

GROSVENOR PARK

2016 Neighbourhood Traffic Reviews

CITY OF SASKATOON

March 15, 2017

Grosvenor Park Neighbourhood Traffic Review

March 15, 2017

Authorization

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EXECUTIVE SUMMARY

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves additional community and stakeholder consultation that provides opportunity for residents and City staff to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2016.

A public meeting was held in April 2016 to identify traffic concerns and potential solutions within the Grosvenor Park 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 January 2017.

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

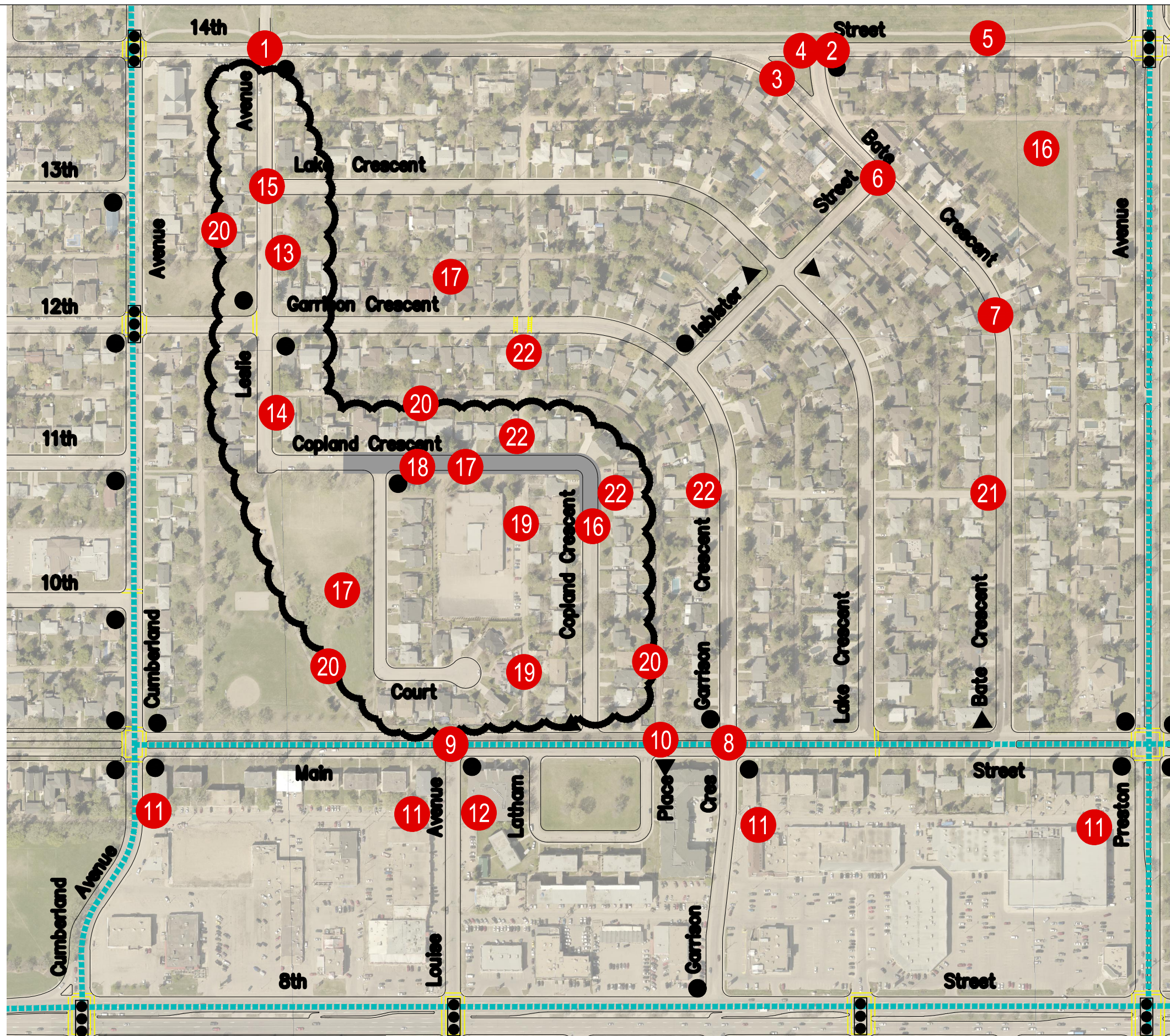
The Grosvenor Park Traffic Plan is illustrated in **Exhibit ES-1**.

Table ES-I: Grosvenor Park Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	14 th Street & Leslie Avenue	Median island on west leg, zebra crosswalks, parking restrictions (15m on southeast & southwest corners on 14 th Street)	Improve pedestrian safety & visibility
2	14 th Street & Bate Crescent	Median island & zebra crosswalk on east leg, parking restrictions (15m on southeast corner on 14 th Street and entire north side of island)	Improve pedestrian safety & visibility
3	14 th Street & Bate Crescent	Southbound Only (i.e. one-way) on the west leg of Bate Crescent	Improve intersection safety (i.e. improved sightlines for northbound left turn from east leg of Bate Crescent)
4	14 th Street & Bate Crescent	Sidewalk on south side (north side of island)	Improve pedestrian safety
5	14 th Street - west of Preston Avenue	Speed display board facing westbound traffic	Reduce speed
6	Bate Crescent & Isbister Street	Median island on north leg	Reduce speed
7	Bate Crescent & curve south of Bate Crescent	Median island	Reduce speed; prevent cutting into opposing traffic lane
8	Main Street & Garrison Crescent	Standard crosswalk on west leg; larger stop signs; parking restrictions (10 m on southwest & northeast corners on Main Street)	Improve pedestrian safety, ensure stop signs are visible & improve sightlines
9	Main Street & Louise Avenue	Standard crosswalk on west leg	Improve pedestrian safety
10	Main Street & Lane east of Latham Place	Additional posts	Prevent drivers from driving over median
11	Back Lanes south of Main Street	20 kph speed limit sign	Reduce speed
12	Louise Avenue between 8 th Street & Main Street	Sidewalk on east side & on west side between Main Street and the back lane (pending approval from Parks with City trees)	Improve pedestrian safety
13	Leslie Avenue between Garrison Crescent & Lake Crescent	Sidewalk on east side (pending approval from Parks with City trees)	Improve pedestrian safety
14	Leslie Avenue between Garrison Crescent & Copland Crescent	Permanent median island	Reduce driver speed; ensure school zone sign is visible
15	Lake Crescent & Leslie Avenue	Yield sign	Improve intersection safety
16	Copland Crescent (north of Main Street)	Permanent median island	Reduce driver speed; ensure school zone sign is visible
17	Copland Crescent - midblock in front of Misbah School	Permanent curb extensions	Improve pedestrian safety near school
18	Copland Crescent (north of the school)	Enforcement during school hours	Reduce speed

Table ES-I Continued

Item	Location	Recommendation	Reason
19	Copland Crescent north / south back lane	Pave lane, speed bumps, 20 kph speed signs, pedestrian warning signs	Dust mitigation, reduce speed & improve safety
20	Copland Crescent, Leslie Avenue & surrounding lanes	Parking enforcement (blocking driveways, parking too close to intersections etc.)	Improve safety & visibility
21	Bate Crescent & east / west back lane	Remove "Local Traffic Only" signs and yellow posts	Low traffic volumes indicate signs are not necessary
22	Back lanes leading near mosque	Remove yellow posts	Posts are not necessary to reduce traffic volumes



- LEGEND**
- EXISTING STOP SIGN
 - ▼ EXISTING YIELD SIGN
 - ▬ BUS ROUTE
 - ▬ SCHOOL ZONE
 - ⬮ EXISTING TRAFFIC SIGNAL
 - ⬮ PEDESTRIAN ACTUATED SIGNAL LOCATION
 - ⬮ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION

GROSVENOR PARK TRAFFIC PLAN

Exhibit ES-1

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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* document 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 Grosvenor Park neighbourhood.

