the cut as well as the traffic volume of the street. Permanent repair of streets damaged by utility cuts occurs between May and October, priority for repairs is determined by the location and size of the cut as well as the traffic volume of the street.
Gravel Street Maintenance	Safety, Accessibility, Fiscal Responsibility, Quality	Gravel streets include more than 655 kms of back lanes, city streets, and rural roads. Gravel streets are maintained annually to ensure safe use and access for citizens and service providers. Treatments that can be performed to maintain gravel streets include grading, adding gravel, and reconstruction.	<p><u>Back Lanes</u></p> <ul style="list-style-type: none"> Each spring all back lanes are inspected to determine treatment needs. Between July and October, all back lanes receive at least one maintenance treatment (e.g. grading). If a back lane needs reconstruction, citizens will receive a notice in their mailbox outlining the work to be completed and what they can expect during the work, prior to the work beginning. <p><u>Rural Roads</u></p> <ul style="list-style-type: none"> Rural roads are those gravel streets on the edges of the city limits. Rural roads are graded on a weekly basis from May to October. Dust palliation is also completed on rural roads. Dust palliation is a program under the Street Cleaning and Sweeping service line. More information on this program is found in the Street Cleaning and Sweeping service level document.

<p>Sidewalk Maintenance</p>	<p>Safety, Responsiveness, Quality, Accessibility, Fiscal Responsibility</p>	<p>The sidewalk system is more than 1,900 kms. It is maintained from May to October to ensure safety and mobility for all citizens. Treatments that can be performed to maintain the sidewalk system include grinding tripping hazards, small asphalt patching, and concrete filling.</p>	<p><u>Sidewalk Inspections</u></p> <ul style="list-style-type: none"> Sidewalks in high-traffic areas are inspected annually in October. <p><u>Sidewalk Complaints and Investigations</u></p> <ul style="list-style-type: none"> Sidewalk complaints are investigated from May to October. Sidewalk complaints that refer to locations on a preservation list for the current year will be investigated and repaired as scheduled under the preservation contract. Sidewalk complaints that refer to locations not on a preservation list for the current year will be investigated and prioritized into emergency and routine categories using a risk matrix based on the hazard posed and pedestrian traffic potential of the location. <ul style="list-style-type: none"> Investigations that deem an issue an emergency, locations posing the highest risk to pedestrians, will be marked to increase hazard visibility and repaired first. Investigations that deem an issue routine, low or medium risk to pedestrians, will be tracked and prioritized for repair through planned maintenance programs as resources allow. <p><u>Sidewalk Damage due to Utility Cuts</u></p> <ul style="list-style-type: none"> Sidewalk damage related to utility cuts is repaired with a planned program running from May to October. Repair priority is determined by considering traffic volume on the sidewalk, timing of adjacent street rejuvenation projects (if any), ground settling, and an “oldest first” model (e.g. where those areas that have had temporary fixes in place, the longest will be scheduled for permanent repair first until the winter backlog has been eliminated).
<p>Specialized Maintenance</p>	<p>Safety, Responsiveness, Quality, Aesthetics</p>	<p>Specialized maintenance activities include bridge washing, guardrail repair, surface drainage management, small litter pick up, chain link fence repair, walkway maintenance, and landscaping of utility cuts. These activities are completed to ensure the road network is maintained in a holistic fashion through the Road Maintenance service line.</p>	<p><u>Bridge Washing</u></p> <ul style="list-style-type: none"> All bridges and structures (e.g. overpasses, pedestrian tunnels) are washed once per year throughout July and August to ensure inspection quality and increase usable life. <p><u>Guardrail Repair</u></p> <ul style="list-style-type: none"> Guardrail repair is a reactive activity occurring from May to October. The activity occurs whenever the City’s guardrail system is damaged, usually after motor vehicle accidents. Reports of damage to guardrails will be investigated within 24 hours. Damage that occurs from May to October is scheduled for repair as soon as possible, usually within two weeks. Damage that occurs from November to April is made safe as soon as possible and scheduled for permanent repair in May using the “oldest first” model until the winter backlog has been addressed. <p><u>Surface Drainage Management</u></p> <ul style="list-style-type: none"> Surface drainage refers to structures that are part of the roadway (not below) including culverts, catch basin covers, ditches, etc. All culverts are inspected annually for usability. If necessary, culverts can be treated to improve drainage support.

			<ul style="list-style-type: none"> • Catch basins are inspected, cleaned, and replaced throughout the city during severe rain watches/ warnings and after severe rainfall has occurred. <p><u>Small Litter Pick Up</u></p> <ul style="list-style-type: none"> • This activity is a waste collection service to ensure litter does not end up on the roadways. Using a planned route a “curbster” machine empties small waste containers throughout Business Improvement Districts and during special events from May to October. • Frequency of the activity is based on need for each area. <p><u>Chain Link Fence Repair</u></p> <ul style="list-style-type: none"> • Chain link fence repair is a reactive activity occurring from May to October. • Reports of damage to chain link fences will be investigated within 24 hours. • Damage that occurs from May to October is scheduled for repair as soon as possible, usually within two weeks. • Damage that occurs from November to April is made safe as soon as possible and scheduled for permanent repair in May using the “oldest first” model until the winter backlog has been addressed. <p><u>Walkway Maintenance</u></p> <ul style="list-style-type: none"> • Walkways are green spaces between civic infrastructure (e.g. roadways and sidewalks) and private property. • The majority of these spaces are maintained once per month (e.g. mowing and litter pick up) from May to October. • Four locations near Circle Drive (between Airport Drive and Clancy Avenue) are maintained on a weekly basis, in order to keep grass short, to ensure staff safety when removing the high volume of litter and needles frequently in these areas. <p><u>Landscaping of Utility Cuts</u></p> <ul style="list-style-type: none"> • Landscaping damage related to utility cuts is repaired with a planned program running from May to October. • Repair to landscaping can only be completed once any sidewalks, sprinkler, and paving stone repairs are completed. • Landscaping repairs will be completed through top soil and grass seed placement or by adding turf. Turf is generally only used if large sections of private front yards have been damaged due to a utility cut repair. • Repair priority is determined by considering ground settling and an “oldest first” model.
<p>Customer Service</p>	<p>Safety, Responsiveness, Quality</p>	<p>The Customer Service Centre provides centralized 24-hour customer service through a call and email based operation. The workgroup maintains the knowledge base and customer relationship management software, takes inquiries, books service requests and</p>	<p><u>Phone Calls</u></p> <ul style="list-style-type: none"> • All calls are answered promptly within 3 rings. • All staff will answer the phone with the following message an opening greeting, the staff person’s name, and “How may I help you?” • Calls will only be transferred when necessary. • If a transfer must be made the customer service staff person will advise the connected subject matter expert of the caller’s concern prior to connecting the transfer so the caller does not have to repeat themselves. • Callers should not be on hold for longer than 2 minutes, if this must occur the customer service staff person will take the caller’s name and phone number to return the call when the information or answer is available.

dispatches City crews to investigate and make safe reported incidents.

Emails

- All emails will be acknowledged within 2 business days.

Resource Allocation: what does it cost

All costing information presented is estimated based on available data.

Service Line	Programs	2017 Budgeted Cost to Deliver Service	2017 Estimated Actual Cost to Deliver Service	Variance
Road Maintenance	Paved Street Maintenance, Gravel Street Maintenance, Sidewalk Maintenance, Specialized Maintenance, Customer Service Centre	\$8,562,500	\$8,562,500	\$0

Service Line	Program Components	Cost per Program ¹	Cost per Unit
Road Maintenance	Paved Street Maintenance <i>Inventory: 4,000 lane kms</i>	\$3,895,500	\$910 per lane km
	Gravel Street Maintenance <i>Inventory: 655 lane kms</i>	\$1,397,000	\$2,130 per lane km
	Customer Service Centre <i>Unit: 101,350 interactions in 2016 (e.g. emails, out-going and in-coming calls)</i>	\$585,000	\$5.80 per interaction
	Specialized Maintenance	\$1,685,000	N/A ²
	Sidewalk Maintenance <i>Inventory: 1,900 kms</i>	\$1,000,000	\$525 per km

Financial Assumptions

Costs are represented as averages but the total service line cost is highly variable in reality due to traffic loads on streets, current inventory quality, deterioration rates, changing standards, and the use of contractors.

¹ This column includes Operating funding only.

² This program offers a diverse set of activities that are largely need-based, making deriving units costs difficult as such they have not been included.

Supporting Information

To view more information about road maintenance services click on the images below to review their respective webpages at Saskatoon.ca.



Example of sidewalk damage requiring a routine repair



Example of damage requiring sidewalk an emergency replacement



Example of an emergency pothole



Example of a routine pothole



Example of a gravel back lane

Constraints

Risk factors that may impact the City's ability to deliver the services as described above include: weather; the amount of inventory for roads and sidewalks; and the availability of labour, equipment, and materials

Supporting References

- Projected 2017-2019 Roadway Preservation Plan
- 2017 Sidewalk Preservation, Repair or Replacement Criteria

Options to the Current Service Level for Road Maintenance

Optional Service Levels: what else is possible

The table below provides two options to adjust Road Maintenance service level and their resulting budget adjustments.

#	Option Description	Change in Service Level	Required Adjustment to Current Budget
1	Decreased Level of Service (Paved Streets)	<ul style="list-style-type: none"> Elimination of contractor assistance with the spring pothole blitz program Double the program timeline from two to four months and reduce number of potholes that can be addressed by 50% Reduction in cost for the service line 	<ul style="list-style-type: none"> Decrease of up to \$600,000 Decreasing the total budget from \$8,562,500 to \$7,962,500
2	Increased Level of Service (Sidewalks and Walkways)	<p><u>Sidewalks</u></p> <ul style="list-style-type: none"> Coordination of sidewalk repair and replacement programming is improving but a gap still exists Sidewalk complaints do not have a dedicated inspector Current treatment programs only support immediate safety hazard mitigation or full street and sidewalk rejuvenation through the roadway repair and preservation plans Additional funding would allow for a dedicated complaint inspector improving the speed of complaint prioritizations and the trial of treatments to replace asphalt overlays (once used to preserve sidewalks prior to deterioration to immediate safety hazard status) <p><u>Walkways</u></p> <ul style="list-style-type: none"> Currently walkways, public green space between sidewalks and private property, are maintained through mowing and litter pick up activities No program exists to restore these areas if damaged (e.g. grass and weeds are sprayed and killed, gravel cover is not maintained, or shrubs are left uncared for) Additional funding would allow for an inventory of the current state of civic walkways to be completed and enable informed decision making on the potential need for a program to rejuvenate damaged/deteriorated walkways <p><u>Required Resource Result</u></p> <ul style="list-style-type: none"> One Engineering Technologist 15 on a 6 month contract Materials to support pilot study and inventory projects 	<ul style="list-style-type: none"> Addition of \$200,000 Increasing the total budget from \$8,562,500 to \$8,762,500

Proposed Amendments to Bylaw No. 7200, The Traffic Bylaw – Speed Limit Changes

Recommendations

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

1. That the speed limit on Central Avenue from a point 220 metres north of Somers Road to Agra Road be reduced from 60 kph to 50 kph;
2. That a speed limit on Lowe Road from Agra Road to a point 800 metres north of Agra Road be reduced from 80 kph to 50 kph;
3. That a speed limit on McOrmond Drive from Fedoruk Drive to a point 800 metres east of Lowe Road be reduced from 60 kph to 50 kph;
4. That a speed limit of 60 kph on Central Avenue from Agra Road to McOrmond Drive be established;
5. That a speed limit on Lowe Road from a point 800 metres north of Agra Road to McOrmond Drive be reduced from 80 kph to 60 kph;
6. That a speed limit of 60 kph on McOrmond Drive from a point 800 metres east of Lowe Road to Central Avenue be established;
7. That a speed limit on Fedoruk Drive from Central Avenue to McOrmond Drive be increased from 50 kph to 60 kph;
8. That a speed limit of 70 kph on McOrmond Drive from Central Avenue to Wanuskewin Road be established;
9. That a speed limit on Millar Avenue from 60th Street to 71st Street be reduced from 60 kph to 50 kph;
10. That a speed limit on Zimmerman Road from Highway No. 16 to a point 1,000 metres north of Highway No. 16 be reduced from 80 kph to 60 kph;
11. That a speed limit on 71st Street West from Thatcher Avenue west to the City Limit be reduced from 90 kph to 70 kph;
12. That a speed limit of 80 kph on College Drive from a point 100 metres east of Preston Avenue to the East City Limit be established; and
13. That the City Solicitor be requested to prepare the appropriate bylaw amendment to Bylaw No. 7200, The Traffic Bylaw, effective December 1, 2017.

Topic and Purpose

The purpose of this report is to propose amendments to Bylaw No. 7200, The Traffic Bylaw to reflect changes to speed limits.

Report Highlights

The Administration periodically reviews the existing speed limits on roadways and recommends necessary modifications to the speed limits as set out in Schedule No. 4 of Bylaw No. 7200, The Traffic Bylaw.

Strategic Goal

This report supports the Strategic Goal of Moving Around by improving safety for all road users (pedestrians, cyclists, and drivers), and optimizing the flow of people and goods in and around the city.

Background

The recommended maximum allowable speeds for new and/or modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and/or safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification.

Report

The Administration reviewed the existing speed limits on roadways that are part of the North Commuter Parkway Project and the recommendations in the North Commuter Parkway Project Functional Planning Study, the Northeast Swale Development Guidelines, and Meewasin's Northeast Swale Master Plan. The Administration is recommending:

- 50 kph – Central Avenue from a point 220 metres north of Somers Road to Agra Road.
- 50 kph – Lowe Road from Agra Road to a point 800 metres north of Agra Road.
- 50 kph – McOrmond Drive from Fedoruk Drive to a point 800 metres east of Lowe Road.
- 60 kph – Central Avenue from Agra Road to McOrmond Drive.
- 60 kph – Lowe Road from a point 800 metres north of Agra Road to McOrmond Drive.
- 60 kph – McOrmond Drive from a point 800 metres east of Lowe Road to Central Avenue.
- 60 kph – Fedoruk Drive from Central Avenue to McOrmond Drive.
- 70 kph – McOrmond Drive from Central Avenue to Wanuskewin Road.

The Administration reviewed the existing speed limits and is recommending:

- 50 kph – Millar Avenue from 60th Street to 71st Street. This modification ensures consistency with Millar Avenue from Circle Drive to 60th Street.
- 70 kph – 71st Street West from Thatcher Avenue west to the City Limit. This modification will support the traffic signals installed at the intersection of Highway 16 and 71st Street West.

The following speed limits require clarification to ensure consistency with intent and signage in the field:

- 60 kph – Zimmerman Road from Highway No. 16 to a point 1,000 metres north of Highway No. 16.
- 80 kph – College Drive from a point 100 metres east of Preston Avenue to the East City Limit.

