

# BUENA VISTA

## 2017 NEIGHBOURHOOD TRAFFIC REVIEWS



City of Saskatoon  
February 8, 2018

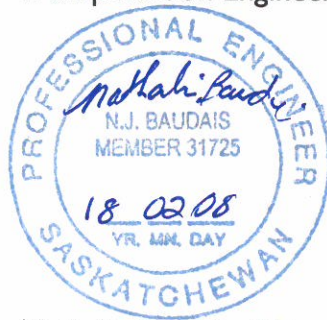
# Buena Vista Neighbourhood Traffic Review

February 8, 2018

Authorization

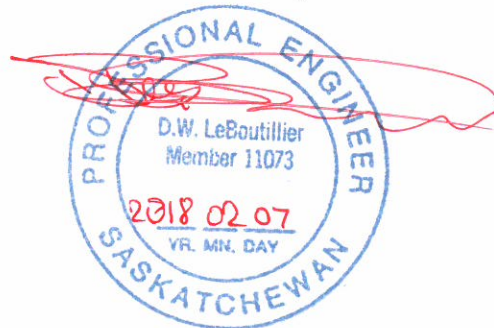
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- Buena Vista Community Association
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- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Cynthia Block

*Cover Photograph Matt Ramage*

## 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 community and stakeholder consultation that provides residents and City staff the opportunity 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 June 2017 to identify traffic concerns and potential solutions within the Buena Vista 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 October 2017.

A summary of recommended improvements for the Buena Vista neighbourhood is included in **Table ES-1**. The summary identifies the locations, recommended improvements, and implementation schedule. 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 (5 years plus). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

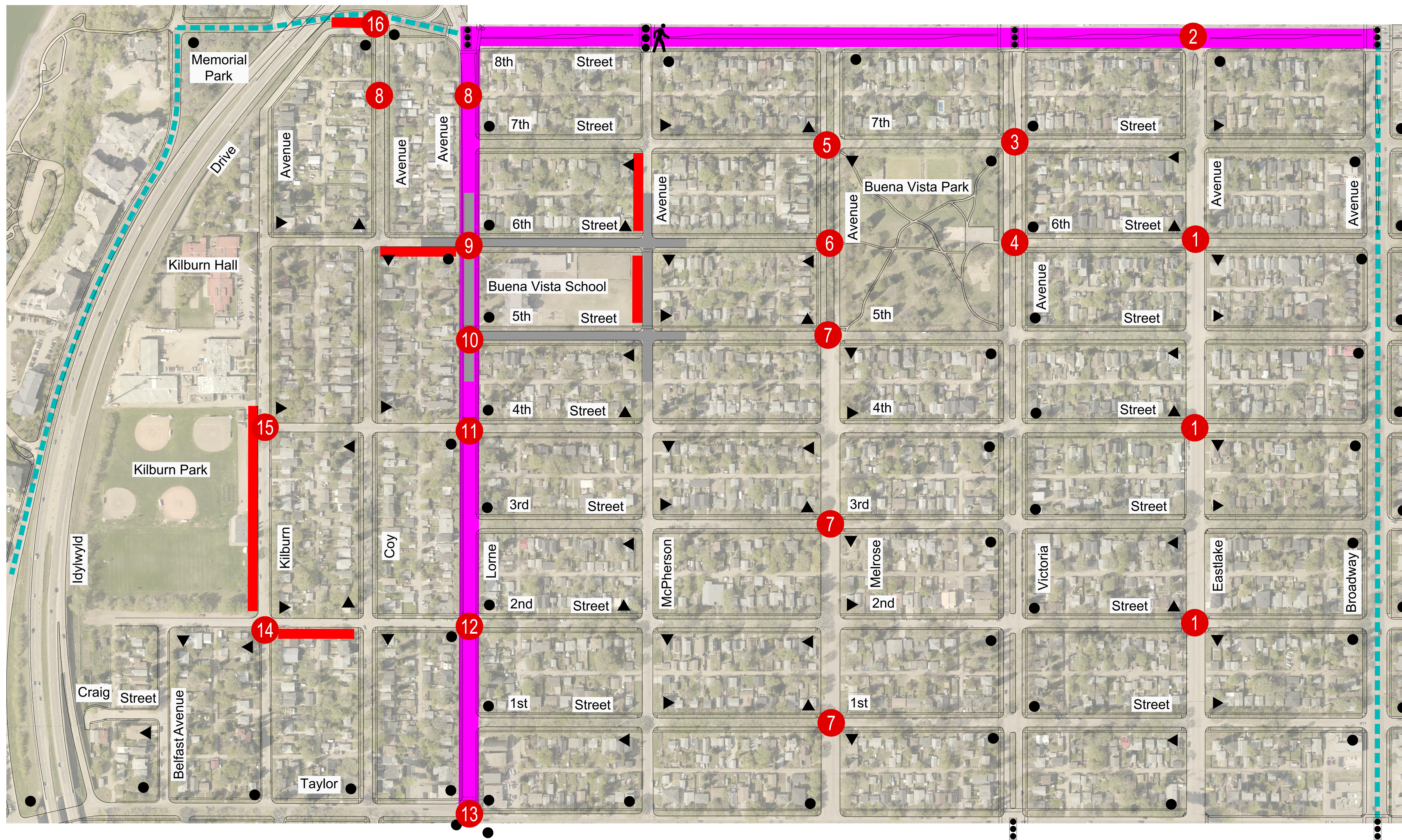
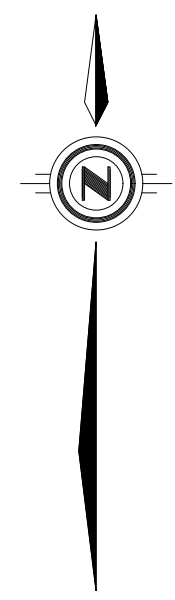
The Buena Vista Traffic Plan is illustrated in **Exhibit ES-1**.

**Table ES-1: Buena Vista Neighbourhood Recommended Improvements**

Item	Location	Recommended Improvement	Justification
1	Eastlake Avenue at 2 <sup>nd</sup> Street, 4 <sup>th</sup> Street & 6 <sup>th</sup> Street	Median islands with additional yield signs	Enhance visibility of traffic control signage & encourage driver compliance
2	8 <sup>th</sup> Street & Eastlake Avenue	Parking restrictions on 8th Street at 20 m on northeast & southwest corners	Improve sightlines
3	Victoria Avenue & 7 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
4.1	Victoria Avenue & 6 <sup>th</sup> Street	Zebra crosswalks, curb extension on west side & northeast corner	Reduce speed & improve pedestrian safety near park
4.2	Victoria Avenue & 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection
4.3	Victoria Avenue & 6 <sup>th</sup> Street	Pedestrian accessibility ramp on southeast corner (on Victoria Avenue)	Improve pedestrian safety at park path connection
5	Melrose Avenue & 7 <sup>th</sup> Street	Move yield sign on southeast corner off of power pole to sign post. Install additional yield signs on medians.	Improve visibility of signage
6.1	Melrose Avenue & 6 <sup>th</sup> Street	Zebra crosswalks & curb extension on east side	Reduce speed & improve pedestrian safety near park
6.2	Melrose Avenue & 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection
6.3	Melrose Avenue & 6 <sup>th</sup> Street	Pedestrian accessibility ramp on northwest & southwest corners (on Melrose Avenue)	Improve pedestrian safety at park path connection
7	Melrose Avenue at 1 <sup>st</sup> Street, 3 <sup>rd</sup> Street & 5 <sup>th</sup> Street	Median islands with additional yield signs	Enhance visibility of traffic control signage & encourage driver compliance
8	East-west lane south of 8 <sup>th</sup> Street between Lorne Avenue & Coy Avenue	20 kph signs	Reduce speed
9	Lorne Avenue & 6 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	Improve visibility of overhead pedestrian sign / ensure it is not obstructed by trees
10.1	Lorne Avenue & 5 <sup>th</sup> Street	Active Pedestrian Corridor	Improve pedestrian safety near school
10.2	Lorne Avenue & 5 <sup>th</sup> Street	Accessibility ramp on northwest corner	Improve pedestrian safety
10.3	Lorne Avenue & 5 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
11	Lorne Avenue & 4 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	Improve visibility of overhead pedestrian sign / ensure it is not obstructed by trees
12	Lorne Avenue & 2 <sup>nd</sup> Street	Install additional pedestrian crosswalk signs & extend parking restrictions on northwest corner (to north property line of Tastebuds)	Improve sightlines & raise awareness of pedestrian crosswalk

**Table ES-I Continued: Buena Vista Neighbourhood Recommended Improvements**

Item	Location	Recommended Improvement	Justification
13.1	Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & improve sightlines
13.2	Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	Improve visibility of signage
13.3	Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Provide direction on expected intersection operations
14	Kilburn Avenue & 2 <sup>nd</sup> Street	Parking restrictions on Kilburn Avenue at 10 m on northwest, southeast & southwest corners	Improve sightlines
15	Kilburn Avenue & 4 <sup>th</sup> Street	Parking restrictions on Kilburn Avenue at 10 m on southeast corner and entire west portion of intersection (10 m south to Sask Abilities driveway)	Improve sightlines
16	8 <sup>th</sup> Street & Poplar Crescent	Zebra crosswalk	Connect new sidewalk
17	8 <sup>th</sup> Street - Lorne Avenue to Broadway Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
18	Lorne Avenue between Taylor Street & 8 <sup>th</sup> Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
19	McPherson Avenue - 5 <sup>th</sup> Street to 6 <sup>th</sup> Street (school zone)	Speed study in spring 2018	Determine if enforcement is needed during school hours
20	Lorne Avenue & 7 <sup>th</sup> Street	Traffic count in spring 2018	Determine if pedestrian improvements are needed
21	7 <sup>th</sup> Street between Eastlake Avenue & Broadway Avenue	Traffic volume & speed study in spring 2018	Determine if speed & traffic volume are within acceptable range
22	8 <sup>th</sup> Street - Poplar Crescent to Coy Avenue	Sidewalk on south side	Improve pedestrian safety on school route
23	Kilburn Avenue - 2 <sup>nd</sup> Street to 4 <sup>th</sup> Street	Sidewalk on west side	Improve pedestrian safety
24	McPherson Avenue - 5 <sup>th</sup> Street to 7 <sup>th</sup> Street	Sidewalk on west side	Improve pedestrian safety
25	6 <sup>th</sup> Street - Lorne Avenue to Coy Avenue	Sidewalk on south side	Improve pedestrian safety



**LEGEND**

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⋮ EXISTING TRAFFIC SIGNAL
- ⋮ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⋮ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # PROPOSED ITEM
- █ PROPOSED SPEED ENFORCEMENT
- █ PROPOSED SIDEWALK INSTALLATION

FOR COMMENTS & INFORMATION VISIT:  
<http://shapingsaskatoon.ca/discussions/buena-vista-neighbourhood-traffic-review>

# BUENA VISTA - TRAFFIC PLAN





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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 Buena Vista neighbourhood.

The Buena Vista neighbourhood is bound by Taylor Street East to the south, Broadway Avenue to the east, river to the west and 8<sup>th</sup> Street East to the north. The land use is mostly residential, with an elementary school on Lorne Avenue (Buena Vista School) and parks on Kilburn Avenue (Kilburn Park) and Melrose Avenue (Buena Vista Park).

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 residents' 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.
- **Stage 4** - Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

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

A public meeting was held in June 2017 to identify traffic concerns within the Buena Vista 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 identified at the following locations:

- Lorne Avenue
- Victoria Avenue
- Melrose Avenue
- Eastlake Avenue
- Kilburn Avenue
- 2<sup>nd</sup> Street (near sports fields)
- 4<sup>th</sup> Street (near sports fields)
- 7<sup>th</sup> Street
- 5<sup>th</sup> Street (near park)
- 8<sup>th</sup> Street
- East / west lane north of 1112 Lorne Avenue
- Broadway Avenue at Tim Hortons driveway (south of 8<sup>th</sup> Street) – drivers crossing over median to access Tim Hortons

Proposed solutions identified by residents:

- Enforcement
- Speed boards
- Radar
- Traffic calming (i.e. curb extensions, roundabout, speed bumps, median islands)
- Add bike lanes to narrow road
- Stop signs

- Reverse direction of yield signs
- Implement 30 kph speed limits near parks / playgrounds and should be in effect 7:00 am to 9:00 pm (or dusk)
- Change school zone hours to 7:00 am to 9:00 pm (or dusk)
- Reduce speed limit to 40 kph

## 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 raised at the following locations:

- Lorne Avenue:
  - Dangerous for kids crossing near school (5<sup>th</sup> Street and 6<sup>th</sup> Street)
  - Drivers pass kids when they are in the crosswalk
  - Drivers don't notice “No Passing” signs at crossings
  - 5<sup>th</sup> Street – missing ramps on west side of street
  - Pedestrians crossing from lane between 4<sup>th</sup> Street & 5<sup>th</sup> Street
  - Pedestrians crossing midblock between 3<sup>rd</sup> Street & 4<sup>th</sup> Street because there's a ramp
  - School isn't moving ‘Silhouettes for Safety’ sign into middle of the street
  - 2<sup>nd</sup> Street – crossing is difficult
  - Taylor Street – buses parking on crosswalk
- Victoria Avenue:
  - 6<sup>th</sup> Street – children crossing to park; pedestrians walking on street because there's no sidewalk
- Melrose Avenue:
  - 6<sup>th</sup> Street – drivers disregard children crossing to park; pedestrian safety concerns; sidewalk exiting the park slopes downward sharply to road so scooters, bikes and skateboards accelerate into intersection
- Kilburn Avenue – kids playing on street
- 5<sup>th</sup> Street – pedestrians walking on street instead of sidewalk
- 8<sup>th</sup> Street & Eastlake Avenue – pedestrian signal needed

- Broadway Avenue – better pedestrian crossings needed
- Missing sidewalks:
  - 8<sup>th</sup> Street – Saskatchewan Crescent to Coy Avenue (south side); children using route to get to school
  - Kilburn Avenue – 2<sup>nd</sup> Street to 4<sup>th</sup> Street (west side)
  - McPherson Avenue – Taylor Street to 7<sup>th</sup> Street (both sides)
  - 6<sup>th</sup> Street – Lorne Avenue to Kilburn Avenue (both sides)
  - 4<sup>th</sup> Street – Lorne Avenue to Kilburn Avenue (both sides)
  - 2<sup>nd</sup> Street - Lorne Avenue to Kilburn Avenue (both sides)
  - Melrose Avenue – 5<sup>th</sup> Street to Taylor Street (both sides)
  - Eastlake Avenue – Taylor Street to 8<sup>th</sup> Street (both sides)
  - Taylor Street – Saskatchewan Crescent to St. Henry Avenue

Proposed solutions identified by residents:

- Crosswalks (standard or zebra)
- Traffic calming (i.e. curb extensions)
- Flashing signs or signs in middle of street
- Don't want to lose trees so consider installing new sidewalks on roadway area

### 2.3 Concern 3 – Traffic Control

Traffic control signs are used 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 a balanced volume from each leg to operate sufficiently.