The Grosvenor Park neighbourhood is located on the east portion of Saskatoon and is bound by Cumberland Avenue to the west, 8th Street the south, 14th Street to the north and Preston Avenue to the east. The land use is mostly residential, with a combined mosque-elementary school on Copland Crescent and some commercial along 8th Street.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

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

A public meeting was held in April 2016 to identify traffic concerns within the Grosvenor Park neighbourhood. At the meeting, residents were given the opportunity to express concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation (including all correspondence and Shaping Saskatoon discussion comments received prior to the follow-up meeting) with the residents.

2.1 Concern 1 – Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through the neighbourhood on streets that are designed and intended for low volumes of traffic (i.e. local streets). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

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

- Bate Crescent:
 - Shortcutting from 14th Street (eastbound) to avoid lights at Preston Avenue (especially during am and pm peak hours)
 - Traffic is diverted to Bate Crescent when there's construction on 14th Street
 - Speeding
- Isbister Street:
 - Shortcutting (especially Lake Crescent to Garrison Crescent) due to congestion on Preston Ave (particularly at the four-way stop at Main Street)
 - Speeding
- 14th Street - speeding because there's only one set of lights between Acadia Drive & Cumberland Avenue (at Preston Avenue)
- Main Street - speeding eastbound past Cumberland Avenue near apartments
- Main Street - drivers crossing over median and around posts (at Copland Crescent and back lane)
- Leslie Avenue - shortcutting to avoid traffic signal on Preston Avenue; speeding
- Garrison Crescent – speeding
- Preston Avenue – high traffic
- Cumberland Avenue – speeding (especially Monday to Friday at 9:30pm)

- Copland Crescent / Copland Court - constant traffic; high traffic; speeding on east-west portion (north of school); U-turns in middle of street when dropping off kids for school
- Leslie Avenue to Copland Crescent – needs review; speeding; traffic calming needed
- Back lanes:
 - North / South lane perpendicular to Lake Crescent by 14th Street - too much traffic. Too fast.
 - North / South lane between Copland Crescent & 14th Street – shortcutting; alleyway continues to be abused by non-residents
 - Alley at north entrance between Lake Crescent & Isbister Street – shortcutting
 - Leslie Avenue back lane – shortcutting
 - North / South lane east of the mosque - high traffic volumes; noticeable increase in traffic with school & prayer times (especially Friday afternoons); two-way traffic is dangerous, especially in winter; too narrow and causes drivers to squeeze near fences to fit through; backing out of garages is unsafe as drivers speed by right beside

Proposed solutions identified by residents:

- Enforcement
- Bate Crescent & Isbister Street - tight southbound right turn by adding curb extensions or mini-roundabout
- Main Street & Bate Crescent - close median to prevent left turns & prevent shortcutting on Bate Crescent
- Isbister Street - install some type of restrictive device
- 14th Street - install speed reader board or more signage
- Garrison Crescent & Isbister Street – install mini roundabout
- Copland Crescent - should move mosque driveway to west; install additional lane to the parking lot from the north side of Copland Crescent; expand the school zone
- Places of worship should be on non-local roads only
- Back lanes:
 - Local Traffic Only signs are being ignored; “Local Traffic Only” signs are not effective as members of the mosque are arguably part of local traffic
 - North / South lane perpendicular to Lake Crescent by 14th Street - put in bollards or posts to block traffic from cutting through

- North / South lane between Copland Crescent & 14th Street – restrict North / South through movement; close lanes; installation of temporary bollards at the T-intersection of the alley (on the south end of the intersection).
- East / West lane between Copland Crescent & Preston Avenue – open up median at Main Street & Copland Crescent; close lane.
- Alley at north entrance between Lake Crescent & Isbister Street – block north entrance with metal posts
- Leslie Avenue back lane – shortcutting; install similar restrictions as Garrison Crescent
- North / South lane east of the mosque - only way that cars slowdown is due to bumps & ruts in back lane so do not fill them; block lane at midblock; install temporary fence; make the lane one-way
- Back Lanes - perhaps speed humps would make alleys safer

2.2 Concern 2 – Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation as encouraging 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.”

Grosvenor Park neighborhood pedestrian safety concerns were noted at the following locations:

- Bate Crescent & Isbister Street
- 14th Street at Leslie Avenue & Bate Crescent- children crossing to schools; drivers not stopping for pedestrians
- Main Street - safety risk for pedestrians crossing at all intersections between Cumberland Avenue & Preston Avenue due to increased traffic and speeding
- Leslie Avenue between Lake Crescent & Garrison Crescent - no sidewalk on east side
- Rod V. Real Park – joyriding through park
- Louise Avenue – no sidewalks
- Back lanes:
 - East / West lane between Main Street & commercial properties on 8th Street – pedestrian safety concerns due to private businesses operating vehicles to and from their property

Proposed solutions identified by residents:

- Bate Crescent & Isbister Street – install pedestrian crosswalk
- 14th Street at Leslie Avenue & Bate Crescent – consider parking restrictions to improve visibility; crosswalk lights maybe needed; install traffic calming for pedestrian safety
- 14th Street & Bate Crescent - island needs sidewalk
- 14th Street & back lane (between Bate Crescent & Leslie Avenue) – needs north-south pedestrian crosswalk because it's heavily used
- Main Street – mark crosswalks between Cumberland Avenue & Preston Avenue due to increased traffic and speeding
- Main Street at Louise Avenue & Garrison Crescent – install crosswalk lights
- Leslie Avenue & Lake Crescent - pedestrian crosswalk & traffic calming
- Rod V. Real Park – install posts
- Preston Avenue & Main Street – crosswalk lines need to be marked

2.3 Concern 3 – Traffic Control

Traffic control signs are used in order to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used:

- As speed control devices
- To stop priority traffic over minor traffic
- On the same approach to an intersection where traffic signals are operational
- 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.