These speed limits are based on the roadway design characteristics and are deemed to be appropriate. The proposed speed limits are illustrated in Attachment 1.

Policy Implications

Upon approval by City Council, amendments to Bylaw No. 7200, The Traffic Bylaw will be required.

Financial Implications

The cost implications are nominal and are provided for in the existing Operating Budget.

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Speed limit signage for the roadways that are part of the North Commuter Parkway Project will be installed prior to the opening of the new and modified roadways. Speed limit signage for the other roadways in this report will be installed by December 1, 2017.

Public Notice

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

Attachment

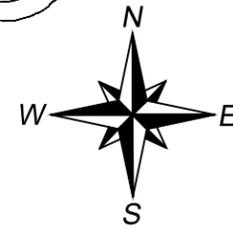
1. Proposed Speed Limits

Report Approval

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

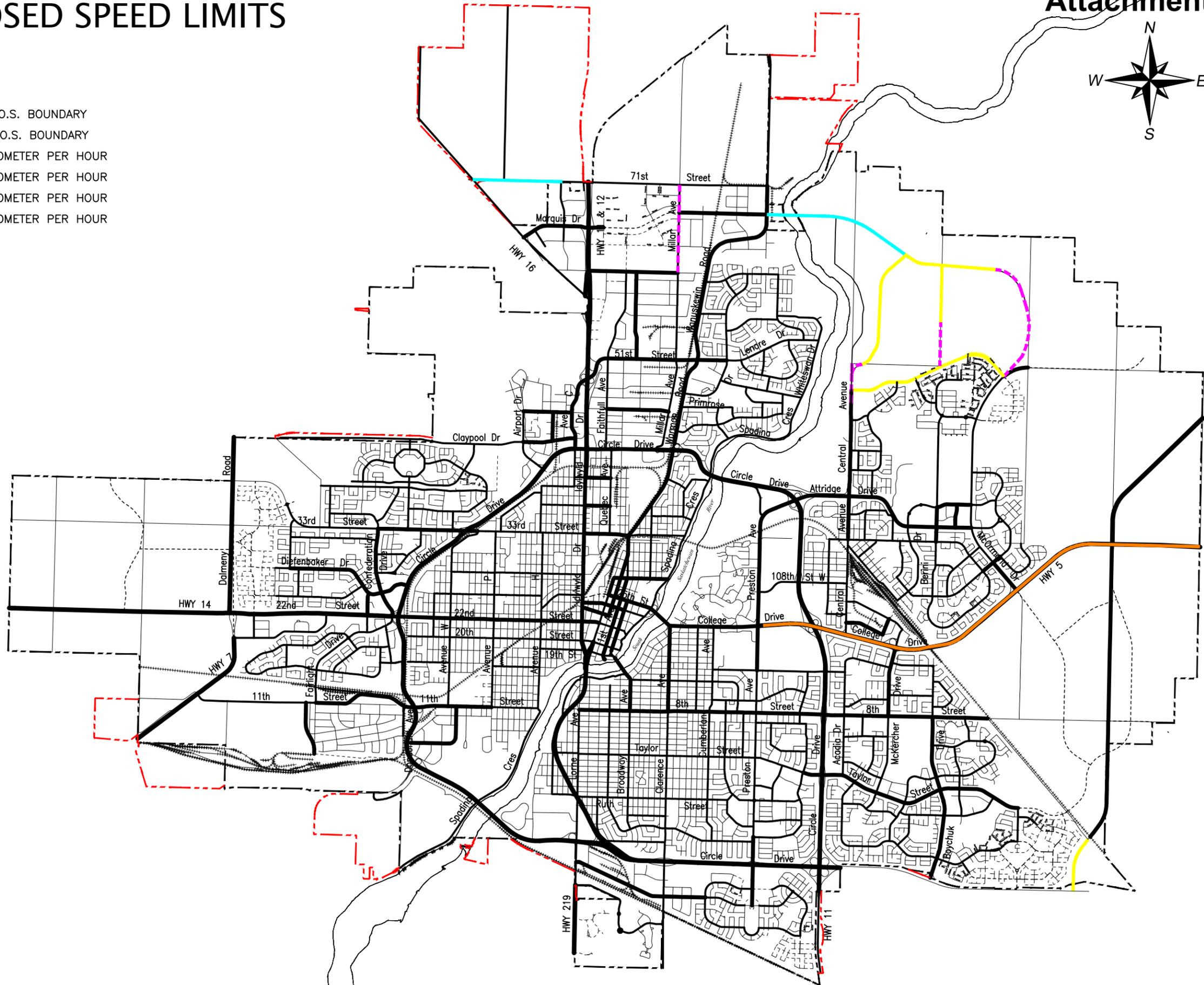
TRANS MF – Amendments to Bylaw No. 7200 – Speed Limit Changes-Sept 11 2017.docx

PROPOSED SPEED LIMITS



LEGEND

-  OLD C.O.S. BOUNDARY
-  NEW C.O.S. BOUNDARY
-  50 KILOMETER PER HOUR
-  60 KILOMETER PER HOUR
-  70 KILOMETER PER HOUR
-  80 KILOMETER PER HOUR



Stonebridge Neighbourhood Traffic Review

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated September 11, 2017, be forwarded to City Council for information.

Topic and Purpose

The purpose of this report is to provide information on the Neighbourhood Traffic Review (NTR) for the Stonebridge neighbourhood.

Report Highlights

A Neighbourhood Traffic Plan for the Stonebridge neighbourhood was developed in consultation with the community in response to concerns such as speeding, traffic shortcutting, and pedestrian safety. The plan will be implemented over time as funding for the improvements is available.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing a plan to guide the installation of traffic calming devices and pedestrian safety enhancements to improve the safety of pedestrians, motorists, and cyclists.

Background

A public meeting was held in December 2016 to identify traffic concerns and potential solutions within the Stonebridge neighbourhood. Representatives from the Saskatoon Police Service were in attendance to address traffic enforcement issues. Based on the residents' input provided at the initial public meeting, and the analysis of the traffic data collected, a Neighbourhood Traffic Plan was developed and presented to the community at a second public meeting held in May 2017.

As of September 1, 2017, temporary traffic calming and traffic control modifications for Stonebridge Common were installed as an interim measure prior to school opening.

Report

The development and implementation of the Traffic Plan includes four stages:

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

The majority of concerns identified during the consultation included shortcutting, speeding, pedestrian safety, and parking.

The Administration is recommending the following modifications to improve safety in the Stonebridge neighbourhood:

- Median islands
- Curb extensions
- Active pedestrian corridor
- Standard and zebra crosswalks
- Parking restrictions
- Stop signs
- Speed display boards
- Enforcement
- Geometric Improvements (Preston Avenue & Willis Crescent/Circle Drive Alliance Church driveway)

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, enforcement, speed display boards
Medium-term (3 to 5 years)	Permanent traffic calming devices, Active Pedestrian Corridor, geometric improvements
Long-term (more than 5 years)	Permanent traffic calming devices, Active Pedestrian Corridor

The Stonebridge Neighbourhood Traffic Review is included in Attachment 1.

The temporary traffic calming installations will begin as early as fall 2017. The annual report on the NTRs will provide an update on the status of converting the temporary measures to a permanent condition.

Public and/or Stakeholder Involvement

In December 2016, a public meeting was held to discuss traffic concerns and identify potential solutions. The feedback received was used to develop the Neighbourhood Traffic Plan which was presented at a follow-up public meeting in May 2017. Additional feedback received at the follow-up public meeting was also incorporated into the NTR.

The proposed improvements were circulated to internal civic stakeholders of various divisions and departments: Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Parking Services, Roadways & Operations, and Saskatoon Transit. The comments were incorporated into the recommended NTR.

Communication Plan

The final Neighbourhood Traffic Plan will be shared with the residents of the impacted neighbourhood using several methods: City website, the Community Association and by a direct mail-out.

Financial Implications

The implementation of the Neighbourhood Traffic Plan will have financial implications. The costs are summarized in the following table:

Item	2017	Beyond 2017
Signs, Pavement Markings & Temporary Traffic Calming	\$10,000	-
Permanent Traffic Calming	-	\$485,000
Pedestrian Safety Devices	-	20,000
TOTAL	\$10,000	\$505,000

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2017, which includes implementation of all signage, pavement markings and temporary traffic calming measures.

The remainder of the work beyond 2017, including implementation of permanent traffic calming measures and pedestrian devices, will be considered alongside all other improvements identified through the NTR Program. The Administration will include in their annual budget submission package the list of projects recommended to be funded and the rationale used to prioritize the projects.

Environmental Implications

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

Other Considerations/Implications

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

Due Date for Follow-up and/or Project Completion

Temporary traffic calming devices and signage will be implemented during the 2017 construction season.

Public Notice

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

Attachment

1. Stonebridge Neighbourhood Traffic Review, August 14, 2017

Report Approval

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

STONEBRIDGE

2016 Neighbourhood Traffic Reviews

CITY OF SASKATOON

August 14, 2017

Stonebridge Neighbourhood Traffic Review

August 14, 2017

Authorization

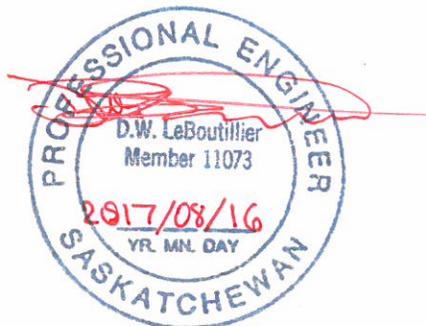
Prepared By:



Justine Marcoux, P.Eng.

Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.

Acting Transportation Engineering Manager

Acknowledgements

The completion of this review would not be possible without the contribution of the following organizations and individuals:

- Stonebridge residents
- Stonebridge Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Planning & Development
- City of Saskatoon Roadways and Operations
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Mairin Loewen

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 program involves additional community and stakeholder consultation that provides opportunity for residents and City staff to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2016.

A public meeting was held in December 2016 to identify traffic concerns and potential solutions within the Stonebridge 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 Plan was developed and presented to the community at a follow-up meeting held in May 2017.

A summary of recommended improvements for the Stonebridge 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 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 (more than 5 years). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

The Stonebridge Traffic Plan is illustrated in **Exhibit ES-1**.

Table ES-I: Stonebridge Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Vic Boulevard between Hunter Road & Assaly Street	Speed Display Board (facing westbound traffic)	Reduce speed near park
2	Vic Boulevard & Assaly Street	Zebra Crosswalk & Curb Extensions on east side (added to existing Median Islands)	Reduce speed & enhance pedestrian safety at crossing between park paths
3	Pringle Crescent & Pringle Lane	Standard Crosswalk & Median Island on south side	Reduce speed & enhance pedestrian safety at crossing to park path
4	Pringle Crescent & Pringle Crescent	Standard Crosswalk on north side	Enhance pedestrian safety at crossing to park path
5	Hunter Road & Kolynchuk Crescent / Pringle Crescent	Standard Crosswalk on east side	Enhance pedestrian safety at crossing to park path
6	Galloway Road & McIntosh Street	Zebra Crosswalks & Median Islands on west side (added to existing Curb Extensions)	Reduce speed & enhance pedestrian safety at crossing to park
7	Gordon Road & MacInnes Street / Holmes Crescent	Curb Extensions (already installed) and Parking restrictions (15 m on northwest corner on Gordon Road)	Reduce speed, enhance pedestrian safety near bus stop & enhance sightlines
8	Gordon Road & Laycock Lane	Parking restrictions on Gordon Road (15 m on southwest corner on Gordon Road)	Enhance sightlines
9	Stonebridge Boulevard between Galloway Road / Cornish Road & Wellman Crescent / Cope Crescent	Forward peak hour speed data to Saskatoon Police Service for enforcement	Reduce speed near ball diamonds
10	Stonebridge Boulevard & Wellman Crescent / Cope Crescent	Active Pedestrian Corridor	Enhance pedestrian safety (connects to park & ball diamonds on north side & future sidewalk location on south side)
11	Wellman Lane between Stonebridge Boulevard & driveway to Browns parking lot	Parking restrictions on west side	Enhance sightlines
12	Cope Crescent & Cope Lane	Standard crosswalk on west side	Improve pedestrian safety near bus stops (Cope Crescent will have sidewalk on both sides in fall 2017 as part of the Sidewalk Retrofit Program)
13	Cornish Road & Dulmage Crescent / Willis Crescent	Parking restrictions on Cornish Road (20 m on northeast corner, 15 m on southeast & southwest corners)	Enhance sightlines
14	Preston Avenue & Willis Crescent / Circle Drive Alliance Church parking lot	Geometric improvements on northeast corner (i.e. increase radius of corner & change from square curb to rolled curb)	Ensure drivers can make proper westbound right turn from Circle Drive Alliance Church parking lot
15	Hunter Road & Rempel Manor	Remove median islands. Install Zebra Crosswalks & Curb extension on northeast corner	Reduce speed & enhance pedestrian safety at crossing to park

Table ES-I Continued

Item	Location	Recommended Improvement	Justification
16	Hunter Road between Preston Avenue & bus stop to east	Remove parking on north side	Improve eastbound traffic flow at Preston Avenue / Hunter Road
17	Stonebridge Common & Langlois Way (all intersections)	Change yield signs to stop signs	Improve intersection safety
18	Stonebridge Common School Zone	Expand school zone to include intersections of Brainerd Crescent & Snell Crescent	Reduce speed near school & park
19	Stonebridge Common & Brainerd Crescent	Curb Extension (already installed)	Reduce speed & enhance pedestrian safety at crossing to park
20	Stonebridge Common & Galloway Road	Three-way stop & add Standard Crosswalk on south side	Improve intersection safety
21	Stonebridge Common & Langlois Way (southeast intersection)	Remove temporary Curb Extension	Installed as part of Interim Review. No longer needed.
22	Stonebridge Common & Vic Boulevard	Three-way stop	Improve intersection safety
23	Stonebridge Common & Snell Crescent	Curb Extension (already installed)	Reduce speed & enhance pedestrian safety at crossing to park
24	Stonebridge Boulevard & Wellman Cres / Cope Way	Traffic Signals	Recommended as part of the Traffic Control Upgrades Program

Items 18 to 23 were approved by Council on June 26, 2017 as part of the *New School Zone and Neighbourhood Traffic Review Update – Stonebridge Neighbourhood*. Recommended Improvements will be installed by September 1, 2017.

Item 24 (traffic signals at Stonebridge Blvd & Wellman Cres/Cope Way) is recommended as part of the Traffic Control Upgrades Program. This location will remain on the city-wide priority list until funding becomes available.



LEGEND

- # RECOMMENDATION
- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

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I INTRODUCTION

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the *City of Saskatoon Traffic Guidelines and Tools* that outlines 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. Recommendations are developed by the Administration and residents in a collaborative fashion. Accordingly, this report provides the Traffic Plan for the Stonebridge neighbourhood.