Neighbourhood concerns regarding traffic controls were identified at the following locations:

- Melrose Avenue – drivers disregarding north-south yield signs (i.e. 1<sup>st</sup> Street, 3<sup>rd</sup> Street, 5<sup>th</sup> Street & 7<sup>th</sup> Street)
- Eastlake Avenue – drivers disregarding north-south yield signs (i.e. 2<sup>nd</sup> Street, 4<sup>th</sup> Street & 6<sup>th</sup> Street)

- Coy Avenue & 6<sup>th</sup> Street – yield signs missing
- Victoria Avenue – turning onto Victoria Avenue is difficult

Proposed solutions identified by residents:

- All-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 identified at the following locations:

- Lorne Avenue & 2<sup>nd</sup> Street – sight distance issues
- Saskatchewan Crescent south of 8<sup>th</sup> Street – road is too narrow with parking; drivers don't park up to curb causing southbound drivers to veer around (on curve) into the opposing traffic lane
- 8<sup>th</sup> Street & Eastlake Avenue – parking too close to intersection

Proposed solutions identified by residents:

- Lorne Avenue & 2<sup>nd</sup> Street – remove some parking in front of Tastebuds to improve sightlines
- Kilburn Avenue – consider No Parking signs near sports fields
- Saskatchewan Crescent – make it a one-way street

## 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 (i.e. snow clearing, potholes, sanding).

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Lorne Avenue:
  - Can't see pedestrians at night; street lighting doesn't reach pedestrian crossings or sidewalks due to tree coverage
  - Issues with snow removal
  - Manholes create large bumps and drivers swerve around them
- Victoria Avenue & 7<sup>th</sup> Street - visibility issues; yield signs blocked by trees



- Melrose Avenue & 6<sup>th</sup> Street – northbound drivers have poor sight lines into park because of shrubs / trees
- Taylor Street between Victoria Avenue & Lorne Avenue – poor pavement conditions
- 8<sup>th</sup> Street between Broadway Avenue & Lorne Avenue – paved seven or eight years ago and is already in a poor condition
- 7<sup>th</sup> Street – potholes
- Not in favour of median islands because they get hit
- Broadway Avenue south of 8<sup>th</sup> Street – snow piled on median

## 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 raised at the following locations:

- 8<sup>th</sup> Street & Broadway Avenue – get rid of pedestrian buttons because they are confusing
- 8<sup>th</sup> Street & Lorne Avenue – signal timing & light activation for the Lorne Avenue through movement onto the freeway has long wait times
- Broadway Avenue & Taylor Street – advanced left turn signal needed

## 3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

### 3.1 Methodology

Stage 2 of the neighbourhood traffic review included development of 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**

Characteristic	Classifications							
	Back Lanes		Locals		Collectors		Arterials	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major
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		Traffic movement major consideration	Traffic movement primary consideration
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000	5,000 – 25,000 (~12,000)	
Typical Speed Limits (kph)	20		50		50		60	60-70
Transit Service	Not permitted		Generally avoided		Permitted		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities		Lane widening or special facilities may be provided	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required	Sidewalks may be provided, separation for traffic lanes preferred	
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions

Vehicle speeds were measured to determine the 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Buena Vista neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

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 (2017)**

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
East-west lane north of 1112 Lorne Ave	Coy Avenue & Lorne Ave	lane	50	NA
Kilburn Avenue	2 <sup>nd</sup> Street & 4 <sup>th</sup> Street	local	370	43
Kilburn Avenue	4 <sup>th</sup> Street & 6 <sup>th</sup> Street		280	39
7 <sup>th</sup> Street	Melrose Avenue & Victoria Avenue		470	42
7 <sup>th</sup> Street	Victoria Avenue & Eastlake Avenue		320	35
5 <sup>th</sup> Street	Melrose Avenue & Victoria Avenue		220	40
Eastlake Avenue	4 <sup>th</sup> Street & 6 <sup>th</sup> Street		685	35
Coy Avenue	4 <sup>th</sup> Street & 5 <sup>th</sup> Street		220	40
Melrose Avenue	5 <sup>th</sup> Street & 7 <sup>th</sup> Street		400	43
Victoria Avenue	5 <sup>th</sup> Street & 7 <sup>th</sup> Street		collector	1,820
Lorne Avenue	5 <sup>th</sup> Street & 6 <sup>th</sup> Street (school zone)	minor arterial	6,160	Regular - 53 School - 36
Lorne Avenue	4 <sup>th</sup> Street & 5 <sup>th</sup> Street		NA	43
8 <sup>th</sup> Street	McPherson Avenue & Melrose Avenue	major arterial	16,100	68

### 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. At least 35% of the traffic entering the intersection from the minor street 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** and **Table 3-4**.

**Table 3-3: All-Way Stop Warrant Criteria**

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Lorne Avenue & 6 <sup>th</sup> Street	584	6,300	0 (no)	Criteria 2 met. Continue to Step 2.
Lorne Avenue & 5 <sup>th</sup> Street	605	6,210	0 (no)	Criteria 1 & 2 met. Continue to Step 2.
Lorne Avenue & 2 <sup>nd</sup> Street	618	6,340	0 (no)	Criteria 1 & 2 met. Continue to Step 2.
Melrose Avenue & 6 <sup>th</sup> Street	46	540	0 (no)	Criteria not met.
Victoria Avenue & 6 <sup>th</sup> Street	194	2,230	0 (no)	Criteria not met.

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
Lorne Avenue & 6 <sup>th</sup> Street	6%	205 m (yes)	All-way stop not warranted.
Lorne Avenue & 5 <sup>th</sup> Street	4%	300 m (yes)	
Lorne Avenue & 2 <sup>nd</sup> Street	6%	200 m (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 pedestrians and vehicles at the location.

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

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
Lorne Avenue & 6 <sup>th</sup> Street	63	Existing Pedestrian Corridor. No other devices warranted.
Lorne Avenue & 5 <sup>th</sup> Street	81	Active Pedestrian Corridor warranted.
Lorne Avenue & 2 <sup>nd</sup> Street	45	Pedestrian Devices not warranted.
Melrose Avenue & 6 <sup>th</sup> Street	38	
Victoria Avenue & 6 <sup>th</sup> Street	31	
Eastlake Avenue & 8 <sup>th</sup> Street	20	

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

### 3.5 Collision Analysis

The most recently available five-year collision data (2012 to 2016) was provided by Saskatchewan Government Insurance (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. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections with two or more collisions per year within Buena Vista include:

- 8<sup>th</sup> Street East at:
  - McPherson Avenue
  - Eastlake Avenue
  - Lorne Avenue to McPherson Avenue (midblock/driveways)
  - McPherson Avenue to Melrose Avenue (midblock/driveways)
  - Melrose Avenue to Victoria Avenue (midblock/driveways)
  - Eastlake Avenue to Broadway Avenue (midblock/driveways)
- Taylor Street East - McPherson Avenue to Melrose Avenue (midblock/driveways)

In this case, higher trends are noted along 8<sup>th</sup> Street and Taylor Street, which is expected as they are arterial roadways with high traffic volumes.

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 improvements.
- 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 Plan, including the location, recommended improvement and 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
Victoria Avenue & 6 <sup>th</sup> Street	Curb extension on west side & northeast corner	Reduce speed near park
Melrose Avenue & 6 <sup>th</sup> Street	Curb extension on east side	Reduce speed near park
East-west lane south of 8 <sup>th</sup> Street between Lorne Avenue & Coy Avenue	20 kph signs	Reduce speed
8 <sup>th</sup> St E between Lorne Avenue to Broadway Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
Lorne Avenue between Taylor Street & 8 <sup>th</sup> Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
McPherson Ave between 5 <sup>th</sup> Street to 6 <sup>th</sup> Street (school zone)	Speed study in spring 2018	Determine if enforcement is needed during school hours
7 <sup>th</sup> Street between Eastlake Avenue & Broadway Avenue	Traffic volume & speed study in spring 2018	Determine if speed & traffic volume are within acceptable range



### 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
Victoria Avenue & 7 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
Victoria Avenue & 6 <sup>th</sup> Street	Zebra crosswalks	Improve pedestrian safety near park
Victoria Avenue & 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection
Victoria Avenue & 6 <sup>th</sup> Street	Pedestrian accessibility ramp on southeast corner (on Victoria Avenue)	Improve pedestrian safety at park path connection
Melrose Avenue & 6 <sup>th</sup> Street	Zebra crosswalks	Improve pedestrian safety near park
Melrose Avenue & 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection
Melrose Avenue & 6 <sup>th</sup> Street	Pedestrian accessibility ramp on northwest & southwest corners (on Melrose Avenue)	Improve pedestrian safety at park path connection
Lorne Avenue & 6 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	Improve visibility of overhead pedestrian sign / ensure it is not obstructed by trees
Lorne Avenue & 5 <sup>th</sup> Street	Active Pedestrian Corridor	Improve pedestrian safety near school
Lorne Avenue & 5 <sup>th</sup> Street	Accessibility ramp on northwest corner	Improve pedestrian safety
Lorne Avenue & 4 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	Improve visibility of overhead pedestrian sign / ensure it is not obstructed by trees
Lorne Avenue & 2 <sup>nd</sup> Street	Install additional pedestrian crosswalk signs	Raise awareness of pedestrian crosswalk
Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & enhance sightlines
Lorne Avenue & 7 <sup>th</sup> Street	Traffic count in spring 2018	Determine if pedestrian improvements are needed
7 <sup>th</sup> Street between Eastlake Avenue & Broadway Avenue	Traffic volume & speed study in spring 2018	Determine if speed & traffic volume are within acceptable range

**Table 4-2 Continued: Recommended Improvements - Pedestrian Safety**

Location	Recommended Improvement	Justification
8 <sup>th</sup> Street - Poplar Crescent to Coy Avenue	Sidewalk on south side	Improve pedestrian safety on school route
8 <sup>th</sup> Street & Poplar Crescent	Zebra crosswalk	Connect new sidewalk
Kilburn Avenue - 2 <sup>nd</sup> Street to 4 <sup>th</sup> Street	Sidewalk on west side	Improve pedestrian safety
McPherson Avenue – 5 <sup>th</sup> Street to 7 <sup>th</sup> Street	Sidewalk on west side	Improve pedestrian safety
6 <sup>th</sup> Street – Lorne Avenue to Coy Avenue	Sidewalk on south side	Improve pedestrian safety
2 <sup>nd</sup> Street – Coy Avenue to Kilburn Avenue	Sidewalk on south side	Improve pedestrian safety
Lorne Avenue – Taylor Street to 8 <sup>th</sup> Street	Upgrade light fixtures for the southbound direction	Improve street lighting & visibility of pedestrians

#### 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
Eastlake Avenue at 2 <sup>nd</sup> Street, 4 <sup>th</sup> Street & 6 <sup>th</sup> Street	Median islands with additional yield signs	Enhance visibility of traffic control & encourage driver compliance on wide street
Melrose Avenue & 7 <sup>th</sup> Street	Move yield sign on southeast corner off of power pole to sign post. Install additional yield signs on medians.	Improve visibility of signage
Melrose Avenue at 1 <sup>st</sup> Street, 3 <sup>rd</sup> Street & 5 <sup>th</sup> Street	Median islands with additional yield signs	Enhance visibility of traffic control & encourage driver compliance on wide street
Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	Improve visibility of signage
Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible location (east of Lorne Avenue approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Provide direction on expected intersection operations

## 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
8 <sup>th</sup> Street & Eastlake Avenue	Parking restrictions on 8th St at 20 m on northeast & southwest corners	Improve sightlines
Victoria Avenue & 7 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
Lorne Avenue & 5 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
Lorne Avenue & 2 <sup>nd</sup> Street	Extend parking restrictions on northwest corner (to north property line of Tastebuds)	Improve sightlines
Kilburn Avenue & 2 <sup>nd</sup> Street	Parking restrictions on Kilburn Avenue at 10 m on northwest, southeast & southwest corners	Improve sightlines
Kilburn Avenue & 4 <sup>th</sup> Street	Parking restrictions on Kilburn Avenue at 10 m on southeast corner and entire west portion of intersection (10 m south to Sask Abilities driveway)	Improve sightlines

## 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 October 2017. Meeting minutes are provided in **Appendix F**. 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 G**. Additional issues raised during the follow-up meeting were assessed and outlined **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to 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 5 years plus.