Concerns regarding traffic control in the Grosvenor Park neighborhood were identified at the following locations:

- Bate Crescent & Isbister Street
- Bate Cres - difficult to turn left onto 14th Street weekdays 7:30 to 8:30 a.m.
- Leslie Avenue & Lake Crescent - not following right-of-way rules

Proposed solutions identified by residents:

- Install all-way stop (Bate Crescent & Isbister Street, Main Street & Garrison Crescent)
- Leslie Avenue & Lake Crescent – sign review needed; install yield signs
- Garrison Crescent & Isbister Street – reverse direction of stop signs

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 within one metre of a driveway or back lane.

Grosvenor Park neighborhood parking concerns were at the following locations:

- University students and employees parking all day (blocking driveways and in front of residential):
 - Isbister Street
 - 14th Street
 - Leslie Avenue
 - Lake Crescent
 - Garrison Crescent
 - Cumberland Avenue
- Leslie Avenue & Cumberland Avenue (and back lane) - parking causes sight restrictions for those leaving back alley along Leslie Avenue; parking in front of church
- Back lane east of mosque – double parked behind mosque; parked vehicles are blocking garages
- Copland Crescent - temporary median islands restrict movements when cars are parked beside; parked cars blocking residents' driveways
- Copland Court – parked cars blocking residents' driveways

Proposed solutions identified by residents:

- Change the Bylaw to allow parking in back yards.
- Leslie Avenue & Cumberland Avenue (and back lane) - put in a 5-min loading zone instead to allow drop off for students to dance
- Back lane east of mosque – organize group of volunteers from mosque to patrol area to provide direction to members on parking
- Places of worship should be on non-local roads only

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).

Grosvenor Park neighborhood maintenance concerns were at the following locations:

- Bate Crescent & Isbister Street – icy conditions; sanding & grading needed
- Main Street at Copland Crescent & west of Copland Crescent at alley – posts on median are missing
- Lake Crescent near Leslie Avenue – poor snow clearing
- Copland Crescent / Copland Court - high traffic is wearing roadways (potholes etc); potholes & water main break patching creates awful roadways
- Leslie Avenue to Copland Crescent - temporary bulb-outs are ugly and ineffective
- Back lanes:
 - North / South lane perpendicular to Lake Crescent by 14th Street - very dusty
 - North / South lane east of the mosque – dust created by high traffic

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.

Grosvenor Park neighborhood concerns regarding major intersection concerns were identified at the following locations:

- Preston Avenue & 14th Street - review signal timing delays at pm peak and eastbound delays
- Preston Avenue & Main Street - delays for southbound

Proposed solutions identified by residents:

- Preston Avenue & 14th Street – install left-turn arrows for northbound / southbound

3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

3.1 Methodology

Stage 2 of the Neighborhood Traffic Review included developing a draft Traffic Plan. This was completed through the following actions:

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

The following sections provide details on the data collected for traffic volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2 Traffic Volume and Speed Assessments

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

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

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

Travel speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Grosvenor Park neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 a.m. to 5:00 p.m.

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

Table 3-2: Speed Studies and Average Daily Traffic Counts (2016)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
North / South Lane	Garrison Crescent to Copland Crescent	Lane	<100	NA
East / West Lane	Bate Crescent to Preston Avenue		<100	
North / South Lane	14 th Street to Lake Crescent		130	
East / West Lane	Copland Crescent to Garrison Crescent		170 (Friday = 210)	
North / South Lane (north of parking lot entrance)	Copland Crescent to Main Street		140 (Friday = 320)	
North / South Lane (south of parking lot entrance)	Copland Crescent to Main Street		260 (Friday = 500)	
Copland Crescent	Copland Court to bend east of mosque (school zone)	Local	750	47 (46 during school hours)
Copland Crescent	Main Street to bend east of mosque		500	39
Isbister Street	Bate Crescent to Garrison Crescent		450	NA
Bate Crescent	Isbister Street to 14 th Street		550	55
Copland Court	Midblock		170 (Friday = 260)	40
Garrison Crescent	Leslie Avenue to Isbister Street	Collector	1,250	53
14 th Street	Bate Crescent to Leslie Avenue	Major collector	5,950	60

A number of traffic studies were completed in Grosvenor Park prior to the Neighborhood Traffic Review to address speeding and shortcutting concerns. Locations of concern included:

- Copland Crescent
- Leslie Avenue
- Back Lanes connecting to the mosque / school

As a result temporary traffic calming was installed at the following locations:

- Copland Crescent – curb extensions (in front of the mosque / school) and a median island to reduce speed, improve pedestrian safety & enhance visibility of the school zone signs.
- Leslie Avenue – median divider island to reduce speed & enhance visibility of the school zone signs.
- Back lanes – “Local Traffic Only” signs and reflective posts to reduce the volume of traffic.

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
- Five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

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

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

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

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Main Street & Garrison Crescent	674 (yes)	7,010 vpd (yes)	3 (no)	Continue to Step 2.
14 th Street & Leslie Avenue	628 (no)	7,210 vpd (no)	0 (no)	
Bate Crescent & Isbister Street	98 (no)	1,030 vpd (no)	0 (no)	All-Way Stop Not Warranted
Main Street & Bate Crescent	591 (no)	5,910 vpd (no)	0 (no)	
Leslie Avenue & Lake Crescent	185 (no)	1,870 vpd (no)	0 (no)	

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

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

Location	Condition 1: Traffic on minor street is at least 35%	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Main Street & Garrison Crescent	24% (no)	325 m (yes)	All-Way Stop Not Warranted
14 th Street & Leslie Avenue	10% (no)	95 m (no)	

3.4 Pedestrian Assessments

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

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

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

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

Table 3-5: Pedestrian Assessments

Location	Number of Pedestrians Crossing During Peak Hours	Results
14 th Street & Leslie Avenue	71	Pedestrian Device Not Warranted
14 th Street & back lane (between Leslie Avenue & Bate Crescent)	41	
14 th Street & Bate Crescent	43	
Main Street & Louise Avenue	73	
Main Street & Garrison Crescent	104	
Main Street & Bate Crescent	43	
Bate Crescent & Isbister Street	7	

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

3.5 Collision Analysis

The most recently available five year collision data (2011 to 2015) was provided by SGI. High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Locations with two or more collisions per year include the Main Street and Garrison Crescent intersection.

Details of the collision analysis are provided in **Appendix D**.