The Stonebridge neighbourhood is located on the east portion of Saskatoon south of Circle Drive, east of Clarence Avenue and west of Highway 11. The land use is mostly residential, with an elementary school on Gordon Road / Hartley Road (opening September 2017) and some commercial along northwest and northcentral portions of the neighbourhood.

The neighbourhood traffic review includes four stages:

- **Stage 1** - Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon online discussion.
- **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 (more than 5 years).

This report presents the study findings and recommendations.

2 STAGE 1: IDENTIFYING ISSUES, CONCERNS, AND POSSIBLE SOLUTIONS

A public meeting was held in December 2016 to identify traffic concerns within the Stonebridge 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 (including all correspondence and Shaping Saskatoon discussion comments received prior to the follow-up meeting) with the 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). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

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

- Stonebridge Boulevard– drivers racing (eastbound) to get into left lane where right lane ends
- Stonebridge Common – speeding and driver frustration because street is too narrow with parking
- Hunter Road
- Vic Boulevard – dramatic increase in traffic and speeding since the interchange has opened
- Galloway Road
- Ashworth Crescent
- Whalley Crescent
- Cornish Road – particularly a concern where there are parked vehicles and garbage bins are placed on the road as they protrude out, forcing drivers to veer into the center of the road
- Rempel Manor
- Pringle Crescent
- Willis Crescent
- Gordon Road

Proposed solutions identified by residents:

- Enforcement
- Speed display boards
- One-way streets (i.e. Stonebridge Common, Willis Crescent)
- Widen roadway (i.e. Stonebridge Common)

- Reduce speed limit
- Speed bumps or speed humps
- Median islands
- Curb extensions
- School area:
 - Promote active transportation to reduce traffic volumes for school (i.e. walking school buses, parent volunteers)
 - Non-school traffic to use north portion of Stonebridge Common rather than Hartley Road / Gordon Road during peak times
 - Extend school zones further south or to all of Stonebridge Common

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:

- Stonebridge Boulevard – drivers don’t stop for pedestrians at midblock and crosswalk is difficult to see
- Stonebridge Common – parking makes it difficult to see pedestrians; children crossing from park between parked cars; temporary curbing does nothing for pedestrian safety and narrows roadway even more
- Hunter Road & Senick Crescent (near the park) – lots of kids crossing; drivers don’t slow down and generally do not stop for pedestrians; dangerous to cross; blind corner
- Galloway Road & McIntosh Street (near park) – review pedestrian crossings
- Cornish Road – drivers fail to yield to pedestrians
- Cornish Road & Dulmage / Willis Crescent – dangerous to cross
- Pringle Crescent & Pringle Lane – children cross to access green space
- Gordon Road & Martin Crescent – lots of kids crossing here with school bus pickup/drop-off nearby

Proposed solutions identified by residents:

- Stonebridge Boulevard & Wellman Crescent / Cope Way – install pedestrian signal
- Stonebridge Common – add blinking amber lights at crossings or pedestrian actuated signals
- Stonebridge Common & Galloway Road – make crosswalk more visible; install crosswalks on both sides of intersection
- Hunter Road & Senick Crescent (near park) – install flashing light for pedestrians to cross
- Vic Boulevard & Assaly Street – install three-way stop
- Cornish Road & Dulmage / Willis Crescent – crosswalk lights needed
- Pringle Crescent & Pringle Lane – install playground signs
- Gordon Road & Martin Crescent – install pedestrian crosswalk

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 volumes, collision history, and must have a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were at the following locations:

- Stonebridge Boulevard & Wellman Crescent / Cope Way – traffic signal needed
- Cope Crescent & Cope Lane / Home Depot driveway – many near misses

Proposed solutions identified by residents:

- Stonebridge Common & Gordon Road / Hartley Road – install four-way stops, roundabouts or larger stop signs
- Stonebridge Common & Vic Boulevard – install three-way stop
- Cope Crescent & Cope Lane / Home Depot driveway – install four-way stop

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 or back lane.

Neighbourhood concerns regarding parking were at the following locations:

- Stonebridge Common – street is too narrow for parking on both sides; inadequate parking for school and park (especially during event).
- Stonebridge Common & Galloway Road – many vehicles parked making it difficult to see
- Hunter Road & Rempel Manor – parking too close to traffic calming
- Galloway Road & Borlase Cove – visibility issues due to parked cars
- Cornish Road – too narrow for cars to pass between Gordon Rd & Willis Way due to parked cars
- Cornish Road & Willis Crescent / MacInnes – dangerous to cross in front of Samaritan Place due to parked cars
- Cornish Road & Dulmage / Willis Crescent – parked cars makes it difficult to see
- Cornish Road west of McBeth Crescent (driveways) – can't see in either direction due to construction vehicles parking
- Willis Crescent – parking on both sides of the street makes street too narrow (especially in the winter months)
- Gordon Road – too narrow due to parking
- Gordon Road & Laycock Lane – can't see traffic going eastbound due to parked cars

Proposed solutions identified by residents:

- Stonebridge Common – remove parking on park side; school parking lot should be used as alternative for park users; install lay-by lanes for parking; road could be used for pick-up/drop-off area for school only during peak times
- Stonebridge Common & Vic Boulevard – parking blocks view to cross
- Hunter Road – remove parking to improve visibility and clearance for motorists
- Remove parking or remove parking on one side only (i.e. Stonebridge Common, Willis Crescent, Gordon Road)
- Wellman Lane – parking should be removed between Stonebridge Boulevard & Brown's parking lot because there's difficulty seeing

2.5 Concern 5 – Maintenance

Maintenance is requested throughout the consultation process that reflects the work of other civic departments. These include the condition of the street signs (i.e. knocked over, damaged, obstructed by trees), trees obstructing driver's view, or roadway maintenance (ie. snow clearing, potholes, sanding).

Neighbourhood concerns regarding maintenance were at the following locations:

- Stonebridge Boulevard & Gordon Road / Cornish Road (roundabout) – tall shrubs on roundabout make it difficult to see; slippery in winter

2.6 Concern 6 – Major Intersections & Corridors

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

Neighbourhood concerns regarding major intersections were at the following locations:

- Stonebridge Boulevard & Wellman Lane / Cope Lane – needs more time from westbound to southbound
- Preston Avenue & Sobeys / Circle Drive Alliance Church driveway – curb on the northeast corner needs to be cut down because you cannot make a westbound right without hitting it or driving into the far lane (colliding with left turning vehicles from Sobeys)
- Preston Avenue & Hunter Road – drivers do not come to a complete stop for right turn on red going westbound to northbound; drivers going southbound continually hit the sign on the median to make the left turn
- Circle Drive – drivers slow down too much at the Photo Radar near the Preston Avenue exit

Proposed solutions identified by residents:

- Stonebridge Boulevard & Wellman Lane / Cope Lane – install westbound left turn arrow
- Preston Avenue & Hunter Road – enforcement for right turn on red
- Preston Avenue & Sobeys / Circle Drive Alliance Church driveway – install lane designation signs (for eastbound) to indicate the left turn lane and a shared through / right lane; install “Do Not Block Intersection” signs in both directions

2.7 Concern 7 – Active Transportation

Neighbourhood concerns regarding active transportation (including cyclist and pedestrian connectivity) were at the following locations:

- Preston Avenue & Circle Drive overpass – sidewalks on one side of the overpass was poorly planned. How is a cyclist supposed to get back into the driving lane from the opposite side of the street? It encourages cyclists to ride on sidewalks.

Proposed solutions identified by residents:

- Implement pedestrian / cyclist connection crossing Circle Drive to the west of Preston Avenue to connect to Cumberland Avenue

3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

3.1 Methodology

Stage 2 of the Neighbourhood Traffic Review included developing a draft traffic 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:
 - Daily and weekly traffic counts
 - Speed measurements
 - Intersection turning movement counts
 - Pedestrian counts
 - Site observations
 - Collision analysis
- 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 volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2 Traffic Volume and Speed Assessments

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

Characteristics	Classifications					
	Back Lanes		Locals		Collectors	
	Residential	Commercial	Residential	Commercial	Residential	Commercial
Traffic function	Access function only (traffic movement not a consideration)		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 permitted		Generally avoided		Permitted	
Cyclist	No restrictions or special facilities		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 Stonebridge neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 a.m. to 5:00 p.m.

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 (2016)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Stonebridge Common	Galloway Road & Brainerd Crescent	local	1,965	56
Stonebridge Common	Brainerd Crescent & Gordon Road		1,925	54
Stonebridge Common	Hartley Road & Snell Crescent		2,855	58
Stonebridge Common	Snell Crescent & Vic Boulevard		2,690	55
Pringle Crescent	Pringle Lane & Pringle Bend		1,615	47
Whalley Crescent	Hartley Road & Hunter Road		240	39
Stonebridge Common	Vic Boulevard & Langlois Way		collector	1,590
Vic Boulevard	Assaly Street & Teal Crescent	3,525		56
Hunter Road	Senick Crescent & Warder Cove	2,830		50
Hunter Road	Dickson Crescent & Rempel Manor	6,075		53
Galloway Road	Borlase Cove & McIntosh Street	2,450		56
Gordon Road	McIntosh Street & Laycock Crescent / Martin Crescent	4,540		53
Cornish Road	Stonebridge Boulevard & Willis Crescent (west)	5,965		48
Stonebridge Boulevard	Wellman Crescent & Cornish Road	15,110		62

A number of traffic studies were completed in Stonebridge prior to the neighbourhood traffic review to address speeding and shortcutting concerns in the interim. Locations of concern included:

- Hartley Road
- Stonebridge Common
- Gordon Road
- Galloway Road
- Vic Boulevard (formerly Victor Road)
- Cornish Road
- Hunter Road
- Whalley Crescent
- Stonebridge Boulevard

As a result the following improvements were implemented:

- Stonebridge Common & Snell Crescent – curb extension
- Stonebridge Common & Brainerd Crescent – curb extension
- Stonebridge Common & Langlois Way (southeast) – curb extension
- Gordon Road & MacInnes Street – curb extensions
- Galloway Road & McIntosh Street – curb extensions
- Galloway Road near Lynd Lane / Bolton Way - Speed display board (installed temporary during spring / fall 2015)
- Hunter Road & Rempel Manor – median islands
- Vic Boulevard & Assaly Street – median islands

3.3 Traffic Control Assessments

Yield, stop, and all-way stop controls need to 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
- 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 200 m.

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

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Gordon Road & Laycock Crescent / Martin Crescent	479 (no)	5,050 vpd (no)	0 (no)	All-Way Stop Not Warranted.
Vic Boulevard & Assaly Street	442 (no)	4,700 (no)	0 (no)	
Hunter Road & Senick Crescent (south)	339 (no)	3,590 (no)	0 (no)	
Galloway Road & McIntosh Street	282 (no)	3,390 (no)	0 (no)	
Hunter Road & Dickson Crescent	448 (no)	5,870 (no)	0 (no)	
Cope Crescent & Cope Lane	673 (yes)	6,730 (yes)	0 (no)	Criteria Met. Proceed to Step 2.
Cornish Road & Dulmage Crescent	666 (yes)	6,780 vpd (yes)	0 (no)	
Stonebridge Common & Galloway Road	294 (no)	2,970 vpd (no)	1 (no)	Criteria Not Met. However traffic volumes are expected to increase with the opening of the school. Proceed to Step 2 to check Conditions.
Stonebridge Common & Brainerd Crescent	193 (no)	2,330 (no)	0 (no)	
Stonebridge Common & Vic Boulevard	448 (no)	4,750 (no)	1 (no)	
Stonebridge Common & Snell Crescent	556 (no)	5,680 (no)	0 (no)	

Provided one of the above criteria are met, continue to Step 2 to check the condition requirements.

Table 3-4: All-Way Stop Warrant Condition Requirements

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Cope Crescent & Cope Lane	46% (no)	165m (no)	All-Way Stop Not Warranted.
Cornish Road & Dulmage Crescent	15% (no)	NA (yes)	
Stonebridge Common & Brainerd Crescent	7% (no)	200m (yes)	
Stonebridge Common & Snell Crescent	3% (no)	200m (yes)	
Stonebridge Common & Galloway Road	43% (yes)	400m (yes)	All-Way Warranted.
Stonebridge Common & Vic Blvd	43% (yes)	400m (yes)	

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

3.4 Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which are in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004. Devices include the pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions 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: 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 3:00 p.m. to 5:00 p.m.

A standard pedestrian crosswalk or a zebra crosswalk (i.e. striped) may be considered when a signalized crosswalk is not warranted. A summary of the pedestrian studies are provided in **Table 3-5**.

Table 3-5: Pedestrian Assessments

Location	Number of Pedestrians Crossing During Peak Hours	Results
Gordon Road & Laycock Crescent / Martin Crescent	3	Pedestrian Device is Not Warranted.
Cornish Road & Dulmage Crescent	16	
Stonebridge Common & Galloway Road	12	
Stonebridge Common & Brainerd Crescent	28	
Stonebridge Common & Vic Boulevard	55	
Stonebridge Common & Snell Crescent	52	
Vic Boulevard & Assaly Street	98	
Hunter Road & Senick Crescent (south)	11	
Galloway Road & McIntosh Street	41	
Stonebridge Boulevard & Cope Crescent / Wellman Crescent (midblock)	41	Pedestrian Device Warranted based on future pedestrian demands for new sidewalk connection (sidewalk will be installed on the east side of Stonebridge Blvd in fall 2017).

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

3.5 Collision Analysis

The most recently available six year collision data (2011 to 2016) was 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 and possible improvements. Intersections with two or more collisions per year within Stonebridge include:

- Stonebridge Boulevard & Cope Way (traffic signal proposed as part of Major Intersection Improvements)
- Stonebridge Boulevard & Cope Lane (traffic signal)
- Stonebridge Boulevard / Gordon Road & Cornish Road / Galloway Road (roundabout)
- Preston Avenue & Hunter Road (traffic signal)

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

4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

4.1 Methodology

Stage 3 of the neighbourhood traffic 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 Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Vic Boulevard between Hunter Road & Assaly Street	Speed Display Board (facing westbound traffic)	Reduce speed near park
Vic Boulevard & Assaly Street	Curb Extensions on east side (added to existing Median Islands)	Reduce speed near park
Pringle Crescent & Pringle Lane	Median Island on south side	Reduce speed near parks
Galloway Road & McIntosh Street	Median Islands on west side (added to existing Curb Extensions)	Reduce speed near park
Gordon Road & MacInnes Street / Holmes Crescent	Curb Extensions (already installed)	Reduce speed near bus stop
Stonebridge Boulevard between Galloway Road / Cornish Road & Wellman Crescent / Cope Crescent	Forward peak hour speed data to Saskatoon Police Service for enforcement	Reduce speed near ball diamonds
Hunter Road & Rempel Manor	Remove median islands. Install Zebra Crosswalks & Curb extension on northeast corner	Reduce speed near park
Stonebridge Common School Zone	Expand school zone to include intersections of Brainerd Crescent & Snell Crescent	Reduce speed near school & park
Stonebridge Common & Brainerd Crescent	Curb Extension (already installed)	Reduce speed near school & park
Stonebridge Common & Snell Crescent	Curb Extension (already installed)	Reduce speed near school & park
Stonebridge Common & Langlois Way (southeast intersection)	Remove temporary Curb Extension	Installed as part of Interim Review. No longer needed.