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 Buena Vista are likely to take place in spring / summer 2018.

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

- **Table 5-1:** Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- **Table 5-2:** Speed Enforcement Cost Estimate
- **Table 5-3:** Additional Traffic Counts Cost Estimate
- **Table 5-4:** Pedestrian Safety Devices Cost Estimate
- **Table 5-5:** Permanent Traffic Calming Cost Estimate
- **Table 5-6:** Pedestrian Ramps Cost Estimate
- **Table 5-7:** Sidewalks & Multi-Use Paths Cost Estimate
- **Table 5-8:** Total Cost Estimate

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

Location	Device	Cost Estimate	Time Frame
Eastlake Avenue at 2 <sup>nd</sup> Street, 4 <sup>th</sup> Street & 6 <sup>th</sup> Street	Median Island (6) & Yield sign (6)	\$4,500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Melrose Avenue at 1 <sup>st</sup> Street, 3 <sup>rd</sup> Street & 5 <sup>th</sup> Street	Median Island (6) & Yield sign (6)	\$4,500	
Melrose Avenue & 6 <sup>th</sup> Street	Curb Extension (1) & Zebra crosswalks (2)	\$1,700	
Victoria Avenue & 6 <sup>th</sup> Street	Curb Extension (2) & Zebra crosswalks (2)	\$1,700	
Kilburn Avenue & 2 <sup>nd</sup> Street	No Parking sign (3)	\$750	
Kilburn Avenue & 4 <sup>th</sup> Street	No Parking sign (3)	\$500	
8 <sup>th</sup> Street & Eastlake Avenue	No Parking sign (2)	\$500	
Lorne Avenue & Taylor Street	Lane designation pavement markings (2)	\$100	
Lorne Avenue & 2 <sup>nd</sup> Street	Crosswalk sign (2)	\$500	
Lorne Avenue & 5 <sup>th</sup> Street	No Parking sign (1)	\$250	
Victoria Avenue & 7 <sup>th</sup> Street	No Parking sign (1)	\$250	
Melrose Avenue & 7 <sup>th</sup> Street	Yield sign (2)	\$500	
East-west lane south of 8 <sup>th</sup> Street between Lorne Avenue & Coy Avenue	20 kph sign (2)	\$500	
8 <sup>th</sup> Street & Poplar Crescent	Zebra crosswalk (1)	\$600	
<b>Total</b>		<b>\$16,850</b>	

**Table 5-2: Speed Enforcement Cost Estimate**

Location	Device	Cost Estimate	Time Frame
8 <sup>th</sup> Street - Lorne Avenue to Broadway Avenue	Forward peak hour speed data to Saskatoon Police Service for enforcement	\$0 (funded by Saskatoon Police Service)	1 to 2 years
Lorne Avenue between Taylor Street & 8 <sup>th</sup> Street	Forward peak hour speed data to Saskatoon Police Service for enforcement	\$0 (funded by Saskatoon Police Service)	
<b>Total</b>		<b>\$0</b>	

**Table 5-3: Additional Traffic Counts Cost Estimate**

Location	Device	Cost Estimate	Time Frame
7 <sup>th</sup> Street between Eastlake Avenue & Broadway Avenue	7-day Average Daily Traffic & Speed Study	\$0	1 to 2 years
McPherson Avenue - 5 <sup>th</sup> Street to 6 <sup>th</sup> Street (school zone)	7-day Average Daily Traffic & Speed Study	\$0	
Lorne Avenue & 7 <sup>th</sup> Street	Peak Hour Turning Movement Count	\$200	
<b>Total</b>		<b>\$200</b>	

**Table 5-4: Pedestrian Safety Devices Cost Estimate**

Location	Device (# of Devices)	Cost Estimate	Time Frame
Lorne Avenue & 4 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	\$1,000	3 to 5 years
Lorne Avenue & 5 <sup>th</sup> Street	Active Pedestrian Corridor	\$20,000	
Lorne Avenue & 6 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	\$1,000	
Lorne Avenue - Taylor Street to 8 <sup>th</sup> Street	Upgrade light fixtures for the southbound direction	\$3,150	
<b>Total</b>		<b>\$25,150</b>	

**Table 5-5: Permanent Traffic Calming Cost Estimate**

Location	Device (# of Devices)	Cost Estimate	Time Frame
Eastlake Avenue at 2 <sup>nd</sup> Street, 4 <sup>th</sup> Street & 6 <sup>th</sup> Street	Median Island (6)	\$30,000	3 to 5 years
Melrose Avenue at 1 <sup>st</sup> Street, 3 <sup>rd</sup> Street & 5 <sup>th</sup> Street	Median Island (6)	\$30,000	
Melrose Avenue & 6 <sup>th</sup> Street	Curb Extension (1)	\$90,000	
Victoria Avenue & 6 <sup>th</sup> Street	Curb Extension (2)	\$135,000	
<b>Total</b>		<b>\$285,000</b>	

**Table 5-6: Pedestrian Ramps Cost Estimate**

Location	Device (# of Devices)	Cost Estimate	Time Frame
Melrose Avenue & 6 <sup>th</sup> Street	Pedestrian ramp (4)	\$14,000	5 years plus
Victoria Avenue & 6 <sup>th</sup> Street	Pedestrian ramp (3)	\$10,500	
Lorne Avenue & 5 <sup>th</sup> Street	Pedestrian ramp (1)	\$3,500	
<b>Total</b>		<b>\$28,000</b>	

**Table 5-7: Sidewalks & Multi-Use Paths Cost Estimate**

Location	Device (# of Devices)	Length (metres)	Cost Estimate	Time Frame
Melrose Avenue (multi-use path)	6 <sup>th</sup> Street intersection	15	\$6,600	5 years plus
8 <sup>th</sup> Street (sidewalk)	Poplar Crescent to Coy Avenue (south side)	90	\$39,600	
Kilburn Avenue (sidewalk)	2 <sup>nd</sup> Street to 4 <sup>th</sup> Street (west side)	215	\$94,600	
McPherson Avenue (sidewalk)	5 <sup>th</sup> Street to 7 <sup>th</sup> Street (west side)	180	\$79,200	
6 <sup>th</sup> Street (sidewalk)	Lorne Avenue to Coy Avenue (south side)	95	\$41,800	
<b>Total</b>		<b>690</b>	<b>\$303,600</b>	

**Table 5-8: Total Cost Estimate**

Category	Time Frame		
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)	Long Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$16,850	NA	NA
Speed Enforcement	\$0	NA	NA
Additional Traffic Counts	\$200	NA	NA
Pedestrian Safety Devices	NA	\$25,150	NA
Permanent Traffic Calming	NA	\$285,000	NA
Pedestrian Ramps	NA	NA	\$28,000
Sidewalks / Multi-Use Paths	NA	NA	\$303,600
<b>Total</b>	<b>\$17,050</b>	<b>\$310,150</b>	<b>\$331,600</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$17,050**. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks / multi-use paths) is **\$331,600**.

Resulting from the neighbourhood traffic review is a list of recommended improvements, including the location and justification as summarized in **Table 5-9**.

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

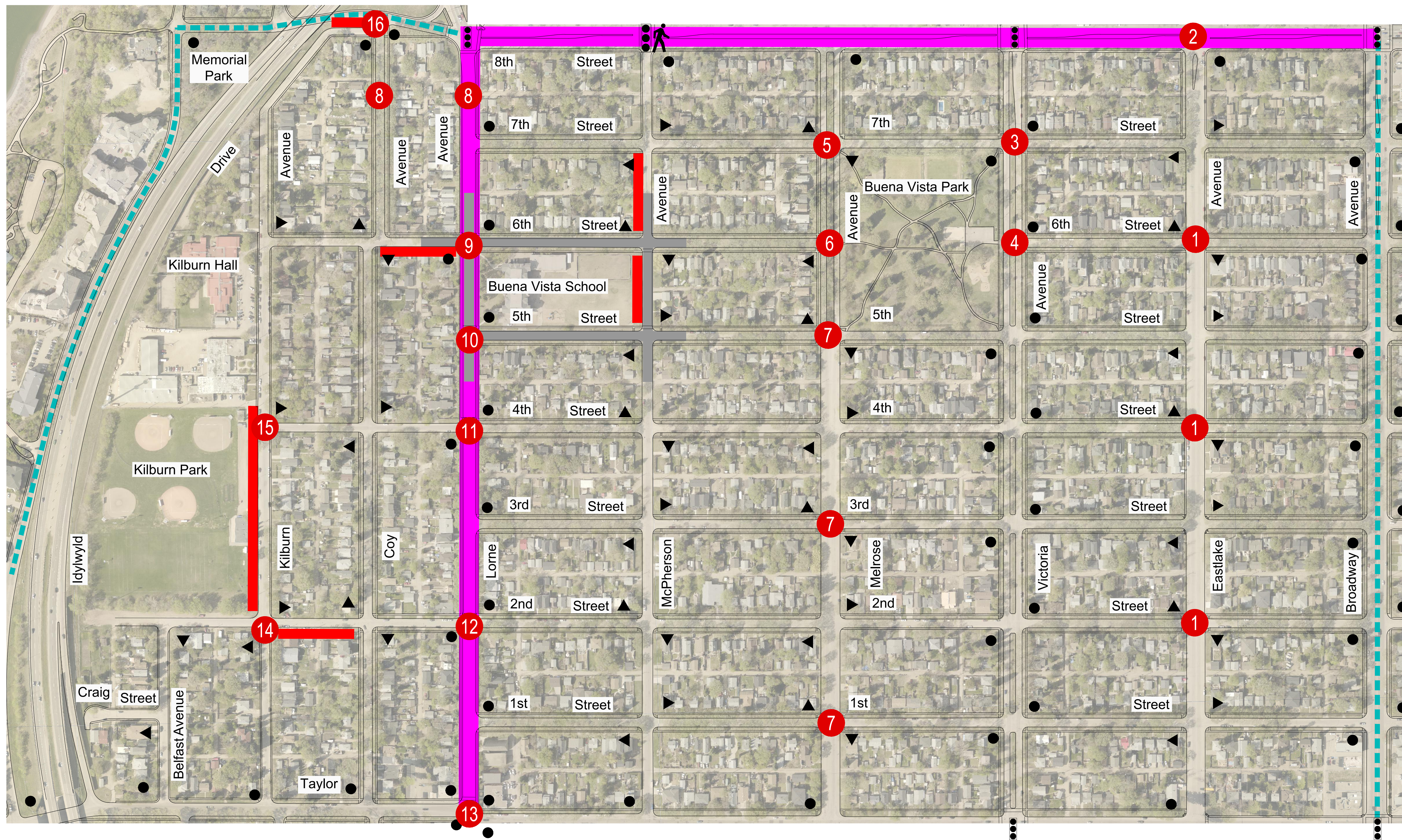
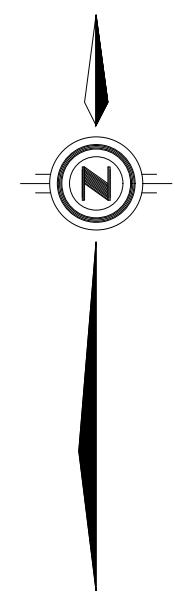


Table 5-9: Buena Vista Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Eastlake Avenue at 2 <sup>nd</sup> Street, 4 <sup>th</sup> Street & 6 <sup>th</sup> Street	Median islands with additional yield signs	Enhance visibility of traffic control signage & encourage driver compliance
2	8 <sup>th</sup> Street & Eastlake Avenue	Parking restrictions on 8th Street at 20 m on northeast & southwest corners	Improve sightlines
3	Victoria Avenue & 7 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
4.1	Victoria Avenue & 6 <sup>th</sup> Street	Zebra crosswalks, curb extension on west side & northeast corner	Reduce speed & improve pedestrian safety near park
4.2	Victoria Avenue & 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection
4.3	Victoria Avenue & 6 <sup>th</sup> Street	Pedestrian accessibility ramp on southeast corner (on Victoria Avenue)	Improve pedestrian safety at park path connection
5	Melrose Avenue & 7 <sup>th</sup> Street	Move yield sign on southeast corner off of power pole to sign post. Install additional yield signs on medians.	Improve visibility of signage
6.1	Melrose Avenue & 6 <sup>th</sup> Street	Zebra crosswalks & curb extension on east side	Reduce speed & improve pedestrian safety near park
6.2	Melrose Avenue & 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection
6.3	Melrose Avenue & 6 <sup>th</sup> Street	Pedestrian accessibility ramp on northwest & southwest corners (on Melrose Avenue)	Improve pedestrian safety at park path connection
7	Melrose Avenue at 1 <sup>st</sup> Street, 3 <sup>rd</sup> Street & 5 <sup>th</sup> Street	Median islands with additional yield signs	Enhance visibility of traffic control signage & encourage driver compliance
8	East-west lane south of 8 <sup>th</sup> Street between Lorne Avenue & Coy Avenue	20 kph signs	Reduce speed
9	Lorne Avenue & 6 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	Improve visibility of overhead pedestrian sign / ensure it is not obstructed by trees
10.1	Lorne Avenue & 5 <sup>th</sup> Street	Active Pedestrian Corridor	Improve pedestrian safety near school
10.2	Lorne Avenue & 5 <sup>th</sup> Street	Accessibility ramp on northwest corner	Improve pedestrian safety
10.3	Lorne Avenue & 5 <sup>th</sup> Street	Parking restrictions on southeast corner at 10 m	Improve sightlines
11	Lorne Avenue & 4 <sup>th</sup> Street	Lengthen pole for overhead illumination of Pedestrian Corridor	Improve visibility of overhead pedestrian sign / ensure it is not obstructed by trees
12	Lorne Avenue & 2 <sup>nd</sup> Street	Install additional pedestrian crosswalk signs & extend parking restrictions on northwest corner (to north property line of Tastebuds)	Improve sightlines & raise awareness of pedestrian crosswalk