4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

4.1 Methodology

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

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

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

4.2 Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
14 th Street – west of Preston Avenue	Speed display board facing westbound traffic	Reduce speed
Bate Crescent & Isbister Street	Median island on north leg	Reduce speed
Bate Crescent & curve south of Bate Crescent	Median island	Reduce speed; prevent cutting into opposing traffic lane
Main Street & Lane east of Latham Place	Additional posts	Prevent drivers from driving over median
Back Lanes south of Main Street	20 kph speed limit sign	Reduce speed
Leslie Avenue between Garrison Crescent and Copland Crescent	Permanent median island	Reduce driver speed; ensure school zone sign is visible
Lake Crescent & Leslie Avenue	Yield sign	Improve intersection safety
Copland Crescent (north of Main Street)	Permanent median island	Reduce driver speed; ensure school zone sign is visible
Copland Crescent (north of the school)	Enforcement during school hours	Reduce speed
Copland Crescent north / south back lane	Speed bumps & 20 kph speed signs	Reduce speed
Bate Crescent & east / west back lane	Remove "Local Traffic Only" signs and yellow posts	Low traffic volumes indicate signs are not necessary
Back lanes near to mosque	Remove yellow posts	Posts are not necessary to reduce traffic volumes

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
14 th Street & Leslie Avenue	Median island on west leg & Zebra crosswalks	Improve pedestrian safety
14 th Street & Bate Crescent	Median island on west leg & Zebra crosswalks	Improve pedestrian safety
14 th Street & Bate Crescent	Sidewalk on south side (north side of island)	Improve pedestrian safety
Main Street & Garrison Crescent	Standard crosswalk on west leg	Improve pedestrian safety, ensure stop signs are visible & improve sightlines
Main Street & Louise Avenue	Standard crosswalk on west leg	Improve pedestrian safety
Louise Avenue between 8 th Street & Main Street	Sidewalk on east side & on west side between Main Street and the back lane (pending approval from Parks with City trees)	Improve pedestrian safety
Leslie Avenue between Garrison Crescent & Lake Crescent	Sidewalk on east side (pending approval from Parks with City trees)	Improve pedestrian safety
Copland Crescent - midblock in front of Misbah School	Permanent curb extensions	Improve pedestrian safety near school
Copland Crescent north / south back lane	Pedestrian warning signs	Improve pedestrian safety

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
14 th Street & Bate Crescent	Southbound Only (i.e. one-way) on the west leg of Bate Crescent	Improve intersection safety (i.e. improved sightlines for northbound left turn from east leg of Bate Crescent)
Main Street & Garrison Crescent	Larger stop signs	Improve pedestrian safety, ensure stop signs are visible & improve sightlines

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
14 th Street & Leslie Avenue	Parking restrictions (15 m on southeast & southwest corners on 14th Street)	Improve visibility
14 th Street & Bate Crescent	Parking restrictions (15 m on southeast corner on 14 th Street and entire north side of island)	Improve visibility
Main Street & Garrison Crescent	Parking restrictions (10m on southwest & northeast corners on Main Street)	Improve pedestrian safety, ensure stop signs are visible & improve sightlines
Copland Crescent, Leslie Avenue & surrounding lanes	Parking enforcement (blocking driveways, parking too close to intersections etc.)	Improve safety & visibility

4.6 Maintenance

The recommended improvements to parking that will improve the level of safety are provided in **Table 4-5**.

Table 4-5: Recommended Improvements – Maintenance

Location	Recommended Improvement	Justification
Copland Crescent north / south back lane	Pave lane	Dust mitigation

4.7 Follow Up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in November 2016. Meeting minutes are provided in **Appendix E**. Recommended improvements that were not supported were eliminated or altered accordingly.

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

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

5 STAGE 4: IMPLEMENTATION

Stage 4, the final stage of the Neighborhood 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 short-term (1 to 2 years); medium-term (3 to 5 years); and long-term (more than 5 years).

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

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

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

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

Location	Device (No. of Devices)	Cost Estimate	Time Frame
Bate Crescent & Isbister Street	Median island (1)	\$500	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
Bate Crescent & curve south of Bate Crescent	Median island (1)	\$500	
14 th Street & Leslie Avenue	Median island (1)	\$500	
14 th Street & Bate Crescent	Median island (1)	\$500	
14 th Street & Leslie Avenue	Zebra crosswalks (2) (upgrade existing standard crosswalk)	\$250	1 to 2 years
14 th Street & Bate Crescent	Zebra crosswalks (2) (upgrade existing standard crosswalk)	\$250	
Main Street & Garrison Crescent	Standard crosswalk (1)	\$500	
Main Street & Louise Avenue	Standard crosswalk (1)	\$500	
Main Street & Lane east of Latham Place	Posts (3)	\$250	
Back Lanes south of Main Street	20 kph speed sign (4)	\$1,000	
Lake Crescent & Leslie Avenue	Yield sign	\$250	
Copland Crescent north / south back lane	20 kph speed signs (2)	\$500	
Bate Crescent & east / west back lane	Remove "Local Traffic Only" signs and yellow posts	\$0	
Back lanes near to mosque	Remove yellow posts	\$0	
Copland Crescent north / south back lane	Pedestrian warning signs (2)	\$500	
14 th Street & Bate Crescent	One-way sign (1) & Do Not Enter sign (1)	\$500	
Main Street & Garrison Crescent	Larger stop signs (2)	\$500	
14 th Street & Leslie Avenue	No Parking sign (2)	\$500	
14 th Street & Bate Crescent	No Parking sign (3)	\$1,500	
Main Street & Garrison Crescent	No Parking sign (2)	\$500	
Total		\$9,500	

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

Location	Device	Cost Estimate	Time Frame
14 th Street - west of Preston Avenue	Temporary speed display board	\$0 (funded through Speed Program)	1 to 2 years
Copland Crescent (north of the school)	Saskatoon Police Service enforcement	\$0 (provided by Saskatoon Police Service)	
Copland Crescent, Leslie Avenue & surrounding lanes	Parking Enforcement	\$0 (provided by Parking Services)	
Total		\$0	

Table 5-3: Sidewalks Cost Estimate

Location	Length (m)	Cost Estimate	Time Frame
14 th Street & Bate Crescent	30	\$13,200	more than 5
Louise Avenue between 8th Street & Main Street	230	\$101,200	
Leslie Avenue between Garrison Crescent & Lake Crescent	95	\$41,800	
Total		\$156,200	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Leslie Avenue between Garrison Crescent and Copland Crescent	Median island (1)	\$5,000	3 to 5 years
Copland Crescent (north of Main Street)	Median island (1)	\$5,000	
Copland Crescent - midblock in front of Misbah School	Curb extensions (2)	\$90,000	
Copland Crescent north / south back lane	Pave lane (1)	\$56,700	
Copland Crescent north / south back lane	Speed bumps (4)	\$2,000	
Bate Crescent & Isbister Street	Median island (1)	\$5,000	
Bate Crescent & curve south of Bate Crescent	Median island (1)	\$5,000	
14 th Street & Leslie Avenue	Median island (1)	\$5,000	
Total		\$173,700	

Table 5-5: Total Cost Estimate

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$9,500	NA
Speed Enforcement & Temporary Speed Display Boards	\$0	NA
Sidewalks	NA	\$156,200
Permanent Traffic Calming	NA	\$173,700
Total	\$9,500	\$329,900

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$9,500**. The total cost estimate for long-term improvements (permanent traffic calming and sidewalks) is **\$329,900**.