All recommended improvements along Stonebridge Common were approved by City Council on June 26, 2017 as part of “New School Zone and Neighbourhood Traffic Review Update – Stonebridge Neighbourhood”; therefore devices will be installed prior to the school opening (September 1, 2017).

4.3 Pedestrian Safety

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

Table 4-2: Recommended Improvements - Pedestrian Safety

Location	Recommended Improvement	Justification
Vic Boulevard & Assaly Street	Zebra Crosswalk & Curb Extensions on east side (added to existing Median Islands)	Enhance pedestrian safety at crossing between park paths
Pringle Crescent & Pringle Lane	Standard Crosswalk & Median Island on south side	Enhance pedestrian safety at crossing to park path
Pringle Crescent & Pringle Crescent	Standard Crosswalk on north side	Enhance pedestrian safety at crossing to park path
Hunter Road & Kolynchuk Crescent / Pringle Crescent	Standard Crosswalk on east side	Enhance pedestrian safety at crossing to park path
Galloway Road & McIntosh Street	Zebra Crosswalks & Median Islands on west side (added to existing Curb Extensions)	Enhance pedestrian safety at crossing to park
Gordon Road & MacInnes Street / Holmes Crescent	Curb Extensions (already installed)	Enhance pedestrian safety near bus stop
Stonebridge Boulevard & Wellman Crescent / Cope Crescent	Active Pedestrian Corridor	Enhance pedestrian safety (connects to park & ball diamonds on north side & future sidewalk location on south side)
Cope Crescent & Cope Lane	Standard crosswalk on west side	Improve pedestrian safety near bus stops (Cope Crescent will have sidewalk on both sides in fall 2017 as part of the Sidewalk Retrofit Program)
Hunter Road & Rempel Manor	Zebra Crosswalks & Curb extension on northeast corner	Enhance pedestrian safety near park
Stonebridge Common & Brainerd Crescent	Curb Extension (already installed)	Enhance pedestrian safety near school & park
Stonebridge Common & Snell Crescent	Curb Extension (already installed)	Enhance pedestrian safety near school & park

The curb extensions on Stonebridge Common at Snell Cres and Brainerd Cres were approved by Council on June 26, 2017 as part of “New School Zone and Neighbourhood Traffic Review Update – Stonebridge Neighbourhood”.

4.4 Intersection Safety

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 Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Preston Avenue & Willis Crescent / Circle Drive Alliance Church parking lot	Geometric improvements on northeast corner (i.e. increase radius of corner & change from square curb to rolled curb)	Ensure drivers can make proper westbound right turn from Circle Drive Alliance Church parking lot
Stonebridge Common & Langlois Way (all intersections)	Change yield signs to stop signs	Improve intersection safety
Stonebridge Common & Galloway Road	Three-way stop & add Standard Crosswalk on south side	Improve intersection safety
Stonebridge Common & Vic Boulevard	Three-way stop	Improve intersection safety

The three-way stops at Stonebridge Common at Galloway Rd and Vic Blvd were approved by Council on June 26, 2017 as part of “New School Zone and Neighbourhood Traffic Review Update – Stonebridge Neighbourhood”.

As part of the Traffic Control Upgrades Program, traffic signals are proposed at Stonebridge Blvd & Wellman Cres/Cope Way. This location will remain on the city-wide priority list until funding becomes available.

4.5 Parking

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

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Gordon Road & MacInnes Street / Holmes Crescent	Parking restrictions (15 m on northwest corner on Gordon Road)	Enhance sightlines
Gordon Road & Laycock Lane	Parking restrictions on Gordon Road (15 m on southwest corner on Gordon Road)	Enhance sightlines
Wellman Lane between Stonebridge Boulevard & driveway to Browns parking lot	Parking restrictions on west side	Enhance sightlines
Cornish Road & Dulmage Crescent / Willis Crescent	Parking restrictions on Cornish Road (20 m on northeast corner, 15 m on southeast & southwest corners)	Enhance sightlines
Hunter Road between Preston Avenue & bus stop to east	Remove parking on north side	Improve eastbound traffic flow at Preston Avenue / Hunter Road

4.6 Follow Up Consultation – Presentation of Traffic Management Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in May 2017. Meeting minutes are provided in **Appendix E**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix F**. Additional issues raised during the follow-up meeting were assessed and outlined **Appendix G**. Recommendations were added to the list of improvements if necessary.

The revised list of recommendations was then circulated to the civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways & Operations and Transit) to gather comments and concerns. General support was received.

5 STAGE 4: IMPLEMENTATION

Stage 4, the final stage of the Neighbourhood Traffic Review, is to install the recommended improvements within the specified time frame. The time frame 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 more than 5 years.

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Stonebridge are likely to take place in spring / summer 2017.

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

- **Table 5-1:** Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- **Table 5-2:** Speed Enforcement & Speed Display Boards Cost Estimate
- **Table 5-3:** Pedestrian Safety Devices Cost Estimate
- **Table 5-4:** Permanent Traffic Calming Cost Estimate
- **Table 5-5:** Total Cost Estimate

Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Vic Boulevard & Assaly Street	Zebra Crosswalk (1) & Curb Extension (2)	\$1,100	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Pringle Crescent & Pringle Lane	Standard Crosswalk (1) & Median Island (1)	\$1,500	
Pringle Crescent & Pringle Crescent	Standard Crosswalk (1)	\$500	
Hunter Road & Kolynchuk Crescent / Pringle Crescent	Standard Crosswalk (1)	\$500	
Galloway Road & McIntosh Street	Zebra Crosswalk (2) & Median Island (2)	\$1,200	
Gordon Road & MacInnes Street / Holmes Crescent	No Parking sign (1)	\$250	
Gordon Road & Laycock Lane	No Parking sign (1)	\$250	
Wellman Lane between Stonebridge Boulevard & driveway to Browns parking lot	No Parking sign (2)	\$500	
Cope Crescent & Cope Lane	Standard crosswalk (1)	\$500	
Cornish Road & Dulmage Crescent / Willis Crescent	No Parking sign (2)	\$500	
Hunter Road & Rempel Manor	Zebra Crosswalk (2) & Curb extension (1)	\$700	
Hunter Road between Preston Avenue & bus stop to east	No Parking sign (1)	\$250	
Stonebridge Common & Langlois Way (all intersections)	Stop sign (3)	\$750	
Stonebridge Common School Zone	School Zone sign (3)	\$0 (funded through school signage)	
Stonebridge Common & Galloway Road	Stop sign (3)	\$750	
Stonebridge Common & Vic Boulevard	Stop sign (3)	\$750	
Total		\$10,000	

Table 5-2: Speed Enforcement & Speed Display Boards Cost Estimate

Location	Device	Cost Estimate	Time Frame
Vic Boulevard between Hunter Road & Assaly Street	Speed display board	\$0 (funded through Speed Program)	1 to 2 years
Stonebridge Boulevard between Galloway Road / Cornish Road & Wellman Crescent / Cope Crescent	Saskatoon Police Service enforcement	\$0 (provided by Saskatoon Police Service)	
Total		\$0	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device (# of Devices)	Cost Estimates	Time Frame
Stonebridge Boulevard & Wellman Crescent / Cope Crescent	Active Pedestrian Corridor (1)	\$20,000	3 to 5 years
Total		\$20,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimates	Time Frame
Vic Boulevard & Assaly Street	Curb Extensions (2) & Median Islands (2)	\$100,000	3 to 5 years
Pringle Crescent & Pringle Lane	Median Island (1)	\$5,000	
Galloway Road & McIntosh Street	Curb Extension (3) & Median Island (2)	\$145,000	
Gordon Road & MacInnes Street / Holmes Crescent	Curb Extensions (2)	\$90,000	
Hunter Road & Rempel Manor	Curb extension (1)	\$45,000	
Stonebridge Common & Brainerd Crescent	Curb extension (1)	\$45,000	
Stonebridge Common & Snell Crescent	Curb extension (1)	\$45,000	
Preston Avenue & Willis Crescent / Circle Drive Alliance Church parking lot	New curb (1)	\$10,000	
Total		\$485,000	

Table 5-5: Total Cost Estimate

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)
Signs, Pavement Markings & Temporary Traffic Calming	\$10,000	NA
Pedestrian Safety Devices	NA	\$20,000
Permanent Traffic Calming	NA	\$485,000
Total	\$10,000	\$505,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$10,000**. The total cost estimate for long-term improvements (permanent traffic calming and pedestrian safety devices) is **\$505,000**.

Resulting from the Neighbourhood Traffic Review is a list of recommended improvements, including the location and justification as summarized in **Table 5-6** and **Table 5-7**.

The resulting recommended Stonebridge Neighbourhood Traffic Plan is illustrated in **Exhibit 5-I**.

Table 5-6: Stonebridge Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Vic Boulevard between Hunter Road & Assaly Street	Speed Display Board (facing westbound traffic)	Reduce speed near park
2	Vic Boulevard & Assaly Street	Zebra Crosswalk & Curb Extensions on east side (added to existing Median Islands)	Reduce speed & enhance pedestrian safety at crossing between park paths
3	Pringle Crescent & Pringle Lane	Standard Crosswalk & Median Island on south side	Reduce speed & enhance pedestrian safety at crossing to park path
4	Pringle Crescent & Pringle Crescent	Standard Crosswalk on north side	Enhance pedestrian safety at crossing to park path
5	Hunter Road & Kolynchuk Crescent / Pringle Crescent	Standard Crosswalk on east side	Enhance pedestrian safety at crossing to park path
6	Galloway Road & McIntosh Street	Zebra Crosswalks & Median Islands on west side (added to existing Curb Extensions)	Reduce speed & enhance pedestrian safety at crossing to park
7	Gordon Road & MacInnes Street / Holmes Crescent	Curb Extensions (already installed) & Parking restrictions (15 m on northwest corner on Gordon Road)	Reduce speed, enhance pedestrian safety near bus stop & enhance sightlines
8	Gordon Road & Laycock Lane	Parking restrictions on Gordon Road (15 m on southwest corner on Gordon Road)	Enhance sightlines
9	Stonebridge Boulevard between Galloway Road / Cornish Road & Wellman Crescent / Cope Crescent	Forward peak hour speed data to Saskatoon Police Service for enforcement	Reduce speed near ball diamonds
10	Stonebridge Boulevard & Wellman Crescent / Cope Crescent	Active Pedestrian Corridor	Enhance pedestrian safety (connects to park & ball diamonds on north side & future sidewalk location on south side)
11	Wellman Lane between Stonebridge Boulevard & driveway to Browns parking lot	Parking restrictions on west side	Enhance sightlines
12	Cope Crescent & Cope Lane	Standard crosswalk on west side	Improve pedestrian safety near bus stops (Cope Crescent will have sidewalk on both sides in fall 2017 as part of the Sidewalk Retrofit Program)
13	Cornish Road & Dulmage Crescent / Willis Crescent	Parking restrictions on Cornish Road (20 m on northeast corner, 15 m on southeast & southwest corners)	Enhance sightlines
14	Preston Avenue & Willis Crescent / Circle Drive Alliance Church parking lot	Geometric improvements on northeast corner (i.e. increase radius of corner & change from square curb to rolled curb)	Ensure drivers can make proper westbound right turn from Circle Drive Alliance Church parking lot
15	Hunter Road & Rempel Manor	Remove median islands. Install Zebra Crosswalks & Curb extension on northeast corner	Reduce speed & enhance pedestrian safety at crossing to park

Table 5-7: Stonebridge Neighbourhood Recommended Improvements (continued)

Item	Location	Recommended Improvement	Justification
16	Hunter Road between Preston Avenue & bus stop to east	Remove parking on north side	Improve eastbound traffic flow at Preston Avenue / Hunter Road
17	Stonebridge Common & Langlois Way (all intersections)	Change yield signs to stop signs	Improve intersection safety
18	Stonebridge Common School Zone	Expand school zone to include intersections of Brainerd Crescent & Snell Crescent	Reduce speed near school & park
19	Stonebridge Common & Brainerd Crescent	Curb Extension (already installed)	Reduce speed & enhance pedestrian safety at crossing to park
20	Stonebridge Common & Galloway Road	Three-way stop & add Standard Crosswalk on south side	Improve intersection safety
21	Stonebridge Common & Langlois Way (southeast intersection)	Remove temporary Curb Extension	Installed as part of Interim Review. No longer needed.
22	Stonebridge Common & Vic Boulevard	Three-way stop	Improve intersection safety
23	Stonebridge Common & Snell Crescent	Curb Extension (already installed)	Reduce speed & enhance pedestrian safety at crossing to park
24	Stonebridge Boulevard & Wellman Crescent / Cope Way	Traffic Signals	Recommended as part of the Traffic Control Upgrades Program

Items 18 to 23 were approved by Council on June 26, 2017 as part of the *New School Zone and Neighbourhood Traffic Review Update – Stonebridge Neighbourhood*. Recommended Improvements will be installed by September 1, 2017.

Item 24 (traffic signals at Stonebridge Boulevard & Wellman Crescent / Cope Way) is recommended as part of the Traffic Control Upgrades Program. This location will remain on the city-wide priority list until funding becomes available.



LEGEND

- # RECOMMENDATION
- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- - - BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

APPENDIX A: PUBLIC MEETING #1 – DECEMBER 6, 2016 MINUTES

**Stonebridge Neighbourhood
Traffic Review
Tuesday, December 6, 2016, 7:00 – 9:00 P.M.
Circle Drive Alliance Church**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Jay Magus, Justine Marcoux, Goran Lazic, Angela Gardiner

Councillor Loewen attended.