**Table 5-9 Continued: Buena Vista Neighbourhood Recommended Improvements**

<b>Item</b>	<b>Location</b>	<b>Recommended Improvement</b>	<b>Justification</b>
13.1	Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & improve sightlines
13.2	Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	Improve visibility of signage
13.3	Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Provide direction on expected intersection operations
14	Kilburn Avenue & 2 <sup>nd</sup> Street	Parking restrictions on Kilburn Avenue at 10 m on northwest, southeast & southwest corners	Improve sightlines
15	Kilburn Avenue & 4 <sup>th</sup> Street	Parking restrictions on Kilburn Avenue at 10 m on southeast corner and entire west portion of intersection (10 m south to Sask Abilities driveway)	Improve sightlines
16	8 <sup>th</sup> Street & Poplar Crescent	Zebra crosswalk	Connect new sidewalk
17	8 <sup>th</sup> Street - Lorne Avenue to Broadway Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
18	Lorne Avenue between Taylor Street & 8 <sup>th</sup> Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
19	McPherson Avenue - 5 <sup>th</sup> Street to 6 <sup>th</sup> Street (school zone)	Speed study in spring 2018	Determine if enforcement is needed during school hours
20	Lorne Avenue & 7 <sup>th</sup> Street	Traffic count in spring 2018	Determine if pedestrian improvements are needed
21	7 <sup>th</sup> Street between Eastlake Avenue & Broadway Avenue	Traffic volume & speed study in spring 2018	Determine if speed & traffic volume are within acceptable range
22	8 <sup>th</sup> Street - Poplar Crescent to Coy Avenue	Sidewalk on south side	Improve pedestrian safety on school route
23	Kilburn Avenue - 2 <sup>nd</sup> Street to 4 <sup>th</sup> Street	Sidewalk on west side	Improve pedestrian safety
24	McPherson Avenue - 5 <sup>th</sup> Street to 7 <sup>th</sup> Street	Sidewalk on west side	Improve pedestrian safety
25	6 <sup>th</sup> Street - Lorne Avenue to Coy Avenue	Sidewalk on south side	Improve pedestrian safety



**LEGEND**

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⋮ EXISTING TRAFFIC SIGNAL
- 🚶 EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶 EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # PROPOSED ITEM
- █ PROPOSED SPEED ENFORCEMENT
- █ PROPOSED SIDEWALK INSTALLATION

FOR COMMENTS & INFORMATION VISIT:  
<http://shapingsaskatoon.ca/discussions/buena-vista-neighbourhood-traffic-review>

# BUENA VISTA - TRAFFIC PLAN



APPENDIX A: PUBLIC MEETING #1 – JUNE 6, 2017 MINUTES

**Buena Vista Neighbourhood  
Traffic Review  
Tuesday, June 6, 2017, 7:00 – 9:00 P.M.  
Saskatoon Unitarians (213 – 2<sup>nd</sup> Street East)**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Justine Marcoux, Marina Melchiorre, Chelsea Lanning

Councillor Block 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 – Buena Vista Neighbourhood Traffic Review  
(Presented by Justine Marcoux – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Buena Vista Review Schedule
- Sources of Information
- Concerns Received
- Examples of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

- **August 2013** – New process; neighbourhood review vs issue by issue; eight neighbourhoods reviewed per year
- **Mandate** – Reduce & calm traffic, improve safety within neighbourhoods
- **2014** – 11 neighbourhoods
- **2015** – 8 neighbourhoods
- **2016** – 8 neighbourhoods
- **2017** – Buena Vista, Queen Elizabeth / Exhibition, Pleasant Hill, Wildwood, Silverwood Heights, Richmond Heights / North Park, Erindale / Arbor Creek, Dundonald

Study Area:

- Taylor St (south), Broadway Ave (east), 8<sup>th</sup> St (north), river (west)

#### Timeline for Buena Vista Review:

- **Stage 1** – Identify issues & possible solutions through community consultation (June to fall 2017/early 2018)
- **Stage 2** – Develop a draft traffic plan (fall 2017/early 2018)
- **Stage 3** – Present draft traffic plan to community for feedback (fall 2017/early 2018)
- **Stage 4** – Implement the changes over time (as early as spring 2018)

#### Sources of Information:

- Past Studies – stop & yield retrofit program (yield signs installed at all uncontrolled intersections in 2015)
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments

#### Concerns Received:

- Lorne Ave, Victoria Ave, Melrose Ave, Eastlake Ave – speeding, pedestrian safety (parks, schools)
- Kilburn Ave – narrow street with speeding; kids crossing, dangerous blind curves
- 7<sup>th</sup> St – shortcut to avoid traffic signals on 8<sup>th</sup>
- 5<sup>th</sup> St – speeding near park
- Lanes – east/west lane from Lorne Ave south of 8<sup>th</sup> St
- Missing sidewalks – 8<sup>th</sup> St near Poplar Cres, Kilburn Ave, McPherson Ave, 6<sup>th</sup> St, 4<sup>th</sup> St, 2<sup>nd</sup> St, Melrose Ave, Eastlake Ave, Taylor St
- Broadway Ave – better pedestrian crossings
- Broadway & Taylor – advanced green signals
- Broadway & 8<sup>th</sup> – get rid of pedestrian buttons because they're confusing and make it hard to cross
- 8<sup>th</sup> St & Eastlake – pedestrian-activated light

#### Major Intersection & Corridor Reviews:

- Separate process to address issues at intersection along arterial streets - Neighbourhood Traffic Review addresses issues on local / collector streets
- Follows similar process to Neighbourhood Traffic Review - recommendations will be identified and projects will be prioritized for funding approval
- Report presented to Council

#### 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 Buena Vista and potential solutions

**Group 1: Marina Melchiorre**

- Kilburn Ave & Taylor St – speeding; people going to baseball fields; reverse direction of yield signs at 2<sup>nd</sup> St and 4<sup>th</sup> St; difficult to cross
- Implement 30 kph limit near parks
- 2<sup>nd</sup> St & Lorne Ave – crossing is difficult; sight distance
- Lorne Ave – lane between 4<sup>th</sup> St / 5<sup>th</sup> St – cars speeding; pedestrian hazard out of lane
- Lorne Ave & 5<sup>th</sup> St – northwest corner ramp is missing; double-check, west side southwest is more visible for pedestrian crossing
- Snow removal at 5<sup>th</sup> St & Lorne Ave is needed
- There’s a ramp on Lorne Ave that is angled out so kids “scoot” out into traffic (between 3<sup>rd</sup> St & 4<sup>th</sup> St)
- Sidewalk priority on McPherson Ave for north/south
- Eastbound 8<sup>th</sup> St shortcutting via Victoria Ave to Eastlake Ave to 7<sup>th</sup> St to avoid signal at Broadway Ave
- Tim Hortons on Broadway Ave – Food Services using 7<sup>th</sup> St to access instead of 8<sup>th</sup> St (\*\*7<sup>th</sup> St between Broadway Ave & Victoria Ave – truck classification requested for count)
- Snow removal on Broadway median – drivers are crossing median to access Tim Hortons driveway
- 8<sup>th</sup> St & Eastlake Ave – pedestrian signal; people parking too close to intersection
- 7<sup>th</sup> St to Victoria Ave north – visibility / unsafe
- Like yield signs on wide streets
- Temporary routing – need traffic calming; slow down traffic
- Bus stop at Lorne Ave & Taylor St (southwest corner) – bus blocks crosswalk
- 7<sup>th</sup> St – potholes; poor condition
- Eastlake Ave – add bike lanes to narrow down
- Victoria Ave – bridge traffic will be an issue; crosswalk at 6<sup>th</sup> St needed

## Group 2: Chelsea Lanning

- Lorne Ave at 5<sup>th</sup> St & 6<sup>th</sup> St – install curb extensions; people aren't noticing the "No Passing" sign at these crossings; install flashing signal or signs in middle of street
- Coy Ave & 6<sup>th</sup> St - yield sign missing on northwest corner; shortcutting along here
- Lorne Ave & Taylor St – could a roundabout be considered?
- Kilburn Ave – Coy Ave / 4<sup>th</sup> St – 2<sup>nd</sup> St:
  - Heavy traffic to the sports fields
  - Circulating parking all day
  - Narrow streets and congested
  - Also near Tastebuds
- Lorne Ave school zone – speeding & distracted driving; people aren't stopping for kids crossing
- Missing sidewalks:
  - McPherson Ave (maybe not needed)
  - Do we consider safety?
  - Don't want to lose the trees so consider installation on the roadway area
- Trouble seeing past parking at all intersections, no matter if there are yield signs
- Consider No Parking signs near the sports fields
- 8<sup>th</sup> St & Lorne Ave – signal timing & light activation for Lorne Ave through movement onto freeway has long wait times
- Lorne Ave – speed boards needed
- Don't like the median with the sign because they get hit
- No more sound walls!
- Lorne Ave – speeding; issues with housing right on it; long distances between stops; houses close to the street; can't see pedestrians at night; street lighting doesn't reach the pedestrians crossing or sidewalks
- Reduction in speed limit to 40 kph
- Lack of infrastructure for active transportation
- Turning left onto Victoria Ave is difficult

## Comments received outside of small group discussions:

- 8<sup>th</sup> St (near McPherson) – speeding especially during evenings and weekends; request for enforcement; drivers accelerating from Circle Dr
- Conditions of roadway paving are poor:
  - Lorne Ave – manholes creating large bumps; manhole near Melville St (in southbound lane) causes drivers to swerve around it
  - Taylor St from Victoria Ave to Lorne Ave
  - 8<sup>th</sup> St from Broadway Ave to Lorne Ave was paved 7 or 8 years ago and already in terrible condition.
- Lorne Ave school zone – school isn't moving school zone sign (for Silhouettes for Safety Program) into centre of street.



## Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than July 6/17
3. Additional public input via City on-line Community Engagement webpage no later than July 6/17 <http://shapingsaskatoon.ca/discussions>
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

## Question & Answer

Resident: What kind of costs are associated with the solutions / devices?

City: We do have approximate costs per device & those are available in previous reports. A report can be posted to the Shaping Saskatoon website as an example.

Resident: It's necessary to post to the website but it seems like it's a hard time finding information.

City: Sidewalk recommendations will be included but funded through the Sidewalk Retrofit Program.

Resident: Do we have historical traffic data? Do we only count once in the year?

City: We do have some historical data. We choose the time and date for our studies based on the concern. For example, if it's near a school (count in June or carry over to the fall) or near parks (count in the summer) and so on.

Resident: Are intersections specific?

City: Yes. Speed studies are the location of concern as well. Lorne Avenue would typically be reviewed under the Major Intersections or Corridor Reviews; however we do collect data to provide peak hour information to Saskatoon Police Service to provide enforcement. We also can select these types of roadways for our speed display boards.

Resident: Do we collect data for cyclists?

City: We do for our intersection counts. Speed studies we cannot.

Resident: Do we collect vehicle types?

City: Our speed tubes (typically used for a neighbourhood studies) do not detect vehicle types. If there are particular locations where you'd like us to gather vehicle classification we can do so.

Resident: The City should do a blitz to see where trees are blocking signs.

City: Parks has a 7-year pruning cycle for neighbourhood signs. So unless the neighbourhood is on the list for the year, trees are only trimmed upon request.