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

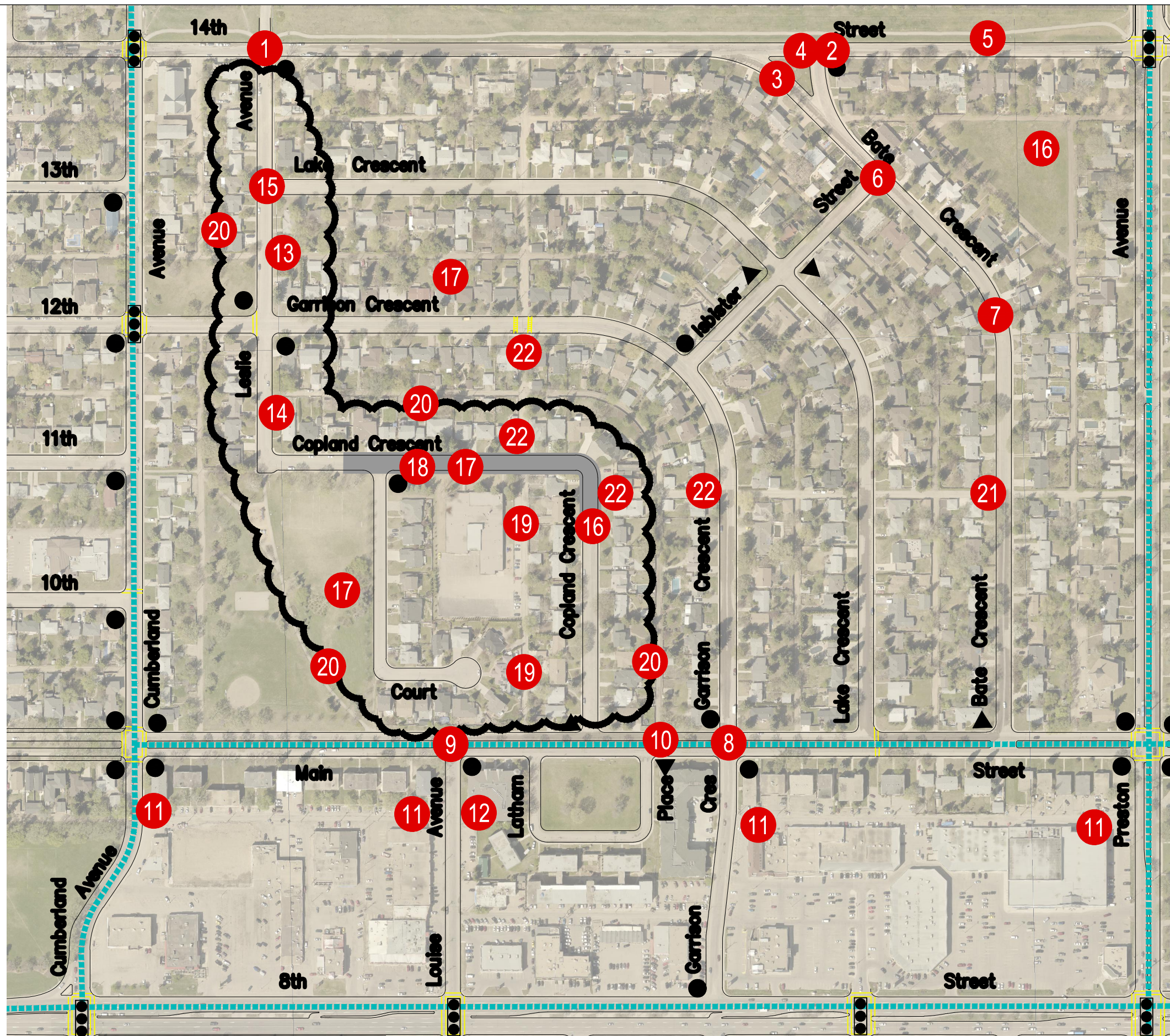
The resulting recommended Grosvenor Park Neighbourhood Traffic Plan is illustrated in **Exhibit 5-1**.

Table 5-6: Grosvenor Park Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	14 th Street & Leslie Avenue	Median island on west leg, zebra crosswalks, parking restrictions (15m on southeast & southwest corners on 14 th Street)	Improve pedestrian safety & visibility
2	14 th Street & Bate Crescent	Median island & zebra crosswalk on east leg, parking restrictions (15m on southeast corner on 14 th Street and entire north side of island)	Improve pedestrian safety & visibility
3	14 th Street & Bate Crescent	Southbound Only (i.e. one-way) on the west leg of Bate Crescent	Improve intersection safety (i.e. improved sightlines for northbound left turn from east leg of Bate Crescent)
4	14 th Street & Bate Crescent	Sidewalk on south side (north side of island)	Improve pedestrian safety
5	14 th Street - west of Preston Avenue	Speed display board facing westbound traffic	Reduce speed
6	Bate Crescent & Isbister Street	Median island on north leg	Reduce speed
7	Bate Crescent & curve south of Bate Crescent	Median island	Reduce speed; prevent cutting into opposing traffic lane
8	Main Street & Garrison Crescent	Standard crosswalk on west leg; larger stop signs; parking restrictions (10 m on southwest & northeast corners on Main Street)	Improve pedestrian safety, ensure stop signs are visible & improve sightlines
9	Main Street & Louise Avenue	Standard crosswalk on west leg	Improve pedestrian safety
10	Main Street & Lane east of Latham Place	Additional posts	Prevent drivers from driving over median
11	Back Lanes south of Main Street	20 kph speed limit sign	Reduce speed
12	Louise Avenue between 8 th Street & Main Street	Sidewalk on east side & on west side between Main Street and the back lane (pending approval from Parks with City trees)	Improve pedestrian safety
13	Leslie Avenue between Garrison Crescent & Lake Crescent	Sidewalk on east side (pending approval from Parks with City trees)	Improve pedestrian safety
14	Leslie Avenue between Garrison Crescent & Copland Crescent	Permanent median island	Reduce driver speed; ensure school zone sign is visible
15	Lake Crescent & Leslie Avenue	Yield sign	Improve intersection safety
16	Copland Crescent (north of Main Street)	Permanent median island	Reduce driver speed; ensure school zone sign is visible
17	Copland Crescent - midblock in front of Misbah School	Permanent curb extensions	Improve pedestrian safety near school
18	Copland Crescent (north of the school)	Enforcement during school hours	Reduce speed

Table 5-6 Continued

Item	Location	Recommendation	Reason
19	Copland Crescent north / south back lane	Pave lane, speed bumps, 20 kph speed signs, pedestrian warning signs	Dust mitigation, reduce speed & improve safety
20	Copland Crescent, Leslie Avenue & surrounding lanes	Parking enforcement (blocking driveways, parking too close to intersections etc.)	Improve safety & visibility
21	Bate Crescent & east / west back lane	Remove "Local Traffic Only" signs and yellow posts	Low traffic volumes indicate signs are not necessary
22	Back lanes leading near mosque	Remove yellow posts	Posts are not necessary to reduce traffic volumes



GROSVENOR PARK TRAFFIC PLAN

Exhibit 5-1

APPENDIX A: PUBLIC MEETING No.1 – APRIL 14, 2016 MINUTES

**Grosvenor Park Neighbourhood
Traffic Review
Thursday, April 14, 2016, 7:00 – 9:00 P.M.
Grosvenor Park United Church**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Angela Gardiner, Justine Nyen, Shirley Matt, Mariniel Flores, Mark Emmons