Agenda

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

Presentation from Transportation Division – Stonebridge Neighbourhood Traffic Review
(Presented by Jay Magus – Transportation Engineering Manager)

Presentation Outline:

- Neighbourhood Traffic Review Mandate
- Stonebridge Review Schedule
- Sources of Information
- Past Concerns & Interim Measures
- New Stonebridge Interchange
- Description of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

- August 2013 – New process; focus on entire neighbourhood rather than location-by-location
- Mandate – Reduce & calm traffic, improve safety within neighbourhoods; review eight neighbourhoods per year
- 2014 – 11 neighbourhoods
- 2015 – 8 neighbourhoods
- 2016 – Stonebridge, Sutherland, Parkridge, Hampton Village, Grosvenor Park, Willowgrove, Silverspring, Lakeridge

Timeline for Stonebridge Review:

- **Stage 1** – Identify issues & possible solutions through community consultation (Fall 2016 to Spring 2017)
- **Stage 2** – Develop a draft traffic plan
- **Stage 3** – Present draft traffic plan to community for feedback (June 2017)
- **Stage 4** – Implement the changes over time (Fall 2017)

Sources of Information:

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

Past Concerns Received:

- Parking – Stonebridge Common
- Speeding, Pedestrian Safety – Hunter Rd, Hartley Rd, Gordon Rd, Galloway Rd, Vic Blvd, Cornish Rd

Interim Measures:

- Stonebridge Common – curb extensions
- Gordon Rd – curb extensions
- Galloway Rd – speed display board
- Hunter Rd – median islands near park
- Vic Blvd – median islands near park

New Stonebridge Interchange:

- Access into Stonebridge:
 - Before (Sept 2016): Stonebridge Blvd – 32% (15,900 vehicles per day), Preston Ave – 68% (33,500 vehicles per day)
 - After (Nov 2016): Vic Blvd – 9% (4,400 vehicles per day), Stonebridge Blvd – 30% (14,800 vehicles per day), Preston Ave – 61% (29,900 vehicles per day)

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

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

Small Group Discussions

- Breakout into small groups to discuss traffic concerns in Stonebridge and potential solutions

Group 1: Justine Marcoux

- Cornish Rd & Dulmage Cres / Willis – parking causes blind spot; dangerous to cross with speeding around curve; crosswalk is highly used due to bus stop, school bus stop, and high-density condos
- Vic Blvd – speeds appear to be lower since construction in southeast portion of neighbourhood has decrease (ie. less outside traffic = less speeders)
- Stonebridge Common:
 - Vic Blvd – crosswalk isn't painted; parking blocks view to cross;
 - parking on both sides makes it narrow, especially on the 800 block; drivers play chicken; remove parking on one side or even both sides
 - Galloway Rd – make sure crosswalk is visible; consider installing two crosswalks at intersection
- New school (Stonebridge Common & Hartley Rd):
 - Hartley Rd – road could be used for pickup / dropoff only during peak times; but then how to enforce?
 - Stonebridge Common - consider one-way street to facilitate traffic movement
 - Promote active transportation options to reduce traffic – walking school buses; parent volunteers
 - Non-school traffic to use north portion of Stonebridge Common rather than Hartley Rd during peak times
- Hunter Rd:
 - Near park on Rempel Manor - blind corner; speeding; dangerous to cross
- Preston Ave & Hunter Rd – drivers not coming to complete stop for right on red going westbound to northbound; enforcement needed
- Stonebridge Blvd:
 - Midblock crosswalk is difficult to see; make both crosswalks more visible or remove one and make the other more visible
 - Cope Way / Wellman – pedestrian signal needed
- Galloway Rd near park at McIntosh St – review pedestrian crossings; consider pedestrian device; drivers speeding around curves
- Circle Dr – pedestrian / cyclist connection needed west of Preston Ave to connect to Cumberland Ave
- Sidewalks on one side of the overpasses over Circle Dr (ie. Preston Ave & Clarence Ave) was poorly planned. How is cyclist supposed to get back into

driving lane from opposite side of the street? It encourages cyclists to ride on sidewalks.

Group 2: Goran Lazic

- Gordon Rd – narrow with parked vehicles; need to be careful opening car door; speeding between Stonebridge Common & Cornish Rd; curb extensions further reduces width
- Stonebridge Common - inadequate parking for events (sports) in the park; implement off street parking in the park or lay-by lane parking; road is too narrow
- Vic Blvd:
 - Install speed humps
 - Assaly St – curb extension is not effective
- Hunter Rd – speeding
- Train noise – install higher berm along tracks
- Limited parking for proposed soccer field in park
- Development plan changed since to the concept plan

Group 3: Jay Magus

1. Stonebridge Common (especially east side) - make one-way to provide more room and parking on one side
2. Cornish Rd (exit from MU units, west of McBeth Cres) – can't see in either direction
3. Cornish Rd between Gordon Rd & Willis Way - too tight for cars to pass
4. Cornish Rd & MacInnes St – install No Parking
5. MU units - construction parking on site
6. Willis Cres on north portion – way too narrow; make it one-way
7. Willis Cres on east portion - worried parking issue may grow east as it builds out
8. Overall – poor planning with the width of the streets
9. Stonebridge Common on south portion - one-way, maybe one-way/two-way
10. Stonebridge Common at park path connections at Brainierd, Galloway, Snell, Vic Blvd - pedestrian actuated signals for kids to cross
11. Stonebridge Common - extend school zone south
12. Gordon / Galloway / Cornish / Stonebridge Blvd roundabout - tall shrubs at roundabout can't see
13. Gordon / Galloway / Cornish / Stonebridge Blvd roundabout - slippery in winter. What is standard treatment?
14. Cornish Rd - more traffic calming
15. Cornish Rd & Willis Cres - median: people southbound turn left into the wrong lane; knock the sign over on median; drive onto median
16. Stonebridge Blvd & Cope Lane / Wellman Lane - westbound left turn arrow; during Christmas period
17. **
18. People in the zoning
19. Highway 11 / Vic Blvd Interchange - can we add a ramp to Regina?
20. Hunter Rd between Preston Ave & Warder Cove - remove parking on south side of Hunter Rd; no housing frontage

21. Hunter Rd & Rempel Manor (near park) - parking too close to traffic calming
22. Gordon Rd / Hartley Rd - remove parking on south side
23. Garbage bins and narrow streets make this difficult
24. Preston Ave northbound & Circle Dr – left turn arrow is good
25. Idylwyld Dr southbound weave right
26. Circle Dr near Preston Exit eastbound - people slow down too much at photo radar locations

Next Steps

1. Receive comments no later than January 6/17

<http://shapingsaskatoon.ca/discussions>

2. Traffic & pedestrian data collection, analysis
3. Prepare draft Traffic Plan with recommendations
4. Second public input meeting (by June 30, 2017)
5. Revise and finalize Traffic Plan
6. Present Traffic Plan to Transportation Committee
7. Present Traffic Plan to City Council

Question & Answer

Resident: Stonebridge Blvd & Cope Cres traffic signals – need more time for left turn westbound to southbound; if you were 3rd vehicle in line you wait 3 cycles

City: We'll review the traffic signal timing at that location.

Resident: Is school going to be priority? Recommendations should be in place by Sept 1 on the first day of school.

City: School zones have to be approved by City Council beforehand and will be in place upon opening day. We'd prefer meeting with residents to view the recommendations before implementing.

Councillor Loewen: Difficult to say timeline for sure right now. We should be able to be flexible on the timeline to get the school area / Stonebridge Common recommendations implemented quicker so it's in by September (2017).

Resident: Important for kids and parents to start patterns from beginning of school opening (walking & driving routes).

Resident: 30kph/school zones. How's this decided? Takes a few hundred feet to slow down sometimes. School zone areas are different all over the city.

City: We try to include all nearby crosswalks. We don't want to install too far away where there's no school in sight. Each zone is reviewed case-by-case.

Resident: School zone should extend further south on Stonebridge Common.

City: We'll consider changing.

Resident: There's a 60kph zone on Highway 11 (construction) today with no workers present. This trains people to ignore signs. Why do we do this?

City: We'll look into it. In some situations there's a hazard even when workers aren't present. Reduced speeds are necessary for safety.

Resident: Then you should consider a different sign, "hazard zone" instead.

City: Considering that option.

Resident: Will the Highway 11 Interchange be completed soon?

City: No. If funded then yes but we don't know when.

Councillor Loewen: When the Stonebridge Neighbourhood Concept Plan was approved, the interchange identified two movements only (into and out of neighbourhood to north). When the plan for the interchange came to Council for approval we were behind financially. The City identified a cost estimate of \$3.6M to add the southbound ramp with no funding source. This movement only serves Stonebridge residents. Based on the projected traffic volumes only 1,000 vehicles per day would use it.

Resident: The traffic volume estimates seem low.

Councillor Loewen: These were based on projections (estimate using current traffic data and development of neighbourhood). Creativity is required in terms of funding because this project competes with city-wide projects with higher traffic volume demands.

APPENDIX B: TRAFFIC DATA COLLECTION

APPENDIX C: 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
Gordon Rd & Laycock / Martin Cres	4% - Condition NOT met	No – Condition met	Conditions NOT met.
Cornish Rd & Dulmage Cres	15% - Condition NOT met.	No – Condition met.	Conditions NOT met.
Stonebridge Common & Galloway Rd	43% - Condition met.	No – Condition met.	Conditions met. Continue to Step 2.
Stonebridge Common & Brainerd Cres	7% - Condition NOT met.	No – Condition met.	Conditions NOT met.
Stonebridge Common & Vic Blvd	43% - Condition met.	No – Condition met.	Conditions met. Continue to Step 2.
Stonebridge Common & Snell Cres	3% - Condition NOT met.	No – Condition met.	Conditions NOT met.
Vic Blvd & Assaly St	6% - Condition NOT met.	No – Condition met.	Conditions NOT met.
Hunter Rd & Senick Cres (south)	6% - Condition NOT met.	No – Condition met.	Conditions NOT met.
Galloway Rd & McIntosh St	5% - Condition NOT met.	No – Condition met.	Conditions NOT met.
Cope Cres / Cope Lane / Home Depot	46% - Condition met.	Yes – Condition NOT met.	Conditions NOT met.
Hunter Rd & Dickson Cres	2% - Condition NOT met.	No – Condition met.	Conditions NOT met.

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

- i) 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.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
Stonebridge Common & Galloway Rd	1 – Criteria NOT met	294 – Criteria NOT met	2,970 – Criteria NOT met	Four-way stop not warranted. However traffic volumes are expected to increase
Stonebridge Common & Vic Blvd	1 – Criteria NOT met	448 – Criteria NOT met	4,750 – Criteria NOT met	with the opening of the school. Install 3-way stop and continue to monitor the intersection to assess effectiveness.

APPENDIX D: PEDESTRIAN DEVICE ASSESSMENTS

Appendix D – Active Pedestrian Corridor Warrant

Gordon Rd & Laycock/Martin Cres

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts						P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts					
	15 min.	30 min.	Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	72	72										
8:15	78	150										
8:30	75	153										
8:45	66	141										
9:00		66										
9:15												
9:30												
9:45												
AM Totals	291											
11:30	72											
11:45	81	153										
12:00	99	180										
12:15	87	186										
12:30	96	183										
12:45	87	183										
13:00	73	160										
13:15	79	152										
Noon Totals	674											
14:00												
14:15												
14:30												
14:45												
15:00	84	84										
15:15	106	190										
15:30	104	210										
15:45	119	223	2				2	2	446			
16:00	112	231						2	462			
16:15	121	233	1				1	1	233			
16:30	118	239						1	239			
16:45	124	242										
17:00		124										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	888		3				3					
Totals	1,853		3				3					
			100%				100%					
			West Crosswalk =									
			East Crosswalk =				3					

<<< install crosswalk on this side of the int.

Cornish Rd & Dulmage Cres

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts						P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts					
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	92	92										
8:15	96	188										
8:30	97	193										
8:45	100	197										
9:00		100										
9:15												
9:30												
9:45												
AM Totals	385											
11:30	104											
11:45	117	221	1				1	1	1	221		
12:00	121	238							1	238		
12:15	121	242										
12:30	125	246										
12:45	126	251										
13:00	128	254										
13:15	103	231										
Noon Totals	945		1				1					
14:00												
14:15												
14:30												
14:45												
15:00	113	113	1				1	1	1	113		
15:15	133	246	2				2	2	3	738		
15:30	148	281							2	562		
15:45	141	289	1				1	1	1	289		
16:00	170	311	3				3	3	4	1,244		
16:15	160	330	4				4	4	7	2,310		
16:30	170	330	1				1	1	5	1,650		
16:45	164	334	3				3	3	4	1,336		
17:00		164							3	492		
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	1,199		15				15					
Totals	2,529		16				16					
			100%				100%					
			West Crosswalk =				13	<<< install crosswalk on this side of the int.				
			East Crosswalk =				3					

Stonebridge Common & Galloway Rd

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods		
			Total Both Sides				Factored Counts					
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	60	60										
8:15	49	109										
8:30	54	103	1				1	1	1	103		
8:45	49	103							1	103		
9:00		49										
9:15												
9:30												
9:45												
AM Totals	212		1				1					
11:30	29											
11:45	37	66										
12:00	39	76										
12:15	33	72										
12:30	36	69										
12:45	40	76	2				2	2	2	152		
13:00	34	74	1				1	1	3	222		
13:15	33	67	1				1	1	2	134		
Noon Totals	281		4				4					
14:00												
14:15												
14:30												
14:45												
15:00	30	30										
15:15	47	77										
15:30	66	113										
15:45	55	121	1				1	1	1	121		
16:00	60	115	1				1	1	2	230		
16:15	52	112	2				2	2	3	336		
16:30	81	133	2				2	2	4	532		
16:45	74	155	1				1	1	3	465		
17:00		74							1	74		
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	465		7				7					
Totals	958		12				12					
			100%				100%					
			North Crosswalk =				11	<<< install crosswalk on this side of the int.				
			South Crosswalk =				1					

Stonebridge Common & Brainerd Cres

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts						P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts					
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	45	45										
8:15	31	76										
8:30	36	67										
8:45	36	72	1				1	1	1	72		
9:00		36							1	36		
9:15												
9:30												
9:45												
AM Totals	148		1				1					
11:30	20											
11:45	23	43										
12:00	20	43	3				3	3	3	129		
12:15	23	43	1				1	1	4	172		
12:30	17	40							1	40		
12:45	26	43										
13:00	22	48	1				1	1	1	48		
13:15	24	46	2				2	2	3	138		
Noon Totals	175		7				7					
14:00												
14:15												
14:30												
14:45												
15:00	23	23										
15:15	27	50	3				3	3	3	150		
15:30	39	66	1				1	1	4	264		
15:45	42	81	2				2	2	3	243		
16:00	32	74	2				2	2	4	296		
16:15	28	60	1				1	1	3	180		
16:30	34	62	4				4	4	5	310		
16:45	44	78	7				7	7	11	858		
17:00		44							7	308		
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	269		20				20					
Totals	592		28				28					
			100%				100%					
			North Crosswalk =				23	<<< install crosswalk on this side of the int.				
			South Crosswalk =				5					