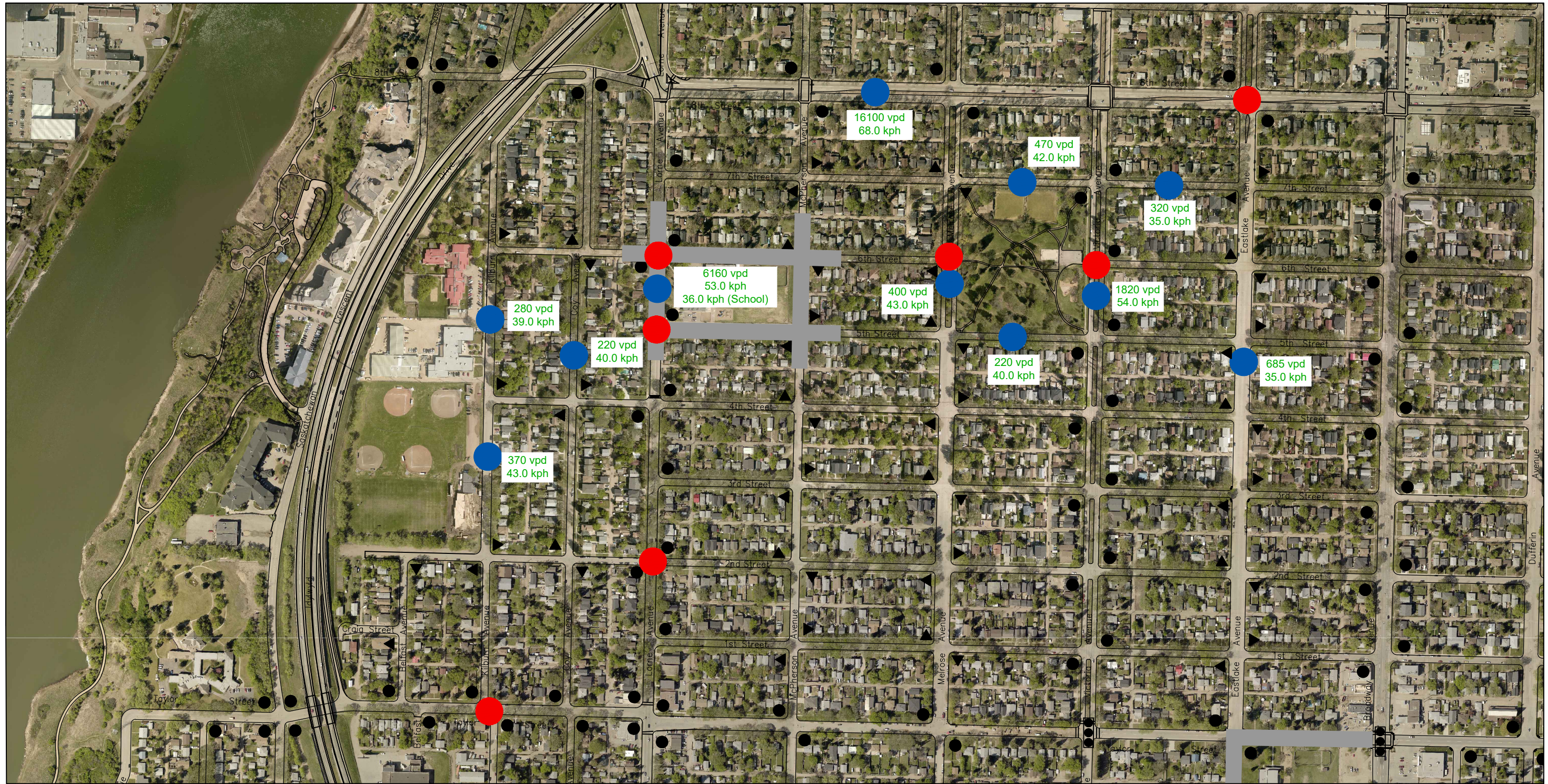
Resident: How do we decide where to collect data?

City: Based on the concerns. We also use our judgement to see if a count is required depending on the type of request.

Resident: I'm concerned about the roadway condition on Victoria Ave between Taylor St & 8<sup>th</sup> St since it will get a lot more traffic when the bridge opens.

Resident: I'm concerned about providing good pedestrian access to the river. Specifically Saskatchewan Cres / 8<sup>th</sup> St. Sidewalk are right next to fences.

## APPENDIX B: TRAFFIC DATA COLLECTION



# BUENA VISTA TRAFFIC DATA

## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- ▬ EXISTING SCHOOL ZONE
- Ⓜ EXISTING TRAFFIC SIGNAL
- TRAFFIC + PEDESTRIAN COUNT  
7-DAY TRAFFIC VOLUME  
+ SPEED STUDY
- NUMBER OF VEHICLES PER DAY  
85th PERCENTILE SPEED



## APPENDIX C: ALL-WAY STOP ASSESSMENTS

## Appendix C: All-Way Stop Assessments

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
Lorne Avenue & 6 <sup>th</sup> Street	6% - Condition NOT met	No – Condition met	Conditions NOT met.
Lorne Avenue & 6 <sup>th</sup> Street	4% - Condition NOT met	No – Condition met	
Lorne Avenue & 6 <sup>th</sup> Street	6% - Condition NOT met	No – Condition met	
Melrose Avenue & 6 <sup>th</sup> Street	16% - Condition NOT met	No – Condition met	
Victoria Avenue & 6 <sup>th</sup> Street	4% - Condition NOT met	No – Condition met	

## APPENDIX D: PEDESTRIAN DEVICE ASSESSMENTS

## Appendix D: Pedestrian Device Assessments

### Lorne Ave & 6<sup>th</sup> St:

**tion & Roadway Classification:**  Lorne Ave & 6th St - minor arterial & local  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Sep 13/17  
**Weather:**  fair  
**Traffic Control Devices:**  2-way stop  
**Current Pedestrian Control:**  PC & zebra on south side  
**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**  205 m

**Location:** 8th St

**Type:** TS

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

**Duration of pedestrian count**  5 hrs

<b>Elementary:</b>	<b>63</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>4,155</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>31</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>2,373</b>				

**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	41	5	57	7	2								3
8:15	40	3	63	9									2
8:30	55	2	53	2	1								3
8:45	57	5	58	5									6
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>193</b>	<b>15</b>	<b>231</b>	<b>23</b>	<b>3</b>								<b>14</b>
11:30	48	3	44	4									
11:45	41		39	5	1								
12:00	48	4	37	7	2								1
12:15	69	4	34	4	3								2
12:30	53	1	44	7	1								1
12:45	47		49	7									2
13:00	52	1	51	2									1
13:15	65	1	44	4									
<b>Noon Totals</b>	<b>423</b>	<b>14</b>	<b>342</b>	<b>40</b>	<b>7</b>								<b>7</b>
14:00													
14:15													
14:30													
14:45													
15:00	46	2	57	5	1								
15:15	69	1	47	4	1								
15:30	82	3	55	6									10
15:45	65	3	56	7									5
16:00	80	3	49	1									4
16:15	86	3	54	5	5								4
16:30	83	4	66	7	1								
16:45	89	2	51	1									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													
<b>PM Totals</b>	<b>600</b>	<b>21</b>	<b>435</b>	<b>36</b>	<b>8</b>								<b>24</b>
<b>Totals</b>	<b>1,216</b>	<b>50</b>	<b>1,008</b>	<b>99</b>	<b>18</b>								<b>45</b>
<b>North Crosswalk =</b>								<b>18</b>	<b>South Crosswalk =</b>				<b>45</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C.		Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides					Factored Counts				Warrant
	15 min.	30 min.	Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.	Points		
7:00												
7:15												
7:30												
7:45												
8:00	110	110	5				5	5	5	550		
8:15	115	225	2				2	2	7	1,575		
8:30	112	227	4				4	4	6	1,362		
8:45	125	237	6				6	6	10	2,370		
9:00		125							6	750		
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>462</b>		<b>17</b>				<b>17</b>					
11:30	99											
11:45	85	184	1				1	1	1	184		
12:00	96	181	3				3	3	4	724		
12:15	111	207	5				5	5	8	1,656		
12:30	105	216	2				2	2	7	1,512		
12:45	103	208	2				2	2	4	832		
13:00	106	209	1				1	1	3	627		
13:15	114	220							1	220		
<b>Noon Totals</b>	<b>819</b>		<b>14</b>				<b>14</b>					
14:00												
14:15												
14:30												
14:45												
15:00	110	110	1				1	1	1	110		
15:15	121	231	1				1	1	2	462		
15:30	146	267	10				10	10	11	2,937		
15:45	131	277	5				5	5	15	4,155		
16:00	133	264	4				4	4	9	2,376		
16:15	148	281	9				9	9	13	3,653		
16:30	160	308	1				1	1	10	3,080		
16:45	143	303	1				1	1	2	606		
17:00		143							1	143		
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												
<b>PM Totals</b>	<b>1,092</b>		<b>32</b>				<b>32</b>					
<b>Totals</b>	<b>2,373</b>		<b>63</b>				<b>63</b>					
			100%				100%					
			<b>North Crosswalk =</b>				<b>18</b>					
			<b>South Crosswalk =</b>				<b>45</b>					

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

**Lorne Ave & 5<sup>th</sup> St:**

**tion & Roadway Classification:** Lorne Ave & 5th St - minor arterial & local  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Sep 13/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** zebra on north side  
**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** 300 m

**Location:** 8th St

**Type:** TS

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>81</b>	<b>Total Warranted PC Points:</b>	<b>16,516</b>	<b>or</b>	<b>8,258</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>9,656</b>	<b>at</b>		
<b>Adult:</b>	<b>8</b>	<b>Active Ped Corridor Points:</b>	<b>2</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>44</b>			
<b>Vehicles passing through crosswalk(s):</b>	<b>2,295</b>					

**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	39	2	55		2								
8:15	38	6	59		1								
8:30	49	5	53		4								
8:45	51	20	51		2								1
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>177</b>	<b>33</b>	<b>218</b>		<b>9</b>								<b>1</b>
11:30	48	2	47		9								
11:45	39	2	45		7								1
12:00	49	1	37		3								1
12:15	69	1	30		2								
12:30	51	3	45		4								
12:45	42	2	50		2								
13:00	51	3	48		2								
13:15	69		49										1
<b>Noon Totals</b>	<b>418</b>	<b>14</b>	<b>351</b>		<b>29</b>								<b>3</b>
14:00													
14:15													
14:30													
14:45													
15:00	65	1	49										1
15:15	79	1	48		2								1
15:30	70	14	72		7		5						1
15:45	70	14	44		22		3						
16:00	83	9	49										2
16:15	84	4	54										
16:30	86	3	59		2								
16:45	79	2	45		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													
<b>PM Totals</b>	<b>616</b>	<b>48</b>	<b>420</b>		<b>34</b>		<b>8</b>						<b>5</b>
<b>Totals</b>	<b>1,211</b>	<b>95</b>	<b>989</b>		<b>72</b>		<b>8</b>						<b>9</b>
<b>North Crosswalk =</b>								<b>80</b>	<b>South Crosswalk =</b>				<b>9</b>

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	96	96	2				2	2	2	192		
8:15	103	199	1				1	1	3	597		
8:30	107	210	4				4	4	5	1,050		
8:45	122	229	3				3	3	7	1,603		
9:00		122							3	366		
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>428</b>		<b>10</b>				<b>10</b>					
11:30	97		9				9	9				
11:45	86	183	8				8	8	17	3,111		
12:00	87	173	4				4	4	12	2,076		
12:15	100	187	2				2	2	6	1,122		
12:30	99	199	4				4	4	6	1,194		
12:45	94	193	2				2	2	6	1,158		
13:00	102	196	2				2	2	4	784		
13:15	118	220	1				1	1	3	660		
<b>Noon Totals</b>	<b>783</b>		<b>32</b>				<b>32</b>					
14:00												
14:15												
14:30												
14:45												
15:00	115	115	1				1	1	1	115		
15:15	128	243	3				3	3	4	972		
15:30	156	284	8		5		13	10.5	13.5	3,834		
15:45	128	284	22		3		25	23.5	34	9,656	1	
16:00	141	269	2				2	2	25.5	6,860	1	
16:15	142	283							2	566		
16:30	148	290	2				2	2	2	580		
16:45	126	274	1				1	1	3	822		
17:00		126							1	126		
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												
<b>PM Totals</b>	<b>1,084</b>		<b>39</b>		<b>8</b>		<b>47</b>					
<b>Totals</b>	<b>2,295</b>		<b>81</b>		<b>8</b>		<b>89</b>					
			91%		9%		100%					
			<b>North Crosswalk =</b>				<b>80</b>	<<< install crosswalk on this side of the int.				
			<b>South Crosswalk =</b>				<b>9</b>					

**Lorne Ave & 2<sup>nd</sup> St:**

**Location & Roadway Classification:** Lorne Ave & 2nd St - arterial & local  
**Date of Count:** Day of wk: Tues-Wed Mth, Day, Yr: Sep 5-6/17  
**Weather:** \_\_\_\_\_  
**Traffic Control Devices:** \_\_\_\_\_  
**Current Pedestrian Control:** \_\_\_\_\_  
**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** 185 m

**Location:** Taylor St

**Type:** 4-way stop

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>45</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>2,043</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>26</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>2,484</b>				