Councillor Clark 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 – Grosvenor Park Neighbourhood Traffic Review

(Presented by Justine Nyen – Transportation Engineer)

Presentation Outline:

- Neighbourhood Review Process
- Timeline for Grosvenor Park Review
- Sources of Information
- Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices
- Corridor & Major Intersection Reviews

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** – Grosvenor Park, Sutherland, Parkridge, Hampton Village, Willowgrove, Stonebridge, Silverspring, Lakeridge

Timeline for Grosvenor Park Review:

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

Sources of Information:

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

Concerns Received:

- Bate Cres – shortcutting
- Isbister St/Lake Cres – shortcutting; speeding
- 14th St:
 - Crosswalks (Leslie Ave & Bate Cres) – children crossing to schools; drivers not stopping for pedestrians; parking obstructs driver’s view
 - Speeding
- Main St – pedestrian safety concerns
- E/W lane between Main St & commercial properties on 8th St – pedestrian safety concerns
- Islamic Association of SK (IAS) 222 Copland Cres & area – increased membership at the mosque and school

IAS/Copland Cres/Copland Crt/Garrison Cres/back lanes:

- Illegal parking, loss of available parking, increased traffic volumes, back lane traffic
- Neighbourhood Committee formed by reps from the IAS & residents to resolve issues. City departments worked with group since 2013 to resolve issues:
 - Transportation Division – installed parking restrictions, traffic calming islands on Copland Cres, curb extension & zebra crosswalks in front of school, temporary posts & “Local Traffic Only” signs in back lanes.
 - Parking Services – enforcement, education
 - Public Works – increased snow clearing on Copland Cres and snow removal in front of school

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

Corridor Reviews & Major Intersection Review:

- Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews address local and collector streets
- Recommendations will be identified and projects will be prioritized for funding approval

Presentation from Islamic Association of Saskatchewan/Neighbourhood Committee
Members provided information on the history of their group and initiatives.

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 Grosvenor Park and potential solutions

Group 1: Mariniel Flores

1. Shortcutting & speed on Bate Cres (from 14th St to Main St to avoid Preston Ave); install speed bumps or raised median through the intersection at Bate Cres & Main St to restrict movements.
2. Isbister St & Bate Cres – tight southbound turn; install curb extensions, mini roundabout, 3-way stop; icy conditions, sanding and grading needed
3. 100 block of Lake Cres is not a parking lot and block driveways (9am, 10am, 4:30pm); expansion of the Residential Parking Permit Program (8am-5pm) every 2 hours to include this. Build parking lot. Improve bus route to UofS.
4. Poor snow clearing in Lake Cres near Leslie Ave
5. Leslie Ave & Lake Cres – not following right-of-way rules, signage review needed; yield signs
6. No sidewalk on east side of Leslie Ave (Lake Cres to Garrison Cres)
7. Isbister St from Bate Cres to Garrison Cres – shortcutting; install some type of restrictive device
8. North entrance to alley between Lake Cres & Isbister St – shortcutting; block north entrance; metal posts & “Local Traffic Only” perceived not to work
9. Block off middle portion of north-south lane between Main St & Copland Cres; lots of shortcutting.
10. Main St & Louise Ave – pedestrian crosswalk needed; pedestrian lights
11. No sidewalks on west & east sides of Louise Ave
12. Garrison Cres & Main St – pedestrian crosswalk ceded; pedestrian lights

13. Copland Cres & Main St – post on median missing
14. West of Copland Cres (alley) & Main St – post on median missing
15. Traffic count needed in alley west of Copland Cres between Main St & Copland Cres
16. Pedestrian lights needed at 14th St & Leslie Ave, & 14th St & Bate Cres
17. Northbound & Southbound left-arrow for lights at Preston Ave & 14th St needed

Group 2: Justine Nyen

1. North-south back lane between Main St & Copland Cres:
 - a. Grading causes speeding; paving the back lane may cause speeding
 - b. Road is too narrow for 2-way traffic so cars squeeze close to fences to fit by
 - c. Maybe install a fence mid-lane to restrict traffic
 - d. Volunteers from the mosque volunteer during high-prayer times to stand on Copland Cres, Copland Crt etc to direct members finding parking etc.
 - e. Additional lane to parking lot from north side of Copland Cres
 - f. One-way traffic; may cause enforcement issues; don't want to penalize residents by making the lane one-way
 - g. Backing out of garages – drivers speeding right beside, worried about children getting hit
2. UofS students parking:
 - a. 12th St & Cumberland Ave (parking and getting onto bus); blocking resident's driveway
 - b. Garrison Cres
 - c. Leslie Ave
 - d. Lake Cres
 - e. 2-hr parking on Cumberland Ave has pushed student parking further south
 - f. Parking too close to garbage bins so garbage isn't picked up
 - g. Extend Varsity View Residential Parking Permit Zone
3. Traffic counts – Friday PM
4. Cumberland Ave – speeding at 9:30pm Monday-Friday; enforcement needed
5. Main St near apartments past Cumberland Ave – install 4-way stop at Garrison Cres
6. Preston Ave & Main St – pedestrian crosswalks need to be marked
7. Main St – driving over median/boulevard; crossing around posts

Group 3: Shirley Matt

1. Shortcutting issues:
 - a. North-south lane between Copland Cres to 14th St; possible solution is to restrict north-south through movement
 - b. East-west lane between Copland Cres to Preston Ave; possible solution is to open up median at Main St & Copland Cres.
 - c. Leslie Ave – 14th St to 12th St is shortcut to avoid traffic signal
 - d. Leslie Ave back alley shortcutting; install restrictions similar to Garrison Cres
 - e. 8th St between Garrison Cres & Cumberland Ave – solution is to install traffic signal and Main St & Garrison Cres
2. Parking Issues:

- a. Leslie & Cumberland Ave – parking causing sight restrictions for those leaving back alley along Leslie Ave and at Leslie Ave & 14th St
 - b. In front of church – to improve sightlines at Cumberland Ave put in a loading zone & 5min restriction. This would allow someone to drop off students to dance.
 - c. Bylaw change to allow parking in peoples back yards
 - d. 14th St & Leslie Ave – difficult to see
3. Speeding Issues:
- a. Garrison Ave between Main St & Cumberland Ave; solution is to install mini roundabout at Garrison Cres & Isbister St or reverse the direction of the stop signs; another solution is to install traffic controls at Isbister St & Lake Cres
4. Pedestrian Safety Issues:
- a. Leslie Ave & 14th St – needs pedestrian device & traffic calming
 - b. Lake Cres & Leslie Ave - needs pedestrian device & traffic calming