Stonebridge Common & Snell Cres

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts						P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides				Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.		
7:00											
7:15											
7:30											
7:45											
8:00	55	55									
8:15	61	116									
8:30	56	117									
8:45	36	92									
9:00		36									
9:15											
9:30											
9:45											
AM Totals	208										
11:30	36										
11:45	23	59	1				1	1	1	59	
12:00	45	68	1				1	1	2	136	
12:15	39	84							1	84	
12:30	40	79									
12:45	50	90	3				3	3	3	270	
13:00	38	88	3				3	3	6	528	
13:15	40	78							3	234	
Noon Totals	311		8				8				
14:00											
14:15											
14:30											
14:45											
15:00	53	53	11				11	11	11	583	
15:15	48	101							11	1,111	
15:30	55	103									
15:45	62	117	13				13	13	13	1,521	
16:00	70	132	2				2	2	15	1,980	
16:15	69	139	5				5	5	7	973	
16:30	73	142	5				5	5	10	1,420	
16:45	82	155	8				8	8	13	2,015	
17:00		82							8	656	
17:15											
17:30											
17:45											
18:00											
18:15											
18:30											
18:45											
19:00											
19:15											
19:30											
19:45											
20:00											
20:15											
20:30											
20:45											
PM Totals	512		44				44				
Totals	1,031		52				52				
			100%				100%				
			North Crosswalk =				41	<<< install crosswalk on this side of the int.			
			South Crosswalk =				11				

Vic Blvd & Assaly St

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts						P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts					
	15 min.	30 min.	Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	78	78	1	2	3		6	3.84	3.84	300		
8:15	91	169							3.84	649		
8:30	74	165										
8:45	49	123		1			1	0.67	0.67	82		
9:00		49							0.67	33		
9:15												
9:30												
9:45												
AM Totals	292		1	3	3		7					
11:30	57		1				1	1				
11:45	54	111							1	111		
12:00	52	106			2		2	1	1	106		
12:15	66	118		1	4		5	2.67	3.67	433		
12:30	55	121							2.67	323		
12:45	56	111			2		2	1	1	111		
13:00	49	105							1	105		
13:15	52	101		2	1		3	1.84	1.84	186		
Noon Totals	441		1	3	9		13					
14:00												
14:15												
14:30												
14:45												
15:00	55	55	1		2	1	4	3	3	165		
15:15	71	126	1		4		5	3	6	756		
15:30	68	139	2	1	4		7	4.67	7.67	1,066		
15:45	87	155	1	2	9		12	6.84	11.51	1,784		
16:00	90	177			3		3	1.5	8.34	1,476		
16:15	103	193	4	2	11		17	10.84	12.34	2,382		
16:30	106	209	7		9		16	11.5	22.34	4,669		
16:45	120	226	5		9		14	9.5	21	4,746		
17:00		120							9.5	1,140		
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	700		21	5	51	1	78					
Totals	1,433		23	11	63	1	98					
			23%	11%	64%	1%	100%					
			West Crosswalk =				19					
			East Crosswalk =				79					

<<< install crosswalk on this side of the int.

Hunter Rd & Senick Cres (south)

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides				Factored Counts			
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	
7:00										
7:15										
7:30										
7:45										
8:00	58	58	1				1	1	58	
8:15	67	125						1	125	
8:30	66	133								
8:45	46	112								
9:00		46								
9:15										
9:30										
9:45										
AM Totals	237		1				1			
11:30	38		2				2			
11:45	47	85						2	170	
12:00	38	85	3				3	3	255	
12:15	38	76						3	228	
12:30	45	83								
12:45	50	95								
13:00	46	96								
13:15	32	78								
Noon Totals	334		5				5			
14:00										
14:15										
14:30										
14:45										
15:00	44	44	1				1	1	44	
15:15	52	96						1	96	
15:30	48	100								
15:45	69	117								
16:00	65	134								
16:15	62	127	3				3	3	381	
16:30	69	131	1				1	4	524	
16:45	81	150						1	150	
17:00		81								
17:15										
17:30										
17:45										
18:00										
18:15										
18:30										
18:45										
19:00										
19:15										
19:30										
19:45										
20:00										
20:15										
20:30										
20:45										
PM Totals	490		5				5			
Totals	1,061		11				11			
			100%				100%			
			North Crosswalk =		9	<<< install crosswalk on this side of the int.				
			South Crosswalk =		2					

Appendix D - Pedestrian Actuated Signal Warrant

Gordon Rd & Laycock / Martin Cres

Location & Roadway Classification: Gordon Rd & Laycock / Martin Cres
Date of Count: Day of wk: Tues Mth, Day, Yr: Feb 28/17
Weather: fair
Traffic Control Devices: stop signs
Current Pedestrian Control: none
Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 275 m

Location: Stonebridge Common

Type: all-way stop

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 5 hrs

Elementary:	3	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	462	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	19		
Vehicles passing through crosswalk(s):	1,853				

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	1	31	4	36									
8:15	1	32	2	43									
8:30	1	34	7	33									
8:45		30	2	34									
9:00													
9:15													
9:30													
9:45													
AM Totals	3	127	15	146									
11:30		27	1	44									
11:45	2	39	4	36									
12:00		33	2	64									
12:15		32	1	54									
12:30	1	43		52									
12:45	1	39	1	46									
13:00		30	4	39									
13:15	1	32	3	43									
Noon Totals	5	275	16	378									
14:00													
14:15													
14:30													
14:45													
15:00	2	25		57									
15:15	1	49	6	50									
15:30	1	42	3	58									
15:45	1	41	3	74									2
16:00	3	34	5	70									
16:15		47	2	72									1
16:30	3	34	1	80									
16:45	2	46	1	75									
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	13	318	21	536									3
Totals	21	720	52	1,060									3
					West Crosswalk =				East Crosswalk =				3

Cornish Rd & Dulmage Cres

tion & Roadway Classification: Cornish & Dulmage - collector / local
Date of Count: Day of wk: Tues Mth, Day, Yr: Feb 28/17
Weather: fair
Traffic Control Devices: stop signs
Current Pedestrian Control: standard
Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 48 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 300 m

Location: Stonebridge Blvd

Type: yield sign

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 5 hrs

Elementary:	16	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	2,310	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	24		
Vehicles passing through crosswalk(s):	2,529				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	12	47	7	26									
8:15	16	41	7	32									
8:30	18	40	4	35									
8:45	17	54	2	27									
9:00													
9:15													
9:30													
9:45													
AM Totals	63	182	20	120									
11:30	18	44	2	40									
11:45	18	49	1	49									1
12:00	8	60		53									
12:15	12	61	2	46									
12:30	15	51	2	57									
12:45	11	72		43									
13:00	14	68	1	45									
13:15	8	59	1	35									
Noon Totals	104	464	9	368									1
14:00													
14:15													
14:30													
14:45													
15:00	8	52	3	50	1								
15:15	11	65	1	56									2
15:30	13	67	2	66									
15:45	15	72	3	51	1								
16:00	25	72	3	70	3								
16:15	16	67	4	73	4								
16:30	18	75	1	76	1								
16:45	11	73		80	3								
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	117	543	17	522	13								2
Totals	284	1,189	46	1,010	13								3
West Crosswalk =								13	East Crosswalk =				3

Stonebridge Blvd & Cope Cres / Wellman Cres (midblock)

tion & Roadway Classification: Stonebridge Blvd - Collector / local
Date of Count: Day of wk: Tues Mth, Day, Yr: Feb 28/17
Weather: fair
Traffic Control Devices: stop signs
Current Pedestrian Control: standard (midblock)
Other Notes: centre median prevents north/south through movements

Number of travel lanes passing through the crosswalk(s) 4 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 62 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 165 m

Location: Wellman Lane/Cope Lane

Type: TS

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 5 hrs

Elementary:	33	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	3,792	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	41		
Vehicles passing through crosswalk(s):	5,288				

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	1	168	3	50									1
8:15		153	2	57									4
8:30	1	153		55									3
8:45	1	130	3	75	1								1
9:00													
9:15													
9:30													
9:45													
AM Totals	3	604	8	237	1								9
11:30	2	97	8	111									
11:45	1	112	12	92									
12:00	2	116	18	137									2
12:15	2	118	7	128									1
12:30	6	121	6	127									
12:45	5	142	9	101									2
13:00		130	7	91									1
13:15	1	112	9	105									1
Noon Totals	19	948	76	892									7
14:00													
14:15													
14:30													
14:45													
15:00	3	102	14	127									2
15:15	2	135	12	124									2
15:30		120	8	155									
15:45		119	14	154									3
16:00	1	149	13	182									3
16:15	1	122	8	214									2
16:30	4	135	22	211									2
16:45	1	127	6	216									2
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	12	1,009	97	1,383									16
Totals	34	2,561	181	2,512	1								32
West Crosswalk =								1	East Crosswalk =				32

Stonebridge Common & Galloway Rd

Location & Roadway Classification: Stonebridge Common & Galloway Rd - collector /local-collector
Date of Count: Day of wk: Wednesday Mth, Day, Yr: Mar 15/17
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard
Other Notes: curb extension

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 400 m

Location: Gordon Rd

Type: 4-way stop

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	12	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	532	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	29		
Vehicles passing through crosswalk(s):	958				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	North Crosswalk				South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	8		21	31										
8:15	9		13	27										
8:30	18		18	18									1	
8:45	11		18	20										
9:00														
9:15														
9:30														
9:45														
AM Totals	46		70	96									1	
11:30	9		9	11										
11:45	9		11	17										
12:00	10		10	19										
12:15	6		9	18										
12:30	9		14	13										
12:45	6		18	16	2									
13:00	13		9	12	1									
13:15	11		8	14	1									
Noon Totals	73		88	120	4									
14:00														
14:15														
14:30														
14:45														
15:00	7		6	17										
15:15	20		12	15										
15:30	23		16	27										
15:45	18		21	16	1									
16:00	18		13	29	1									
16:15	14		16	22	2									
16:30	22		27	32	2									
16:45	32		15	27	1									
17:00														
17:15														
17:30														
17:45														
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	154		126	185	7									
Totals	273		284	401	11								1	
					North Crosswalk =				11	South Crosswalk =				1

Stonebridge Common & Brainerd Cres

Location & Roadway Classification: Stonebridge Common & Brainerd - local/local
Date of Count: Day of wk: Wednesday Mth, Day, Yr: Mar 15/17
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: zebra
Other Notes: curb extension

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 200 m

Location: Gordon Rd

Type: 4-way stop

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	28	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	858	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	15		
Vehicles passing through crosswalk(s):	592				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	North Crosswalk				South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	7		31	7										
8:15	10		20	1										
8:30	13		18	5										
8:45	16		15	5	1									
9:00														
9:15														
9:30														
9:45														
AM Totals	46		84	18	1									
11:30	13		6	1										
11:45	12		11											
12:00	14		6		2								1	
12:15	6		14	3									1	
12:30	7		9	1										
12:45	10		13	3										
13:00	14		6	2	1									
13:15	11		11	2	2									
Noon Totals	87		76	12	5								2	
14:00														
14:15														
14:30														
14:45														
15:00	9		12	2										
15:15	17		10		3									
15:30	23		15	1	1									
15:45	28		13	1	2									
16:00	24		8		2									
16:15	14		10	4	1									
16:30	26		6	2	4									
16:45	32		11	1	4								3	
17:00														
17:15														
17:30														
17:45														
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	173		85	11	17								3	
Totals	306		245	41	23								5	
					North Crosswalk =				23	South Crosswalk =				5

Stonebridge Common & Vic Blvd

Location & Roadway Classification: Stonebridge Common & Vic Blvd - local / collector
Date of Count: Day of wk: Wednesday Mth, Day, Yr: Mar 29 & May 10/17
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard crosswalk
Other Notes: temporary curb extension

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 55 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 400 m

Location: Hartley Rd

Type: 4-way stop

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	55	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	3,384	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	39		
Vehicles passing through crosswalk(s):	1,426				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	12	43	22		4								
8:15	7	48	24		3								
8:30	18	32	19		2								
8:45	10	28	19										
9:00													
9:15													
9:30													
9:45													
AM Totals	47	151	84		9								
11:30	18	20	12										
11:45	9	25	16		1								
12:00	17	19	18										
12:15	15	16	23										
12:30	17	30	11										2
12:45	26	22	14										
13:00	21	23	11		1								
13:15	18	25	11		2								
Noon Totals	141	180	116		4								2
14:00													
14:15													
14:30													
14:45													
15:00	18	33	12		4								1
15:15	22	28	19		3								2
15:30	28	26	14										1
15:45	26	47	19										3
16:00	34	38	24		13								
16:15	29	48	15		5								
16:30	37	54	26		3								4
16:45	40	38	32										1
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	234	312	161		28								12
Totals	422	643	361		41								14
North Crosswalk =								41	South Crosswalk =				14

Stonebridge Common & Snell Cres

Location & Roadway Classification: Stonebridge Common & Snell Cres - local / local
Date of Count: Day of wk: Wed Mth, Day, Yr: Mar 29/17
Weather: Fair
Traffic Control Devices: Stop sign
Current Pedestrian Control: zebra
Other Notes: curb extension

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 58 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 200 m

Location: Hartley Rd

Type: 4-way stop

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	52	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	2,015	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	22		
Vehicles passing through crosswalk(s):	1,031				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	10	10	35										
8:15	13	6	42										
8:30	14	5	37										
8:45	13	1	22										
9:00													
9:15													
9:30													
9:45													
AM Totals	50	22	136										
11:30	19		17										
11:45	9	1	13		1								
12:00	25	1	19		1								
12:15	23		16										
12:30	18	1	21										
12:45	31		19		3								
13:00	19	1	18		3								
13:15	21		19										
Noon Totals	165	4	142		8								
14:00													
14:15													
14:30													
14:45													
15:00	20	1	32		10								1
15:15	24	2	22										
15:30	32	1	22										
15:45	27		35		12								1
16:00	41	5	24		2								
16:15	34	1	34		2								3
16:30	41	2	30		1								4
16:45	50	2	30		6								2
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	269	14	229		33								11
Totals	484	40	507		41								11
North Crosswalk =								41	South Crosswalk =				11

Vic Blvd & Assaly St

tion & Roadway Classification: Vic Blvd & Assaly St - collector & local
Date of Count: Day of wk: Wed Mth, Day, Yr: Mar 29/17
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard
Other Notes: median island; connects two MUP

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 345 m

Location: Stonebridge Common

Type: Stop sign

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 5 hrs

Elementary:	23	Total Warranted PC Points:		or	/ period
High School:	11	Highest PC point value:	4,746	at	
Adult:	63	Active Ped Corridor Points:			
Senior:	1	Pedestrian Actuated Signal Points:	34		
Vehicles passing through crosswalk(s):	1,433				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	5	40		33	1		2			1	2		
8:15	4	49		38									
8:30	6	35		33									
8:45	2	26		21							1		
9:00													
9:15													
9:30													
9:45													
AM Totals	17	150		125	1					1	3		
11:30	4	29		24									1
11:45	3	29		22									
12:00	1	24		27						2			
12:15	10	23		33		1	2			2			
12:30	7	28		20									
12:45	3	22		31			2						
13:00	2	23		24									
13:15	1	24		27						1	2		
Noon Totals	31	202		208		1				5	2	1	
14:00													
14:15													
14:30													
14:45													
15:00	5	27		23					1	2			1
15:15	6	28		37						4			1
15:30	3	31		34						4	1		2
15:45	4	60		23						9	2		1
16:00	5	38		47						3			
16:15	3	57		43	1	1	1			10	1		3
16:30	2	56		48	1		1			8			6
16:45	8	44		68	3		3			6			2
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	36	341		323	5	1	11			46	4		16
Totals	84	693		656	6	2	11		1	52	9		17
West Crosswalk =								19	East Crosswalk =				79