**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	40	6	53	3									
8:15	37	6	49	3	2								
8:30	47	2	64	2	2								
8:45	61	2	63	2	3								
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>185</b>	<b>16</b>	<b>229</b>	<b>10</b>	<b>7</b>								
11:30	62		53	5									1
11:45	41	3	74	2	3								1
12:00	67	3	45	4	2								
12:15	54	4	48	2									7
12:30	53	2	48	4									1
12:45	59	13	42	9	3								
13:00	53	1	49	2									
13:15	49	1	40	2	2								
<b>Noon Totals</b>	<b>438</b>	<b>27</b>	<b>399</b>	<b>30</b>	<b>10</b>								<b>10</b>
14:00													
14:15													
14:30													
14:45													
15:00	61	4	42	6									1
15:15	73	2	45	4	4								1
15:30	71	4	73	11	1								1
15:45	61	1	72	3	4								
16:00	72	6	71	5	3								
16:15	84	1	56	9									
16:30	93		52	7	2								
16:45	108	1	47	5	1								
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
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20:30													
20:45													
<b>PM Totals</b>	<b>623</b>	<b>19</b>	<b>458</b>	<b>50</b>	<b>15</b>								<b>3</b>
<b>Totals</b>	<b>1,246</b>	<b>62</b>	<b>1,086</b>	<b>90</b>	<b>32</b>								<b>13</b>
<b>North Crosswalk =</b>								<b>32</b>	<b>South Crosswalk =</b>				<b>13</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C.		Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides					Factored Counts				Warrant
	15 min.	30 min.	Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.	Points		
7:00												
7:15												
7:30												
7:45												
8:00	102	102										
8:15	95	197	2				2	2	394			
8:30	115	210	2				2	4	840			
8:45	128	243	3				3	5	1,215			
9:00		128						3	384			
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>440</b>		<b>7</b>				<b>7</b>					
11:30	120		1				1	1				
11:45	120	240	4				4	5	1,200			
12:00	119	239	2				2	6	1,434			
12:15	108	227	7				7	9	2,043			
12:30	107	215	1				1	8	1,720			
12:45	123	230	3				3	4	920			
13:00	105	228						3	684			
13:15	92	197	2				2	2	394			
<b>Noon Totals</b>	<b>894</b>		<b>20</b>				<b>20</b>					
14:00												
14:15												
14:30												
14:45												
15:00	113	113	1				1	1	113			
15:15	124	237	5				5	6	1,422			
15:30	159	283	2				2	7	1,981			
15:45	137	296	4				4	6	1,776			
16:00	154	291	3				3	7	2,037			
16:15	150	304						3	912			
16:30	152	302	2				2	2	604			
16:45	161	313	1				1	3	939			
17:00		161						1	161			
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												
<b>PM Totals</b>	<b>1,150</b>		<b>18</b>				<b>18</b>					
<b>Totals</b>	<b>2,484</b>		<b>45</b>				<b>45</b>					
			100%				100%					
			<b>North Crosswalk =</b>				<b>32</b>	<<< install crosswalk on this side of the int.				
			<b>South Crosswalk =</b>				<b>13</b>					



**Melrose Ave & 6<sup>th</sup> St:**

**tion & Roadway Classification:** Melrose Ave & 6th St - local & local  
**Date of Count:** Day of wk: Tues Mth, Day, Yr: Sep 26/17  
**Weather:** fair  
**Traffic Control Devices:** yield sign  
**Current Pedestrian Control:** none  
**Other Notes:** connects to park path (ramp is at centre of intersection)

**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** 205 m

**Location:** 8th St

**Type:** stop sign

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>38</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>286</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>11</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>184</b>				

**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	1		5	2									
8:15	2		7	1									
8:30	1		7	3	1								2
8:45	1		4	3									7
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>5</b>		<b>23</b>	<b>9</b>	<b>1</b>								<b>9</b>
11:30	2		2	2									
11:45	2		3		1								
12:00	3		8	1									
12:15	1		1										
12:30	3		3	2									
12:45	2		8	2	1								
13:00	1		4	2									
13:15	1		1	1	1								
<b>Noon Totals</b>	<b>15</b>		<b>30</b>	<b>10</b>	<b>3</b>								
14:00													
14:15													
14:30													
14:45													
15:00	3		6										
15:15	2		7	1									2
15:30	4		8	2	1								2
15:45	5		4	6									3
16:00	2		9	1									4
16:15	3		7	3	1								3
16:30	7		5	1	3								4
16:45	2		4										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													
<b>PM Totals</b>	<b>28</b>		<b>50</b>	<b>14</b>	<b>5</b>								<b>20</b>
<b>Totals</b>	<b>48</b>		<b>103</b>	<b>33</b>	<b>9</b>								<b>29</b>
<b>North Crosswalk =</b>									<b>9</b>	<b>South Crosswalk =</b>			<b>29</b>

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	8	8									
8:15	10	18									
8:30	11	21	3				3	3	3	63	
8:45	8	19	7				7	7	10	190	
9:00		8							7	56	
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>37</b>		<b>10</b>				<b>10</b>				
11:30	6										
11:45	5	11	1				1	1	1	11	
12:00	12	17							1	17	
12:15	2	14									
12:30	8	10									
12:45	12	20	1				1	1	1	20	
13:00	7	19							1	19	
13:15	3	10	1				1	1	1	10	
<b>Noon Totals</b>	<b>55</b>		<b>3</b>				<b>3</b>				
14:00											
14:15											
14:30											
14:45											
15:00	9	9									
15:15	10	19	2				2	2	2	38	
15:30	14	24	3				3	3	5	120	
15:45	15	29	3				3	3	6	174	
16:00	12	27	4				4	4	7	189	
16:15	13	25	4				4	4	8	200	
16:30	13	26	7				7	7	11	286	
16:45	6	19	2				2	2	9	171	
17:00		6							2	12	
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											
<b>PM Totals</b>	<b>92</b>		<b>25</b>				<b>25</b>				
<b>Totals</b>	<b>184</b>		<b>38</b>				<b>38</b>				
			100%				100%				
			<b>North Crosswalk =</b>				<b>9</b>				
			<b>South Crosswalk =</b>				<b>29</b>				

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

**Victoria Ave & 6<sup>th</sup> St:**

**tion & Roadway Classification:** Victoria Ave & 6th St - collector & local  
**Date of Count:** Day of wk: Tues Mth, Day, Yr: Sep 12/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** standard (painted on all legs)  
**Other Notes:** 3-legged intersection; U turns

**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** 205 m

**Location:** 8th St

**Type:** stop sign

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>31</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>882</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>16</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>791</b>				

**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	13	1	25										
8:15	12	1	24										
8:30	13	3	31		3								
8:45	15	2	21		4								1
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>53</b>	<b>7</b>	<b>101</b>		<b>7</b>								<b>1</b>
11:30	13		20										
11:45	15	3	15										
12:00	10	1	10										
12:15	28	1	20										
12:30	20	2	28										1
12:45	28	3	12		1								
13:00	11		12										
13:15	16		11										
<b>Noon Totals</b>	<b>141</b>	<b>10</b>	<b>128</b>		<b>1</b>								<b>1</b>
14:00													
14:15													
14:30													
14:45													
15:00	19		12										
15:15	24	1	14		1								1
15:30	27	2	17		1								
15:45	26		18		3								
16:00	34	2	15		6								
16:15	23	2	22		3								
16:30	26	1	22		4								1
16:45	29	1	14		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													
<b>PM Totals</b>	<b>208</b>	<b>9</b>	<b>134</b>		<b>19</b>								<b>2</b>
<b>Totals</b>	<b>402</b>	<b>26</b>	<b>363</b>		<b>27</b>								<b>4</b>
<b>North Crosswalk =</b>								<b>27</b>	<b>South Crosswalk =</b>				<b>4</b>

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	39	39									
8:15	37	76									
8:30	47	84	3				3	3	3	252	
8:45	38	85	5				5	5	8	680	
9:00		38							5	190	
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>161</b>		<b>8</b>				<b>8</b>				
11:30	33										
11:45	33	66									
12:00	21	54									
12:15	49	70									
12:30	50	99	1				1	1	1	99	
12:45	43	93	1				1	1	2	186	
13:00	23	66							1	66	
13:15	27	50									
<b>Noon Totals</b>	<b>279</b>		<b>2</b>				<b>2</b>				
14:00											
14:15											
14:30											
14:45											
15:00	31	31									
15:15	39	70	2				2	2	2	140	
15:30	46	85	1				1	1	3	255	
15:45	44	90	3				3	3	4	360	
16:00	51	95	6				6	6	9	855	
16:15	47	98	3				3	3	9	882	
16:30	49	96	5				5	5	8	768	
16:45	44	93	1				1	1	6	558	
17:00		44							1	44	
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											
<b>PM Totals</b>	<b>351</b>		<b>21</b>				<b>21</b>				
<b>Totals</b>	<b>791</b>		<b>31</b>				<b>31</b>				
			100%				100%				
			<b>North Crosswalk =</b>				<b>27</b>	<b>&lt;&lt;&lt; install crosswalk on this side of the int.</b>			
			<b>South Crosswalk =</b>				<b>4</b>				

**8<sup>th</sup> St & Eastlake Ave:**

**tion & Roadway Classification:** Eastlake Ave & 8th St - local & arterial  
**Date of Count:** Day of wk: Tues-Wed Mth, Day, Yr: June 13-14/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

**Number of travel lanes passing through the crosswalk(s)** 6 lanes

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

**Speed limit (or 85th percentile speed)** 68 km/h

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** 175 m

**Location:** Broadway Ave or Victoria Ave

**Type:** TS

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>20</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>4,030</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>45</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>7,363</b>				

**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	3	150	6	156									
8:15	2	168	12	152									2
8:30	6	166	15	149									
8:45		170	10	149									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>11</b>	<b>654</b>	<b>43</b>	<b>606</b>									<b>2</b>
11:30	4	135	13	161									
11:45	9	165	12	141	1								2
12:00	7	158	19	188									
12:15	5	161	11	161									
12:30	8	162	12	122	1								1
12:45	4	181	18	151									
13:00	9	152	14	152	1								2
13:15	3	151	13	146									
<b>Noon Totals</b>	<b>49</b>	<b>1,265</b>	<b>112</b>	<b>1,222</b>	<b>3</b>								<b>5</b>
14:00													
14:15													
14:30													
14:45													
15:00	12	178	11	200									1
15:15	10	170	12	191	2								1
15:30	12	209	8	194									2
15:45	6	211	13	194									1
16:00	11	198	9	172									2
16:15	8	196	1	228									1
16:30	9	225	8	225									
16:45	8	213	8	251									
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													
<b>PM Totals</b>	<b>76</b>	<b>1,600</b>	<b>70</b>	<b>1,655</b>	<b>2</b>								<b>8</b>
<b>Totals</b>	<b>136</b>	<b>3,519</b>	<b>225</b>	<b>3,483</b>	<b>5</b>								<b>15</b>
<b>West Crosswalk =</b>								<b>5</b>	<b>East Crosswalk =</b>				<b>15</b>



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	315	315									
8:15	334	649	2				2	2	1,298		
8:30	336	670						2	1,340		
8:45	329	665									
9:00		329									
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>1,314</b>		<b>2</b>				<b>2</b>				
11:30	313										
11:45	327	640	3				3	3	1,920		
12:00	372	699						3	2,097		
12:15	338	710									
12:30	304	642	2				2	2	1,284		
12:45	354	658						2	1,316		
13:00	327	681	3				3	3	2,043		
13:15	313	640						3	1,920		
<b>Noon Totals</b>	<b>2,648</b>		<b>8</b>				<b>8</b>				
14:00											
14:15											
14:30											
14:45											
15:00	401	401	1				1	1	401		
15:15	383	784	3				3	4	3,136		
15:30	423	806	2				2	5	4,030		
15:45	424	847	1				1	3	2,541		
16:00	390	814	2				2	3	2,442		
16:15	433	823	1				1	3	2,469		
16:30	467	900						1	900		
16:45	480	947									
17:00		480									
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											
<b>PM Totals</b>	<b>3,401</b>		<b>10</b>				<b>10</b>				
<b>Totals</b>	<b>7,363</b>		<b>20</b>				<b>20</b>				
			100%				100%				
			<b>West Crosswalk =</b>			<b>5</b>					
			<b>East Crosswalk =</b>			<b>15</b>					

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

## APPENDIX E: COLLISION ANALYSIS

## Appendix E: Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)	Comments
8th St	Saskatchewan Cres W	F9-9	4	2	1	0	1	
8th St	Poplar Cres	F9-4	1	0	1	0	0	
8th St	Poplar Cres to Coy Ave	F9-6	3	0	0	0	1	
8th St	Coy Ave	F9-52	3	1	0	0	1	
8th St	Lorne Ave to McPherson Ave	G9-54	12	2	0	0	2	arterial
8th St	McPherson Ave	G9-41	10	1	6	1	2	arterial
8th St	McPherson Ave to Melrose Ave	G9-42	9	2	0	0	2	arterial
8th St	Melrose Ave	G9-29	3	1	0	0	1	
8th St	Melrose Ave to Victoria Ave	G9-31	8	2	0	0	2	arterial
8th St	Victoria Ave to Eastlake Ave	G9-10	6	0	0	0	1	
8th St	Eastlake Ave	G9-1	16	4	4	0	3	arterial
8th St	Eastlake Ave to Broadway Ave	H9-47	13	2	0	0	3	arterial
Taylor St	St. Henry Ave	F10-28	3	0	0	0	1	
Taylor St	St. Henry Ave to St. Charles Ave	F10-39	1	0	0	0	0	
Taylor St	Herman Ave	F10-16	3	0	3	0	1	
Taylor St	Herman Ave to Idylwyld ramp	F10-34	1	1	0	0	0	
Taylor St	300 block	F10-49	2	0	0	0	0	
Taylor St	300 to 400 block	F10-54	1	1	1	1	0	
Taylor St	Kilburn Ave	F10-10	1	1	1	1	0	
Taylor St	Coy Ave	F10-2	4	1	0	0	1	
Taylor St	Coy Ave to Lorne Ave	F10-1	3	0	1	0	1	
Taylor St	Lorne Ave	G10-40	6	1	4	0	1	
Taylor St	Lorne Ave to McPherson Ave	G10-41	6	3	0	0	1	
Taylor St	McPherson Ave	G10-31	7	1	5	0	1	
Taylor St	McPherson Ave to Melrose Ave	G10-69	9	1	0	0	2	arterial
Taylor St	Melrose Ave	G10-22	3	0	2	0	1	
Taylor St	Melrose Ave to Victoria Ave	G10-23	3	0	0	0	1	
Taylor St	Victoria Ave	G10-9	7	2	4	1	1	
Taylor St	Victoria Ave to Eastlake Ave	G10-10	4	0	1	0	1	
Taylor St	Eastlake Ave	G10-1	6	2	5	1	1	
Taylor St	Eastlake Ave to Broadway Ave	H10-38	6	1	1	1	1	
Lorne Ave	Taylor St to 1st St	G10-42	5	2	1	1	1	
Lorne Ave	1st St to 2nd St	G10-44	1	0	0	0	0	
Lorne Ave	2nd St	G10-46	3	0	0	0	1	
Lorne Ave	3rd St	G10-49	3	0	0	0	1	
Lorne Ave	3rd St to 4th St	G10-67	2	0	0	0	0	
Lorne Ave	4th St to 5th St	G10-52	2	0	0	0	0	
Lorne Ave	6th St	G10-54	2	0	0	0	0	
Lorne Ave	7th St	G10-56	1	1	0	0	0	
McPherson Ave	1st St	G10-32	2	0	2	0	0	
McPherson Ave	3rd St	G10-35	2	1	0	0	0	