Group 4: Mark Emmons

1. Vehicles double-parked in back lane by mosque
2. Copland & Leslie Ave – temporary bulbouts are ineffective and ugly
3. Lake Cres north-south lane (perpendicular to Lake by 14th St) is very dusty. Too much traffic. Too fast. Should put in bollards or posts to block traffic from cutting all the way through.
4. Read lane traffic is an issue near mosque. Blocks garages.
5. Bulbing at intersections pushes cyclists out into the roadways. Maybe develop them with space for cyclists to travel through.
6. Local traffic only signage as ignored.
7. Mosque traffic parks too close to driveways.
8. Potholes & water main break patching creates awful roadways.
9. Understanding was that east side mosque parking would be primary parking. South parking was only supposed to be used Fridays.
10. Should move mosque driveway to west.
11. Two-way traffic in back lane by mosque is dangerous, especially in winter.
12. Double-parking and U-turns in middle of street when dropping off loads for school.
13. Speeding on 14th St. Need more signage. Needs pedestrian crosswalk from north-south back lane because of heavily travelled lane.
14. Preston is getting busier and busier. Needs more flow and less calming.
15. Rear lanes near mosque are important. Group is split on keeping open or closing them.
16. Ontario has bylaw: 'Places of worship should only be on non-residential non-local roads' and it would be useful here.
17. 'Limit daily parking area by IAS to the old school parking on the east of IAS, except on Fridays.
18. Signs that are currently "Local Traffic Only" should be changed to "Resident Traffic Only". In Ontario they use "non-residential" not just "non-local".

Group 5: Angela Gardiner

1. Bate Cres & Isbister St – speeding; install pedestrian crossing

2. Bate Cres – speeding & shortcutting at 8am and pm peak hours
3. 14th St & Bate Cres – pedestrian crosswalk, cars not stopping for pedestrians
4. 14th St & Leslie Ave – cars parking too close to intersection
5. Park on northeast corner of neighbourhood (bound by alleys adjacent to Preston Ave, 14th St, & Bate Cres) – cars joyriding, garbage dumped, needles, install posts and garbage cans
6. Copland Cres – speeding on east-west stretch (north side of school); install additional signage, expand school zone
7. Parking lot south of IAS – many vehicles in lot, lights
8. Copland Court – install “Not a Thru Street” sign
9. 14th St – the island at Bate Cres needs sidewalk on the north side
10. 14th St – speeding; install a speed reader board
11. North-south lane between 14th St & Copland Cres and east-west lanes between Preston Ave & Copland Cres – close lanes
12. Leslie Ave to Copland Cres (at bend) – needs review; traffic calming needed
13. Main St & Bate Cres – close median
14. Preston Ave & 14th St – signal timing needs review; delays at pm peak and eastbound delays
15. Main St & Preston Ave – delays for southbound at 4-way stop

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 14/16
3. Additional public input via City on-line Community Engagement webpage no later than May 14/16

<http://shapingsaskatoon.ca/discussions/grosvenor-park-neighbourhood-traffic-review-1>

4. Traffic count data collection – spring/summer 2016
5. City review of public input and data collected from traffic studies and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to City Council for approval

Question & Answer

Resident: Preston Ave & Main St – is there still a roundabout proposed?

City: It's on an outstanding list of city-wide improvements and will be installed when funded. Preston Avenue & Taylor St improvements are getting done this year.

Councillor Clark: Preston Ave between 8th St & College Dr has been identified as future bus rapid transit route so that will have an impact on the plans.

Resident: Thanks to everyone in the community. After the Paris issue there was a lot of support. Appreciate patience and kindness.

Resident: Speed bumps. Why didn't we see any in the recommendations?

City: We try to avoid using speed bumps or speed *humps* due to emergency response times. We've also received mixed opinions from residents due to noise, vibrations, loss of control also causes safety concerns. They're ok for parking lots but typically not for local streets.

Resident: How does a roundabout work for pedestrians?

City: Separates pedestrian-vehicle conflicts. One direction of traffic to cross at a time.

Resident: Why doesn't the city use rumble strips?

City: residents living near them would oppose due to noise. In Blairmore, on the outskirts of the city, we've received complaints from the strips that are 200-300m from their property. It's typically not used in urban settings.

Resident: Copland Cres back lane – what's the process to close it?

City: General support needed from the group. Approval from City Council. Trial for 1-2years. Feedback after trial. Council for approval for permanent closure. Public Hearing.

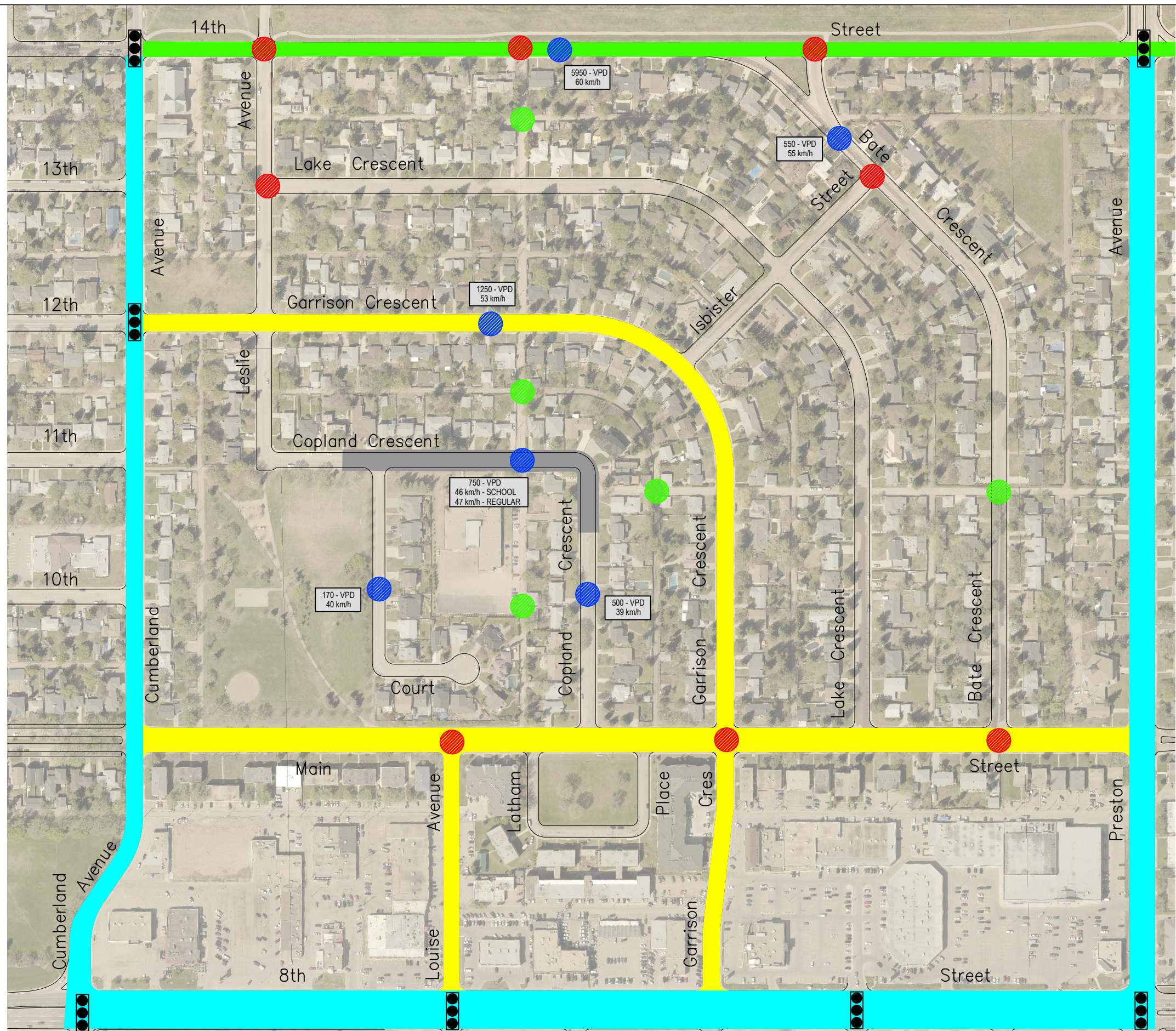
Resident: When will we know our comments have been received?