Hunter Rd & Senick Cres (south)

tion & Roadway Classification: Hunter Rd & Senick Cres (south) - collector / local
Date of Count: Day of wk: Wed Mth, Day, Yr: Mar 29/17
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard
Other Notes: connects to park

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 1,000 m

Location: NA

Type: _____

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary:	11	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	524	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	29		
Vehicles passing through crosswalk(s):	1,061				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	17	6	35		1								
8:15	26	3	38										
8:30	30	4	32										
8:45	18	7	21										
9:00													
9:15													
9:30													
9:45													
AM Totals	91	20	126		1								
11:30	22	1	15		2								
11:45	14	6	27										
12:00	16	3	19		1								2
12:15	15	1	22										
12:30	19	2	24										
12:45	23	5	22										
13:00	22	1	23										
13:15	14	3	15										
Noon Totals	145	22	167		3								2
14:00													
14:15													
14:30													
14:45													
15:00	21	2	21		1								
15:15	25	1	26										
15:30	24		24										
15:45	34	4	31										
16:00	26	5	34										
16:15	28	3	31		3								
16:30	35	2	32		1								
16:45	36	4	41										
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	229	21	240		5								
Totals	465	63	533		9								2
North Crosswalk =								9	South Crosswalk =				2

Galloway Rd & McIntosh St

Location & Roadway Classification: Galloway Rd & McIntosh St
Date of Count: Day of wk: Wed Mth, Day, Yr: Mar 29/17
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard
Other Notes: connects to park; temporary curb extensions

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 510 m

Location: Stonebridge Common

Type: Stop sign

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 5 hrs

Elementary:	41	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	2,482	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	32		
Vehicles passing through crosswalk(s):	857				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	2	37		18									
8:15	2	33		17									
8:30	4	22		12	1								
8:45	1	21		14									
9:00													
9:15													
9:30													
9:45													
AM Totals	9	113		61	1								
11:30	2	12		9	2								2
11:45		17		13									
12:00	2	16		22									
12:15		8		22									
12:30	2	16		16									
12:45	1	15		16									1
13:00	1	18		14									
13:15	4	16		13									
Noon Totals	12	118		125	2								3
14:00													
14:15													
14:30													
14:45													
15:00	1	19		17									2
15:15	3	14		26	1								
15:30	2	11		17									
15:45	3	20		24									
16:00	3	20		33	8								1
16:15	3	21		36	1								5
16:30	5	26		41	8								4
16:45	5	19		50	1								4
17:00													
17:15													
17:30													
17:45													
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19:30													
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20:00													
20:15													
20:30													
20:45													
PM Totals	25	150		244	19								16
Totals	46	381		430	22								19
West Crosswalk =								22	East Crosswalk =				19

APPENDIX E: COLLISION ANALYSIS

Street 1	Street 2	Ugrid	All collisions (2011 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2011-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2011-2016)	Comments
Stonebridge Blvd	Cope Lane	J14-4	48	10	29	6	8	TS
Preston Ave S	Hunter Rd	L13-33	41	11	14	3	7	TS / arterial
Willis Cres	Willis Cres to Willis Way	K13-16	37	7	2	0	6	coded to entire Crescent therefore multiple driveways
Stonebridge Blvd	Cope Way	J14-5	19	7	4	3	3	TS proposed
Preston Ave S	Circle Dr to Hunter Rd	L13-34	18	4	6	1	3	arterial
Lynd Cres	100 block	J14-9	17	5	1	0	3	coded to entire Crescent therefore multiple driveways
Stonebridge Blvd	Cornish Rd (roundabout)	J14-6	16	7	5	1	3	roundabout
Stonebridge Common	Snell Cres to Hartley Rd	L14-4	14	1	0	0	2	
Hartley Rd	Stonebridge Common to Stonebridge Common	K14-11	11	0	1	0	2	
Wellman Cres (east)	midblock	J14-8	10	0	1	0	2	
LeValley Cove	midblock	K15-1	10	0	0	0	2	
Holmes Cres	midblock	K14-10	10	1	1	0	2	
Stonebridge Common	Galloway Rd	K14-18	10	1	2	0	2	
Cope Cres	Cope Lane	J14-18	8	2	4	1	1	
Cornish Rd	Willis Way	K13-21	8	3	5	2	1	
Wellman Lane	midblock	J14-28	7	2	5	1	1	
Gordon Rd	MacInnes St	K14-1	7	0	5	0	1	
Cope Cres	Cope Way	J14-13	6	1	3	1	1	
Cornish Rd	Gordon Rd to Willis Cres	J14-14	6	0	0	0	1	
Cornish Rd	Willis Cres	K13-19	6	2	1	0	1	
Lynd Crt	midblock	J14-27	6	2	0	0	1	
Stonebridge Common	Vic Blvd	L14-12	6	0	3	0	1	
Hunter Rd	Dickson Cres to Whalley Cres	L13-37	6	3	0	0	1	
Stonebridge Blvd	Cope Way to Cope Lane	J14-26	5	1	1	1	1	
Gordon Rd	Stepney Cres to MacInnes St	K14-2	5	2	1	1	1	
Stonebridge Common	Brainerd Cres to Galloway Rd	K14-19	5	1	0	0	1	
Stonebridge Common	Hartley Rd	L14-14	5	0	2	0	1	
Hunter Rd	Warder Cove (north)	M14-5	5	3	1	0	1	
Stonebridge Blvd	Clarence Ave S to Cope Way	J14-17	4	0	2	0	1	
Galloway Rd	nd Cres (south) to Bolton W	J14-15	4	0	0	0	1	
Anglois Way (southeast)	midblock	L15-2	4	1	0	0	1	
Hunter Rd	Vic Blvd	M15-2	4	3	0	0	1	
Hartley Rd	Dickson Lane	L14-11	4	0	0	0	1	
Hartley Rd	Ashworth Cres	L14-2	4	0	2	0	1	
Sutter Crt	midblock	M14-1	4	1	0	0	1	
Cope Lane	midblock	J14-19	3	1	1	0	1	
Vic Blvd	Assaly St	L14-18	3	2	0	0	1	
Hartley Rd	Whalley Cres	L14-5	3	0	1	0	1	
Rempel Manor	Rempel Lane	L13-38	3	1	1	0	1	

Street 1	Street 2	Ugrid	All collisions (2011 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2011-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2011-2016)	Comments
Senick Bay	midblock	M14-7	3	2	0	0	1	
Alm Cres	midblock	L14-8	3	0	0	0	1	
Dulmage Cres	midblock	K13-20	2	0	0	0	0	
Gordon Rd	Dulmage Cres	K14-20	2	0	0	0	0	
Lynd Lane	midblock	J14-10	2	1	0	0	0	
Borlase Cove	midblock	J14-16	2	0	0	0	0	
Galloway Rd	Gordon Rd to Lynd Cres	J14-22	2	0	0	0	0	
Galloway Rd	McIntosh St	K14-17	2	0	1	0	0	
Galloway Rd	Hettle Cove (west)	K14-25	2	1	0	0	0	
Bailie Cove	midblock	K14-4	2	0	0	0	0	
McIntosh Crt	midblock	K14-21	2	0	0	0	0	
Laycock Cres	at southwest bend	K14-24	2	1	0	0	0	
Hunter Rd	shworth Cres to Hartley (wes	L14-16	2	0	0	0	0	
Rempel Cres (west)	Rempel Lane	L13-39	2	1	0	0	0	
Whalley Cres	Hunter Rd (west) to Hartley R	L14-15	2	0	0	0	0	
Ashworth Cres	Hunter Rd (west) to Hartley R	L14-9	2	1	0	0	0	
Teal Cres	midblock	L14-20	2	1	0	0	0	
Sutter Cres	Sutter Pl	M14-2	2	1	0	0	0	
Sutter Cres	Hunter Rd to Sutter Pl	M14-4	2	1	0	0	0	
MacInnes St	Stepney Cres	K14-5	1	0	0	0	0	
Galloway Rd	ynd Cres (north) to Bolton W	J14-23	1	0	0	0	0	
McIntosh St	Gordon Rd to Holmes Cres	K14-23	1	0	1	0	0	
Bolton Pl	midblock	K14-13	1	0	0	0	0	
Stonebridge Common	Vic Blvd to Langlois Way	L14-13	1	0	0	0	0	
Hartley Rd	Milne Cres	L14-3	1	0	0	0	0	
Cornish Rd	Willis Cres to McBeth Cres	K13-22	0	0	0	0	0	

APPENDIX F: PUBLIC MEETING #2 – MAY 25, 2017 MINUTES

**Stonebridge Neighbourhood
Traffic Review
Thursday, May 25, 2017, 7:00 – 9:00 P.M.
Circle Drive Alliance Church
3035 Preston Avenue South**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Jay Magus (Acting Transportation Director), Justine Marcoux (Transportation Engineer), Chelsea Lanning (Transportation Engineer)

Attendance:

- 24 residents attended

Agenda

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

Presentation from Transportation Division – Stonebridge Neighbourhood Traffic Review
(Presented by Jay Magus – Acting Transportation Director)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Stonebridge Review Schedule
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Review Process:

- August 2013 – changes to program
 - Neighbourhood-wide review rather than street-by-street or intersection-by-intersection
 - More community / stakeholder feedback
 - Efficient use of staff resources
- Mandate: improve safety for all road users within neighbourhoods; reduce traffic volumes where necessary, slow vehicular speeds, improve pedestrian crossings & intersections
- 8 reviews per year
- 2016 – Stonebridge, Willowgrove, Hampton Village, Sutherland, Parkridge, Silverspring, Lakeridge, Stonebridge

Stonebridge Review Schedule:

- Stage 1 – Identify issues and possible solutions through community consultation (December 2016 to May 2017)
- Stage 2 – Develop draft traffic plan
- Stage 3 – Present draft traffic plan to community for feedback; revise plan as needed; submit plan to Council for approval (May to Fall 2017)
- Stage 4 – Implement changes over time (Summer / Fall 2017)

What We Heard:

- Speeding – Stonebridge Blvd, Stonebridge Common, Hunter Rd, Vic Blvd, Galloway Rd, Ashworth Cres, Whalley Cres, Cornish Rd, Rempel Manor, Pringle Cres, Willis Cres, Gordon Rd
- Pedestrian safety – Stonebridge Blvd at midblock crosswalk, Stonebridge Common, Hunter Rd at parks (Rempel Manor and Senick Cres), Vic Blvd at Assaly St, Galloway Rd near park (McIntosh St), Cornish Rd at Willis Cres
- Parking issues – parking on Stonebridge Common makes street too narrow for 2-way traffic, visibility issues at intersections (along Stonebridge Common, Hunter Rd, Cornish Rd, Willis Cres, Wellman Lane)
- More issues not identified in presentation

What We Did:

- Collected Data:
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Recorded comments from Shaping Saskatoon discussions
 - 12 Intersection / Pedestrian counts
 - 14 – 7 day traffic count (24 hour) & Average Speed measurements
 - Collision history
- Field Reviews
- Assessed the Issues
- Generated proposed recommendations

What We Propose:

- Speed enforcement
- Speed display boards
- Parking restrictions
- All-way stops
- Crosswalks
- Active pedestrian corridor
- Curb extensions
- Median islands

Additional comments following presentation:

City of Saskatoon (CofS): we plan to implement the school zone 30kph speed limit signs and Stonebridge Common recommendations for the start of school (ie. September). A report outlining the recommendations will go to Committee June 12 and Council June 26.

CofS: Speed studies indicated the highest speeds we've seen in any neighbourhood so far; therefore we're committing to a follow-up review (speed studies) in a year or so (after we've implemented the recommendations) to determine if speeds have been reduced. We'll share that information with residents at that time.

- **Saskatoon Police Services: 306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.**

Small Group Discussions

- Breakout into small groups to discuss traffic concerns in Stonebridge and potential solutions

Refer to separate attachments – *Table discussions* and *Additional Comments from Table Discussions*.

CofS: We often receive requests for speed humps. We recently submitted a report to Council to pilot a few locations before adding this to our toolkit. We've found that a few of our internal departments do not support speed humps, in particular Fire and Protective Services, as they greatly reduce their response times. In addition, residents living next to speed humps have concerns about the noise they create (ie. shifting cargo and accelerating vehicles). The criteria for speed humps is that they will only be installed on local streets; therefore Stonebridge Common could be a candidate.

Next Steps

1. School zone and Stonebridge Common changes to Committee June 12, 2017
2. School zone and Stonebridge Common changes to Council June 26, 2017
3. Send comments no later than June 26, 2017
4. Additional public input via City on-line Community Engagement webpage no later than June 26, 2017

<http://shapingsaskatoon.ca/discussions>

3. Additional consultation if required
4. Present traffic plan to Transportation Committee
5. Present traffic plan to City Council for approval
6. What happens after City Council approval?
 - Implementation begins. Signs and temporary traffic calming will be installed as early as fall (2017).
7. What if I don't agree?
 - Opportunities to speak to Transportation Committee as well as Council.
 - After Council approval recommendations are installed temporary. Opportunity to provide feedback on how the devices are working. Feedback will help us decide whether to remove or install permanent.

Q&A

Resident: How/when will we be able to view the school area recommendations that are going to the June Committee / Council meetings?

CofS: The Committee meeting is June 12. Typically the information is posted on Saskatoon.ca on the Thursday before the meeting. In addition, during the first few weeks of school we will be observing traffic, seeing what's working / what's not working and making any tweaks necessary to improve the traffic / pedestrian conditions. This is what was done for the Willowgrove School etc.

Resident: Stonebridge Common – at the December meeting we requested one-way streets or reducing the speed and these weren't shown on the plan. Can we change the speed limit to 40kph?

Resident: It should be a 30kph school zone on all of Stonebridge Common. There are many families with kids that will be walking to school from all ends. Parking on both sides is needed with demands for the school. The street is too narrow for two-way traffic. I'm in favour of keeping parking on both sides and making Stonebridge Common into one-way streets, as we requested at the December meeting.

CofS: In response to a reduced speed limit - we've received requests during other neighbourhood reviews for a reduced speed limit within neighbourhoods as well. Not that we're adverse to the idea; however it would need to be city-wide. In response to the school zone on all of Stonebridge Common – we try not the “super-size” school zones because if a driver doesn't see a school (or children nearby) they don't see the need to slow down. The signs lose credibility.