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)	Comments
McPherson Ave	4th St	G10-36	1	0	0	0	0	
McPherson Ave	5th St	G10-77	1	1	1	1	0	
McPherson Ave	6th St	G10-84	1	0	1	0	0	
McPherson Ave	7th St	G10-38	3	1	1	0	1	
McPherson Ave	7th St to 8th St	G10-139	1	0	0	0	0	
Melrose Ave	Taylor St to 1st St	G10-133	1	0	0	0	0	
Melrose Ave	1st St	G10-137	1	1	1	1	0	
Melrose Ave	2nd St	G10-25	3	1	2	0	1	
Melrose Ave	3rd St	G10-73	1	0	1	0	0	
Melrose Ave	4th St to 5th St	G10-134	1	0	0	0	0	
Melrose Ave	5th St	G10-28	2	0	2	0	0	
Melrose Ave	7th St	G10-30	2	0	2	0	0	
Victoria Ave	Taylor St to 1st St	G10-11	3	1	1	1	1	
Victoria Ave	1st St	G10-12	3	2	2	1	1	
Victoria Ave	1st St to 2nd St	G10-13	2	0	0	0	0	
Victoria Ave	2nd St	G10-14	2	0	0	0	0	
Victoria Ave	2nd St to 3rd St	G10-107	2	1	0	0	0	
Victoria Ave	3rd St	G10-15	2	1	1	0	0	
Victoria Ave	4th St	G10-17	3	1	3	1	1	
Victoria Ave	5th St	G10-18	4	0	2	0	1	
Victoria Ave	7th St	G10-20	3	0	1	0	1	
Eastlake Ave	1st St	G10-2	1	0	0	0	0	
Eastlake Ave	2nd St	G10-3	2	0	1	0	0	
Eastlake Ave	4th St	G10-5	2	1	0	0	0	
Eastlake Ave	5th St	G10-6	1	0	0	0	0	
Eastlake Ave	6th St	G10-7	1	0	0	0	0	
Eastlake Ave	7th St	G10-8	5	0	3	0	1	
Broadway Ave	Taylor St to 1st St	H10-39	1	0	0	0	0	
Broadway Ave	1st St	H10-40	1	0	1	0	0	
Broadway Ave	1st St to 2nd St	H10-41	4	1	1	0	1	
Broadway Ave	2nd St to 3rd St	H10-43	3	0	0	0	1	
Broadway Ave	3rd St	H10-44	5	0	1	0	1	
Broadway Ave	4th St	H10-47	1	0	0	0	0	
Broadway Ave	4th St to 5th St	H10-49	1	0	0	0	0	
Broadway Ave	5th St	H10-50	2	0	0	0	0	
Broadway Ave	5th St to 6th St	H10-51	1	0	0	0	0	
Broadway Ave	6th St to 7th St	H10-54	3	1	0	0	1	
Broadway Ave	7th St	H10-57	3	0	2	0	1	
Broadway Ave	7th St to 8th St	H10-58	3	0	0	0	1	
Kilburn Ave	Taylor St to 2nd St	F10-45	1	0	0	0	0	
Kilburn Ave	2nd St	F10-11	2	0	1	0	0	
Kilburn Ave	4th St to 6th St	F10-24	1	1	0	0	0	
Kilburn Ave	6th St	F10-12	1	1	0	0	0	
Kilburn Ave	1100 block	F10-13	3	2	0	0	1	
Kilburn Ave	200 block	F10-42	3	0	0	0	1	
Coy Ave	Taylor St to 2nd St	F10-35	3	1	0	0	1	
Coy Ave	2nd St	F10-3	1	0	1	0	0	
Coy Ave	4th St	F10-6	1	1	0	0	0	

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)	Comments
Coy Ave	4th St to 6th St	F10-7	1	0	0	0	0	
Coy Ave	6th St	F10-8	1	1	0	0	0	
Coy Ave	1100-1200 block	F10-38	1	0	0	0	0	
Belfast Ave	Craig St to 2nd St	F10-32	1	0	0	0	0	
1st St	McPherson Ave to Melrose Ave	G10-81	1	0	0	0	0	
1st St	Eastlake Ave to Broadway Ave	H10-91	3	0	0	0	1	
2nd St	Coy Ave to Lorne Ave	F10-21	1	0	0	0	0	
2nd St	McPherson Ave to Melrose Ave	G10-34	2	1	0	0	0	
2nd St	Melrose Ave to Victoria Ave	G10-104	1	0	0	0	0	
2nd St	Eastlake Ave to Broadway Ave	H10-66	1	0	0	0	0	
3rd St	Lorne Ave to McPherson Ave	G10-97	1	0	0	0	0	
3rd St	McPherson Ave to Melrose Ave	G10-80	1	1	0	0	0	
3rd St	Victoria Ave to Eastlake Ave	G10-16	1	0	0	0	0	
3rd St	Eastlake Ave to Broadway Ave	H10-93	1	0	0	0	0	
4th St	Melrose Ave to Victoria Ave	G10-63	1	1	0	0	0	
4th St	Victoria Ave to Eastlake Ave	G10-103	5	0	0	0	1	
4th St	Eastlake Ave to Broadway Ave	H10-48	2	1	0	0	0	
5th St	Lorne Ave to McPherson Ave	G10-100	1	0	0	0	0	
5th St	McPherson Ave to Melrose Ave	G10-68	1	0	0	0	0	
5th St	Melrose Ave to Victoria Ave	G10-60	3	0	0	0	1	
5th St	Victoria Ave to Eastlake Ave	G10-85	3	0	0	0	1	
5th St	Eastlake Ave to Broadway Ave	H10-90	2	0	0	0	0	
6th St	Lorne Ave to McPherson Ave	G10-88	1	0	0	0	0	
6th St	McPherson Ave to Melrose Ave	G10-78	1	0	0	0	0	
6th St	Eastlake Ave to Broadway Ave	H10-97	1	0	0	0	0	
7th St	Lorne Ave to McPherson Ave	G10-58	1	0	0	0	0	
7th St	McPherson Ave to Melrose Ave	G10-39	2	0	1	0	0	
7th St	Melrose Ave to Victoria Ave	G10-118	3	0	0	0	1	
7th St	Victoria Ave to Eastlake Ave	G10-21	3	0	0	0	1	
7th St	Eastlake Ave to Broadway Ave	H10-64	4	2	0	0	1	

APPENDIX F: PUBLIC MEETING #2 – OCTOBER 10, 2017 MINUTES

**Buena Vista Neighbourhood  
Traffic Review  
Tuesday, October 10, 2017, 7:00 – 9:00 P.M.  
Saskatoon Unitarians  
213 – 2<sup>nd</sup> Street East**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Justine Marcoux (Transportation Engineer), Nathalie Baudais (Senior Transportation Engineer), Chelsea Lanning (Transportation Engineer), Sheliza Kelts (Transportation Engineer)

Councillor Block 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 – Buena Vista Neighbourhood Traffic Review  
(Presented by Justine Marcoux - Transportation Engineer)

Presentation Outline:

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

Neighbourhood Traffic Management Program:

- Developed in August 2013 – changes to program
- 8 reviews per year – 2014 was the first year of reviews
- Address neighbourhood traffic issues on local and collector streets:
  - Speeding concerns
  - Short-cutting concerns
  - Pedestrian safety
  - Intersection safety

Study Area:

- Area bound by Taylor St (south), Broadway Ave (east), 8<sup>th</sup> St (north), South Saskatchewan River (west)

How We Got Here:

- June 2017 – Initial meeting
- June to October – gather feedback, conduct traffic studies, collect data, develop traffic plan
- October 2017 – Follow-up meeting – display proposed traffic plan and gather feedback

#### What We Heard:

- Speeding / Short-cutting Concerns:
  - Lorne Ave
  - Victoria Ave
  - Melrose Ave
  - Eastlake Ave
  - Kilburn Ave
  - 2<sup>nd</sup> St
  - 4<sup>th</sup> St
  - 7<sup>th</sup> St
  - 5<sup>th</sup> St
  - 8<sup>th</sup> St
  - Lanes – south of Lorne / 8<sup>th</sup> St
- Pedestrian Safety Concerns:
  - Lorne Ave
  - Victoria Ave
  - Melrose Ave
  - Kilburn Ave
  - 8<sup>th</sup> St & Eastlake Ave
  - Missing Sidewalks
- Intersection Safety Concerns:
  - Melrose Ave
  - Eastlake Ave
- Other Concerns:
  - Parking
  - Maintenance Issues (i.e. snow removal, pavement conditions, trees)
  - Major intersections

#### What We Did:

- Collected Data:
  - Past studies
  - Comments from initial meeting
  - Resident responses (phone calls, emails, letters)
  - Recorded comments from Shaping Saskatoon discussions
  - 6 Intersection / Pedestrian counts
  - 13 – 7 day traffic count (24 hour) & Average Speed measurements
  - Collision history
- Field Reviews
- Assessed the Issues
- Generated proposed recommendations

#### What We Propose:

- Median islands
  - Curb extensions
  - Zebra crosswalks
  - Active Pedestrian Corridor
  - Speed enforcement
  - Parking restrictions
  - Sidewalks
  - Pedestrian ramps
- 
- **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 Buena Vista and potential solutions

\*\*\*Refer to separate attachments – *Table Discussions*.\*\*\*

## Next Steps

1. Send comments no later than October 31, 2017
2. Additional public input via City on-line Community Engagement webpage no later than October 31, 2017 <http://shapingsaskatoon.ca/discussions>
3. Additional consultation if required
4. Present traffic plan to City Council for approval (Councillor, Community Association & Community Consultant will be notified. Traffic plan is posted online one week prior to Council meeting).
5. What if I don't agree?
  - Contact Councillor, write a letter to Council or request to speak at Council.
6. Implementation to begin Spring 2018 (signs & temporary traffic calming)

## Q&A

Resident: Construction causes large trucks to detour through neighbourhood wrecking streets and making them rough. These streets aren't designed to handle this. Alleys are also damaged. Is there a plan to fix that damage along with the projects?

CofS: Road rehabilitation projects are typically planned out 3 years in advance. Water main breaks etc are ad-hoc. This information will be forwarded to the appropriate groups for consideration.

Resident: Narrow alleys, large trucks using the lane and damaging property. Not sure if it's Loraas or City vehicles. Trucks can't make the turn (alley between Lorne Ave & Coy Ave).

CofS: We will check the vehicles that are using the route and determine if revisions are needed.

**Table Discussions:**

Item	Location	Recommendation	Reason	Nathalie's Group	Sheliza's Group	Chelsea's Group
1	Eastlake Ave at 2nd St, 4th St & 6th St	Median islands with additional yield signs	Enhance visibility of traffic control & encourage driver compliance on wide street	Support but concerns with ploughs taking out signs		Some concern that compliance will be low; install speed bumps
2	Melrose Ave at 1st St, 3rd St & 5th St	Median islands with additional yield signs	Enhance visibility of traffic control & encourage driver compliance on wide street			
3.1	Melrose Ave & 6th St	Zebra crosswalks & Curb extension on east side	Reduce speed & improve pedestrian safety near park			
3.2	Melrose Ave & 6th St	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection			
3.3	Melrose Ave & 6th St	Pedestrian accessibility ramp on NW & SW corners (on Melrose Ave)	Improve pedestrian safety at park path connection			
4.1	Victoria Ave & 6th St	Zebra crosswalks, curb extension on west side & NE corner	Reduce speed & improve pedestrian safety near park			
4.2	Victoria Ave & 6th St	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection			
4.3	Victoria Ave & 6th St	Pedestrian accessibility ramp on SE corner (on Victoria Ave)	Improve pedestrian safety at park path connection			
5	Kilburn Ave & 2nd St	Parking restrictions on Kilburn Ave at 10m on NW, SE & SW corners	Enhance sightlines			consider curb extensions to make it impossible for people to park
6	Kilburn Ave & 4th St	Parking restrictions on Kilburn Ave at 10m on SE corner and entire west portion of intersection (10m south to Sask Abilities driveway)	Enhance sightlines			
7	8th St - Lorne Ave to Broadway Ave	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed	Racing speeds (Fridays and Saturdays) between Broadway Ave & Victoria Ave	Red light camera at 8th St & Victoria Ave; alter signal timing plan on 8th St at Victoria Ave	
8	8th St & Eastlake Ave	Parking restrictions on 8th St at 20m on NE & SW corners	Enhance sightlines			
9.1	Lorne Ave & Taylor St	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & enhancing sightlines	Consult business owner (blocking driveway access)	Consult with owner	
9.2	Lorne Ave & Taylor St	Move street name blades to same posts as stop signs	Reduce driver confusion			
9.3	Lorne Ave & Taylor St	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Reduce driver confusion		Add median island and put sign on island instead	
10	Lorne Ave between Taylor St & 8th St	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed			
11	Lorne Ave & 2nd St	Install additional pedestrian crosswalk signs & extend parking restrictions on NW corner (to north property line of Tastebuds)	Enhance sightlines & raise awareness of pedestrian crosswalk			
12.1	Lorne Ave & 5th St	Active Pedestrian Corridor	Improve pedestrian safety near school			consider signal (or pedestrian actuated signal)
12.2	Lorne Ave & 5th St	Accessibility ramp on NW corner	Improve pedestrian safety			
13	Lorne Ave & 6th St	Extend arm of Pedestrian Corridor	Improve visibility of pedestrian sign is more visible / not obstructed by trees			more tree trimming needed
14	8th St - Poplar Cres to Coy Ave	Sidewalk on south side	Improve pedestrian safety on school route		Install sidewall the way to Sask Cres	

Item	Location	Recommendation	Reason	Nathalie's Group	Sheliza's Group	Chelsea's Group
15	8th St & Poplar Cres	Zebra crosswalk	Connect new sidewalk			
16	Kilburn Ave - 2nd St to 4th St	Sidewalk on west side	Improve pedestrian safety			
17	McPherson Ave - 5th St to 7th St	Sidewalk on west side	Improve pedestrian safety			
18	6th St - Lorne Ave to Coy Ave	Sidewalk on south side	Improve pedestrian safety			
19	2nd St - Coy Ave to Kilburn Ave	Sidewalk on south side	Improve pedestrian safety			

**Additional Concerns:**

Location	Concerns
8th St & Broadway Ave	Medical office being built on SW corner will impact neighbourhood (i.e. increased traffic and parking); will cause traffic to increase on 7th St between Eastlake Ave & Broadway Ave
7th St - Eastlake Ave & Broadway Ave	Shortcutting and speeding
Lane on back side of Kilburn Hall	Lane is providing main access to building therefore generating traffic and pedestrian activity; additional lighting needed; pave lane
Lorne Ave & Ruth St	visibility of traffic signal from Highway 219
Victoria Ave & 7th St	SE corner parking restrictions or enforcement at 10m
Lorne Ave & 7th St	crosswalk needed; tree on NE corner
Lorne Ave	truck traffic (triple-axle) creates noise, vibrations, speeds, volume, weight
Sask Cres & 8th St	No one stops at 3-way stop; enforcement needed
Victoria Ave & 2nd St	parking within 10m of intersection; install No Parking signs
Melrose Ave & 7th St	install yield signs on medians
Eastlake Ave	install speed bumps; people ignore the yield signs; shortcutting to avoid Broadway Ave
McPherson Ave	speeding; enforcement needed between 5th St & 8th St; drivers may not be going 30kph in school zone in middle of day
McPherson Ave & 7th St	yield sign is not visible with tree
Lanes	drainage issues; no gravel; standing water
Lane south of 8th St between Lorne Ave & Coy Ave	shortcutting; install Local Traffic Only signs or speed bumps; speeding is also a concern; not okay with one-way signs
School zones	speeding & distracted driving
Lorne Ave & 5th St	congestion during pickup/drop-off times in front of school; parking & visibility concerns; at very least install No Parking signs at 10m or enforcement

## APPENDIX G: DECISION MATRIX

## Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Nathalie's Group	Sheliza's Group	Chelsea's Group	Decision
1	Eastlake Ave at 2nd St, 4th St & 6th St	Median islands with additional yield signs	Enhance visibility of traffic control & encourage driver compliance on wide street	Support but concerns with ploughs taking out signs		Some concern that compliance will be low; install speed bumps	Carried. Speed humps will be piloted at select locations in spring 2018. There were no pilot locations selected within the Queen Elizabeth or Exhibition neighbourhoods. If proven effective they will be added to the traffic calming toolkit and considered on a go forward basis. Median islands will be installed temporary and removed or adjusted accordingly if knocked down.
2	Melrose Ave at 1st St, 3rd St & 5th St	Median islands with additional yield signs	Enhance visibility of traffic control & encourage driver compliance on wide street				Carried.
3.1	Melrose Ave & 6th St	Zebra crosswalks & Curb extension on east side	Reduce speed & improve pedestrian safety near park				Carried.
3.2	Melrose Ave & 6th St	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection				Carried.
3.3	Melrose Ave & 6th St	Pedestrian accessibility ramp on NW & SW corners (on Melrose Ave)	Improve pedestrian safety at park path connection				Carried.
4.1	Victoria Ave & 6th St	Zebra crosswalks, curb extension on west side & NE corner	Reduce speed & improve pedestrian safety near park				Carried.
4.2	Victoria Ave & 6th St	Remove ramp at centre of intersection and install pathway & two new ramps to connect to crosswalks	Improve pedestrian safety at park path connection				Carried. Pathway not needed. Ramps will connect to existing sidewalk.
4.3	Victoria Ave & 6th St	Pedestrian accessibility ramp on SE corner (on Victoria Ave)	Improve pedestrian safety at park path connection				Carried.
5	Kilburn Ave & 2nd St	Parking restrictions on Kilburn Ave at 10m on NW, SE & SW corners	Enhance sightlines			consider curb extensions to make it impossible for people to park	Carried. Speeds are low (i.e. 43kph) therefore traffic calming is not necessary. If drivers continue to park in the No Parking zone enforcement will be arranged.
6	Kilburn Ave & 4th St	Parking restrictions on Kilburn Ave at 10m on SE corner and entire west portion of intersection (10m south to Sask Abilities driveway)	Enhance sightlines				Carried.
7	8th St - Lorne Ave to Broadway Ave	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed	Racing speeds (Fridays and Saturdays) between Broadway Ave & Victoria Ave	Red light camera at 8th St & Victoria Ave; alter signal timing plan on 8th St at Victoria Ave		Carried. Comments forwarded to project manager for red light camera program. Comments will be forwarded regarding signal timing at 8th St & Victoria Ave (to be considered as part of major intersection improvements program).
8	8th St & Eastlake Ave	Parking restrictions on 8th St at 20m on NE & SW corners	Enhance sightlines				Carried.
9.1	Lorne Ave & Taylor St	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & enhancing sightlines	Consult business owner (blocking driveway access)	Consult with owner		Carried. Driveway access will be blocked only while bus is stopped. Will discuss with business owner prior to installation. Traffic signals not warranted.
9.2	Lorne Ave & Taylor St	Move street name blades to same posts as stop signs	Reduce driver confusion				Carried.
9.3	Lorne Ave & Taylor St	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Reduce driver confusion		Add median island and put sign on island instead		Carried. If driver confusion continues then consider additional measures.
10	Lorne Ave between Taylor St & 8th St	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed				Carried.
11	Lorne Ave & 2nd St	Install additional pedestrian crosswalk signs & extend parking restrictions on NW corner (to north property line of Tastebuds)	Enhance sightlines & raise awareness of pedestrian crosswalk				Carried.
12.1	Lorne Ave & 5th St	Active Pedestrian Corridor	Improve pedestrian safety near school			consider signal (or pedestrian actuated signal)	Carried. Pedestrian Actuated Signal is not warranted.
12.2	Lorne Ave & 5th St	Accessibility ramp on NW corner	Improve pedestrian safety				Carried.

Item	Location	Recommendation	Reason	Nathalie's Group	Sheliza's Group	Chelsea's Group	Decision
13	Lorne Ave & 6th St	Extend arm of Pedestrian Corridor	Improve visibility of pedestrian sign is more visible / not obstructed by trees			more tree trimming needed	Carried. Location added to tree trimming list. Add to recommendation "Upgrade light fixtures for the southbound direction" on Lorne Ave between Taylor St & 8th St to "Improve street lighting & visibility of pedestrians".
14	8th St - Poplar Cres to Coy Ave	Sidewalk on south side	Improve pedestrian safety on school route		Install sidewalk the way to Sask Cres		Carried. Sidewalk installation to Saskatchewan Cres requires detailed assessment due to constraints (i.e. trees).
15	8th St & Poplar Cres	Zebra crosswalk	Connect new sidewalk				Carried.
16	Kilburn Ave - 2nd St to 4th St	Sidewalk on west side	Improve pedestrian safety				Carried.
17	McPherson Ave - 5th St to 7th St	Sidewalk on west side	Improve pedestrian safety				Carried.
18	6th St - Lorne Ave to Coy Ave	Sidewalk on south side	Improve pedestrian safety				Carried.
19	2nd St - Coy Ave to Kilburn Ave	Sidewalk on south side	Improve pedestrian safety				Carried.

APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT  
PLAN

## Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
8th St & Broadway Ave	Medical office being built on SW corner will impact neighbourhood (i.e. increased traffic and parking); will cause traffic to increase on 7th St between Eastlake Ave & Broadway Ave	Added to recommendations. "Traffic volume & speed study in spring 2018" to determine if improvements are needed on 7th St between Eastlake Ave & Broadway Ave.
7th St – Eastlake Ave & Broadway Ave	Shortcutting and speeding	Same as above
Lane on back side of Kilburn Hall	Lane is providing main access to building therefore generating traffic and pedestrian activity; additional lighting needed; pave lane	Find out if there's funding provided through province. Forward comments to CPTED group for consideration.
Lorne Ave & Ruth St	Visibility of traffic signal from Highway 219	Comments will be forwarded to project manager for further consideration.
Victoria Ave & 7th St	SE corner parking restrictions or enforcement at 10m	Sight lines were visible on all corners except southeast. Follow-up with resident to ensure they are not parking within 10m of the intersection as per Traffic Bylaw 7200.
Lorne Ave & 7th St	Crosswalk needed; tree on NE corner	Add to recommendations "Traffic count in spring 2018 to determine pedestrian usage". Site check determined sightlines for stop sign and crosswalk were adequate.
Lorne Ave	Truck traffic (triple-axle) creates noise, vibrations, speeds, volume, weight	Lorne Ave is a minor arterial therefore some truck traffic is expected. Speed studies were conducted between Taylor St and 8th St indicating 85th percentile speeds of 53 kph therefore speed data will be provided to Saskatoon Police Service to consider enforcement. Wayfinding signage for truck traffic is being reviewed to ensure clear directions are provided to truck drivers.
Sask Cres & 8th St	No one stops at 3-way stop; enforcement needed	Comments will be forwarded to Saskatoon Police Service for further consideration
Victoria Ave & 2nd St	Parking within 10m of intersection; install No Parking signs	No one parked within 10 m of intersection during site check. Area is all residential therefore it's likely resident parking. Low pedestrian activity. No further recommendations.
Melrose Ave & 7th St	Install additional yield signs on medians & move yield sign to power pole to make signs more visible	Add to recommendations "Move yield sign on southeast corner off of power pole to sign post. Install additional yield signs on medians". All signs will need to be installed so trees are not blocking. Large evergreen on the south median added to tree trimming list.
Eastlake Ave	Install speed bumps; people ignore the yield signs; shortcutting to avoid Broadway Ave	Median islands with additional yield signs recommended. Traffic study indicated 685 vpd, therefore volumes are within the acceptable range. Speed humps will be installed at select locations in spring 2018 as a pilot project. If proven effective, they will be added to the City of Saskatoon traffic calming toolkit. Until that time speed humps are not recommended.
McPherson Ave - 5th St to 6th St (school zone)	Speeding; enforcement needed between 5th St & 8th St; drivers may not be going 30 kph in school zone in middle of day	Added to recommendations. "Speed study in spring 2018 to determine if enforcement is needed during school hours" on McPherson Ave between in the school zone between 5th St & 6th St.
McPherson Ave & 7th St	Yield sign is not visible with tree	Site check determined signs are visible.
Lanes	Drainage issues; no gravel; standing water	Need specific locations.



Location	Concerns	Decision
Lane south of 8th St between Lorne Ave & Coy Ave	Shortcutting; install Local Traffic Only signs or speed bumps; speeding is also a concern; not okay with one-way signs; lane it too narrow for garbage / recycling pick up	Traffic count indicated less than 50 vpd. Add to recommendations "20 kph on either side of east-west lane" to "Reduce speed". Forward concerns regarding garbage / Loraas trucks to Environmental Services.
School zones	Speeding & distracted driving	Comments forwarded to Active Transportation Coordinator for further consideration as part of Pedestrian Awareness campaign.
Lorne Ave & 5th St	Congestion during pickup/drop-off times in front of school; parking & visibility concerns; at very least install No Parking signs at 10 m or enforcement	No Parking sign already installed on northeast corner at 11 m (in front of school). Add to recommendations "Parking restrictions on southeast corner at 10 m".
Taylor St & Belfast Ave	Near Hilltops practice field; lots of kids playing in street; street is wide; drivers drifting while turning; "Kids at play" signs; yellow signs to slow down to improve children safety; speed humps	No issues noted during site check. There's no playground therefore Playground signs are not recommended. Speed humps will be installed at select locations in spring 2018 as a pilot project. If proven effective, they will be added to the City of Saskatoon traffic calming toolkit. Until that time speed humps are not recommended.