CofS: Regarding parking around the school site – the reason why we're restricting parking on the south side of Hartley Rd north of school is because there's no sidewalk and we don't want children crossing the pickup/drop-off lane.

Resident: But there's parking on the north side of Hartley Rd. Kids are going to get dropped off and cross Hartley (midblock) and also cross the pickup/drop-off lane.

CofS: There will be a fence on the median (between Hartley and the lane) to restrict pedestrians from crossing. They will be encourage to cross at the crosswalks (ie. Stonebridge Common).

Resident: So where will people park? There's a daycare that will have 80-90 parents, plus 3 gyms for community events in the evening...

CofS: There are dedicated daycare parking spaces on site. Staff parking is open to the public in the evenings.

Resident: With 3 gyms plus other rooms available for community events there will be many people requiring parking in the evenings and nowhere for residents to park. Have you talked to the parents? Other schools have more parking and even they have issues. This will be much worse.

CofS: Yes we've done lots of consultation. There was a committee formed with a number of different internal groups, the school boards etc to discuss these issues. Around 10 meetings. As previously discussed, there will be opportunities to speak for or against the recommendations at the Committee meeting (June 12) or Council meeting (June 26).

Resident: What about the one-way streets on Stonebridge Common? Will this be considered?

CofS: We try not to introduce one-way streets as it can cause speeding. And this is already a concern on Stonebridge Common.

Resident: There's physically no room for two-way traffic with parking on both sides. It's only three lane widths max (two parking lanes and one travel lane).

CofS: We've collected data and considered one-way streets but we don't want to create speeding. We've committed to reviewing the area again, after the school opens. We'll do our best to continue to review.

Resident: You can't pass oncoming traffic on Stonebridge Common. It's dangerous. And it's worse in the winter. This was voiced at the last meeting.

Resident: How much can you change (the recommendations shown in the draft traffic plan)?

CofS: We talked about Willis Cres during my table discussion. Taking off parking etc. Lots of recommendations in the draft plan work (~80%) but we're missing out on others.

Resident: Is widening Stonebridge Common an option?

CofS: At this time funding required is too high.

Resident: One-way streets (on Stonebridge Common) could be a good option. In my opinion we just need to slow drivers down...Hunter Rd, Vic Blvd, Cornish Rd. Rolling through stop signs. I want to see more enforcement.

Resident: Also a number of drivers do U-turns at Preston Ave & Stonebridge Common.

Resident: What about putting a parking lot in the park south of the school?

CofS: Green spaces are designated during the initial neighbourhood planning phase. Once decided, they're legislated and cannot be changed.

Resident: Can we see the speed study data?

CofS: **information posted at the end of this document**

Other comments after the meeting:

Resident: At the December meeting I raised a concern about parking on Willis Cres. It's too narrow with parking on both sides. Can parking be removed?

CofS: These comments were documented at the first meeting. Willis Cres was reviewed and determined there were many driveways to allow gaps for two-way traffic to pass. With that said, we will take another look.

Resident: I see there was one speed study done on Gordon Rd. Would it be possible to get another study near Stepney Cres? This is where the majority of speeding occurs, when drivers come out of the roundabout are heading eastbound.

CofS: Yes we will follow-up with an additional speed study on Gordon Rd.

Resident: Did you complete cycling counts on the Clarence Ave and Preston Ave overpasses? During the December meeting I suggested a pedestrian / cyclist connection crossing Circle Dr to Cumberland Ave.

CofS: We recently rolled out the Active Transportation Plan that outlines a number of city-wide initiatives. We have a new employee starting in June to ensure the plan is carried out. This information will be provided to them for further consideration.

Traffic Data Information:

Location	85th (kph)	Volume (vpd)	Class
Stonebridge Common - Galloway to Brainerd	56	1965	local
Stonebridge Common - Brainerd to Gordon	54	1925	local
Stonebridge Common - Hartley to Snell	58	2855	local
Stonebridge Common - Snell to Vic	55	2690	local
Stonebridge Common - Vic to Langlois	47	1590	collector
Vic Blvd - Assaly to Teal	56	3525	collector
Pringle Cres - Pringle Lane to Pringle Bend	47	1615	local
Hunter Rd - Senick to Warder	50	2830	collector
Hunter Rd - Dickson to Rempel Manor	53	6075	collector
Whalley Cres - Hartley to Hunter (east side)	39	240	local
Galloway Rd - Borlase to McIntosh	56	2450	collector
Gordon Rd - McIntosh to Laycock/Martin	53	4540	collector
Cornish Rd - 50m west of Willis Cres (west)	48	5965	collector
Stonebridge Blvd - Wellman to Cornish	62	15110	collector

APPENDIX G: DECISION MATRIX

Stonebridge Neighbourhood Traffic Review - Draft Traffic Plan Recommendations (May 25, 2017)

Item	Location	Recommendation	Reason	Group 1 (Chelsea Lanning)	Group 2 (Justine Marcoux)	Group 3 (Jay Magus)	Decision
1	Vic Blvd between Hunter Rd & Assaly St	Speed Display Board (facing westbound traffic)	Reduce speed			speed enforcement	Approved
2	Vic Blvd & Assaly St	Zebra Crosswalk & Curb Extensions on east side (added to existing Median Islands)	Reduce speed & enhance pedestrian safety at crossing between park paths		not too bad to cross; try either curb extensions or median island (not both)		Approved. Traffic calming devices will be installed temporary to determine effectiveness.
3	Pringle Cres & Pringle Lane	Standard Crosswalk & Median Island on south side	Reduce speed & enhance pedestrian safety at crossing to park path		show home may be causing additional traffic; median island might not be needed		Approved. Traffic calming devices will be installed temporary to determine effectiveness.
4	Pringle Cres & Pringle Cres	Standard Crosswalk on north side	Enhance pedestrian safety at crossing to park path				Approved
5	Hunter Rd & Kolynchuk Cres / Pringle Cres	Standard Crosswalk on east side	Enhance pedestrian safety at crossing to park path				Approved
6	Galloway Rd & McIntosh St	Zebra Crosswalks & Median Islands on west side (added to existing Curb Extensions)	Reduce speed & enhance pedestrian safety at crossing to park		median islands may not be necessary		Approved. Traffic calming devices will be installed temporary to determine effectiveness.
7	Gordon Rd & MacInnes St / Holmes Cres	Curb Extensions (already installed)	Reduce speed & enhance pedestrian safety near bus stop		visibility issues at intersection; consider parking restrictions		Approved. Curb extensions on southwest & northeast corners already prevent parking near the intersection. Southeast corner is clear (as parking demand is low). Parking on the northwest corner near the intersection obstructs sightlines. Add Parking restrictions at 15m from the intersection on the northwest corner.
8	Gordon Rd & Laycock Lane	Parking restrictions on Gordon Rd (15m on southwest corner)	Enhance sightlines		no one parks here anyways		Approved
9	Stonebridge Blvd between Galloway Rd / Cornish Rd & Wellman Cres / Cope Cres	Forward peak hour speed data to Saskatoon Police Service for enforcement	Reduce speed				Approved
10	Stonebridge Blvd & Wellman Cres / Cope Cres	Active Pedestrian Corridor	Enhance pedestrian safety (connects to park & ball diamonds on north side & future sidewalk location on south side)	Sidewalks needed on Stonebridge Blvd			Approved. Sidewalk installations planned for summer/fall 2017 on Stonebridge Blvd (south side) between Gordon Rd & Cope Cres / Wellman Cres as part of the Sidewalk Retrofit Program.
11	Wellman Lane & driveway to Browns parking lot	Parking restrictions on Wellman Lane (5m on north side of driveway)	Enhance sightlines	could all parking between Stonebridge Blvd and driveway be eliminated?	Remove parking from entire portion of Wellman Lane to Stonebridge Blvd		Revised. Parking will be removed on Wellman Lane (west side) between Stonebridge Blvd & driveway.
12	Cope Cres & Cope Lane	4-way stop	Improve intersection safety	Stripe pedestrian crossing			Removed. Upon further investigation a 4-way stop is not warranted as per Policy C07-007, which states that an all-way stop should not be installed within 200m of a traffic signal. In this case there is a traffic signal 165m from the intersection at Stonebridge Blvd & Cope Lane. A standard pedestrian crosswalk will be installed on the west leg of the intersection to connect to the existing bus stops and future sidewalk on Cope Cres (will be installed in fall 2017 as part of the Sidewalk Retrofit Program).
13	Cornish Rd & Dulmage Cres / Willis Cres	Parking restrictions on Cornish Rd (20m on northeast corner, 15m on southeast & southwest corners)	Enhance sightlines	parking at ball diamonds; speeding around the corner can be an issue (especially with buses that stop there); pedestrian crossing issues; curb extensions or median island proposed here			Approved. Speeding and pedestrian crossing issues were already reviewed and no devices are warranted.
14	Preston Ave & Willis Cres / Circle Dr Alliance Church parking lot	Geometric improvements on northeast corner (ie. increase radius of corner & change from square curb to rolled curb)	Ensure drivers can make proper westbound right turn from Circle Dr Alliance Church parking lot		Also consider changes to the southeast corner		Approved. No changes needed on the southeast corner as this is a wide driveway with plenty of turning space.

Item	Location	Recommendation	Reason	Group 1 (Chelsea Lanning)	Group 2 (Justine Marcoux)	Group 3 (Jay Magus)	Decision
15	Hunter Rd between Dickson Cres & Dickson Cres	Speed Display Board (facing eastbound traffic)	Reduce speed	revisit parking restrictions on one side of street	may not be necessary because there's no crossing; once area's developed then maybe	bus stop blocks view	Removed. Area is still under development. Removal of parking on one side of the street is not recommended as it may encourage speeding. Bus stops are typically placed next to intersections to connect to crosswalks. If visibility is an issue drivers are encouraged to wait until the bus moves.
16	Hunter Rd & Rempel Manor	Zebra Crosswalks & Curb extension on northeast corner (added to existing Median Islands)	Reduce speed & enhance pedestrian safety at crossing to park	suggestion to remove median island; also support for the recommendation; device for consideration in the future	either curb extensions or median islands (not both); preference is curb extensions	more parking restrictions on Rempel Manor	Revised. Median islands will be removed & a curb extension will be installed on the northeast corner. Pedestrian devices are currently not warranted. Curb extension will provide clear sightlines on the northeast corner as drivers cannot park near the intersection. Bus stop on the northwest corner prevents drivers from parking. Once median islands are removed, parking restrictions will not be required on the south side.
Stonebridge Common (30kph speed zone will be included as part of the school plan)							
17	Brainerd Cres	Curb Extensions (already installed)	Reduce speed & enhance pedestrian safety at crossing to park		zebra crosswalk		Approved. Zebra crosswalk will be installed by Sept 1/17 as part of new school plans.
18	Galloway Rd	3-way stop & add Standard Crosswalk on south side	Improve intersection safety		zebra crosswalk		Approved. Will be installed by Sept 1/17 as part of new school plans.
19	Langlois Way	Remove temporary Curb Extension	Not needed		perhaps leave in	curb extension is too far out	Approved. Will be installed by Sept 1/17 as part of new school plans.
20	Vic Blvd	3-way stop	Improve intersection safety	parking & pedestrian visibility a concern; enhance parking restrictions around all of Stonebridge Common	zebra crosswalk		Approved. Will be installed by Sept 1/17 as part of new school plans.
21	Snell Cres	Curb Extension (already installed)	Reduce speed & enhance pedestrian safety at crossing to park		zebra crosswalk		Approved. Zebra crosswalk will be installed by Sept 1/17 as part of new school plans.

APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT
PLAN

Location	Comments	Decision	Added to recommendations
South end of Stonebridge Common	Change yields to stops in future perhaps	Add to recommendations. The south end of Stonebridge Common is a transit route, and as per Policy C07-007, stop signs are warranted.	X
Hunter Rd between Preston Ave & Tim's parking lot	parking restriction on north side	Restrict parking (an additional 25m) on north side of Hunter Rd for the entire portion between Preston Ave & the bus stop to the east to improve eastbound traffic flow at Preston Ave / Hunter Rd.	X
Various locations	pedestrians don't stand in centre of temporary curb extensions because the curbs restrict strollers, walkers etc. Recommend permanent devices rather than temporary curbs.	Assessment on the effectiveness of the devices is required before installing permanent devices. Permanent devices are high cost. No further recommendations.	
Cornish Rd & MacInnes St / Willis Cres	No Parking signs needed to improve sightlines	Comments received during draft planning phase and no issues were noted during site checks. No changes to parking recommended. No further recommendations.	
Stonebridge Common	Extend 30kph school zone to all of Stonebridge Common; all crosswalks should be zebra; too narrow to facilitate two-way traffic- change to one-ways (west side should be northbound, east side should be southbound) and keep parking on both side	School zone will be expanded on either side of Stonebridge Common to include intersections of Brainerd Cres & Snell Cres. Crosswalks will be upgraded to zebra on Stonebridge Common at Brainerd Cres & Snell Cres (already included in draft plan).	X
Hartley / Gordon Rd	Extend 30kph school zone further east and west of the intersections	School zone will include the Hartley Rd and Gordon Rd intersections. These are 4-way stops so drivers are already required to decelerate when approaching the intersection. The school zone will not be expanded further as a reduced speed limit that is not in close proximity to a school will lose driver credibility. No further recommendations.	
Hartley Rd north of school	this should be changed to allow parking (on south side), especially for the daycare and evening events	Parking will be restricted on Hartley Rd / Gordon Rd north of the school site (on the south side of the street) to discourage midblock crossing through the lay-by lane. Designated parent pick-up / drop-off area is available within the lay-by lane. In addition, parking restrictions near the medians are required to allow vehicular clearance. No further recommendations.	
Willis Cres	Bus stop should be moved west slightly; road is too narrow with parking on both sides	Willis Cres is not a transit route. There are a number of driveways with No Parking signs to allow oncoming vehicles to pass. Comments will be included in Narrow Streets Study.	
Preston Ave & Stonebridge Common	U-Turns at 3-way stop	No issues. U-turns are allowed at all unsignalized intersections.	
Gordon Rd near Stepney Cres	Speeding	Speed study on Gordon Rd indicated 85th percentile speed was 53.3kph. Temporary curb extensions near MacInnes St. No further recommendations.	

Location	Comments	Decision	Added to recommendations
Overpasses into Stonebridge (Clarence Ave & Preston Ave)	Were there cycling counts done?	Cycling counts were not conducted as part of the NTR. Comments will be forwarded to the Active Transportation Coordinator for further consideration.	
Cycling connection from Stonebridge to Cumberland Ave	Cyclist / pedestrian connection across Circle Dr needed	Comments will be forwarded to the Active Transportation Coordinator for further consideration.	
Hunter Rd & Dickson Rd	Install a 3-way stop	Turning movement count and collision data determined a 3-way stop is not warranted. No further recommendations.	