City: All comments are documented in technical report that goes along with report to Council.








Resident: Back lane restriction will cause more traffic on the Crescent. Need to work together with the Islamic Association. The numbers will be there regardless so we need to work to calm traffic.

Resident: School 25 years ago so didn't have these issues. Don't push traffic into neighbourhood streets.

APPENDIX B: TRAFFIC DATA COLLECTION



LEGEND

-  PEAK HOUR TRAFFIC & PEDESTRIAN COUNT
-  7-DAY TRAFFIC VOLUME & SPEED STUDY
-  24-HR WEEKDAY TRAFFIC COUNT
-  NUMBER OF VEHICLES PER DAY
85TH PERCENTILE SPEED
-  COLLECTOR
-  MAJOR COLLECTOR
-  ARTERIAL (TYPICALLY NOT STUDIED AS PART OF NTR)

GROSVENOR PARK TRAFFIC DATA

APPENDIX C: PEDESTRIAN DEVICE ASSESSMENTS

14th Street & Leslie Avenue (Pedestrian Actuated Signal Warrant):

Location & Roadway Classification: 14th St & Leslie Ave - collector
Date of Count: Day of wk: Thurs Mth, Day, Yr: Jun 23/16
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard crosswalks
Other Notes: 95m from Cumberland Ave

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 95 m

Location: Cumberland Ave

Type: Stop sign

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

Duration of pedestrian count 5 hrs

Elementary:	45	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	660	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	14		
Vehicles passing through crosswalk(s):	330				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	165		19				19						
Totals	330		45				45						
			100%				100%						
			West Crosswalk =				34	<<< install crosswalk on this side of the int.					
			East Crosswalk =				11						

SUMMARY

Total Warranted PC Points:		o	/ period
Highest PC point value:	660	r	
Average PC point value:	201	a	
No. of periods warranted:		t	

14th Street & lane between Bate Crescent & Leslie Avenue (Pedestrian Actuated Signal Warrant):

tion & Roadway Classification: 14th St at lane between Leslie & Bate Cres - collector
Date of Count: Day of wk: Thurs Mth, Day, Yr: Jun 23/16
Weather: fair
Traffic Control Devices: none
Current Pedestrian Control: none (midblock)
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: Cumberland Ave

Type: TS

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

Duration of pedestrian count 5 hrs

Elementary:	23	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	2,511	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	27		
Vehicles passing through crosswalk(s):	2,330				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	1,014		6				6					
Totals	2,330		23				23					
			100%				100%					
			West Crosswalk =				14	<<< install crosswalk on this side of the int.				
			East Crosswalk =				9					

SUMMARY

Total Warranted PC Points:		or	/
Highest PC point value:	2,511	at	per
Average PC point value:	694		iod
No. of periods warranted:			

14th Street & Bate Crescent (Pedestrian Actuated Signal Warrant):

Location & Roadway Classification: 14th St & Bate Cres - collector
Date of Count: Day of wk: Tues Mth, Day, Yr: Jun 28/16
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: standard
Other Notes: _____

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

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

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

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 260 m

Location: Preston Ave

Type: TS

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

Duration of pedestrian count 5 hrs

Elementary:	19	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	1,068	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	22		
Vehicles passing through crosswalk(s):	2,309				

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

Main Street & Louise Avenue (Pedestrian Actuated Signal Warrant):

Location & Roadway Classification: Main & Louise - collector/collector
Date of Count: Day of wk: Tues Mth, Day, Yr: Jun 28/16
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: none
Other Notes: _____

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

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

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

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 250 m

Location: Cumberland Ave

Type: 4-way stop

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

Duration of pedestrian count 5 hrs

Elementary:	23	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	1,440	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	20		
Vehicles passing through crosswalk(s):	2,381				

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

18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	1,074		10				10						
Totals	2,381		23				23						
			100%				100%						
			West Crosswalk =					17		<<< install crosswalk on this side of the int.			
			East Crosswalk =					6					

SUMMARY

Total Warranted PC Points:		or	/ peri od
Highest PC point value:	1,440	at	
Average PC point value:	706		
No. of periods warranted:			

Main Street & Garrison Crescent (Pedestrian Actuated Signal Warrant):

tion & Roadway Classification: Main St & Garrison - collector/collector
Date of Count: Day of wk: Tues Mth, Day, Yr: June-28-16
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: none
Other Notes: _____

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

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

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

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 325 m

Location: Preston Ave

Type: 4-way stop

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

Duration of pedestrian count 5 hrs

Elementary:	17	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	1,120	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	25		
Vehicles passing through crosswalk(s):	2,711				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	1,206		9				9						
Totals	2,711		17				17						
			100%				100%						
			West Crosswalk					10		<<< install crosswalk on this side of the int.			
			=										
			East Crosswalk					7					
			=										

SUMMARY

Total Warranted PC Points:		or	/
Highest PC point value:	1,120	at	peri
Average PC point value:	604		od
No. of periods warranted:			

Main Street & Bate Crescent (Pedestrian Actuated Signal Warrant):

Location & Roadway Classification: Main St & Bate Cres - collector/local
Date of Count: Day of wk: Tues Mth, Day, Yr: Jun 28/16
Weather: fair
Traffic Control Devices: stop sign
Current Pedestrian Control: none
Other Notes: U-turns

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 95 m

Location: Preston Ave

Type: 4-way stop

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

Duration of pedestrian count 5 hrs

Elementary:	10	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	812	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	12		
Vehicles passing through crosswalk(s):	2,309				

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

18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	1,059		3				3						
Totals	2,309		10				10						
			100%				100%						
			West Crosswalk =				3						
			East Crosswalk =				7						

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

SUMMARY

Total Warranted PC Points:		or	/ period
Highest PC point value:	812	at	
Average PC point value:	289		
No. of periods warranted:			

Bate Crescent & Isbister Street (Pedestrian Actuated Signal Warrant):

Location & Roadway Classification: Bate & Isbister - local/local
Date of Count: Day of wk: Wed Mth, Day, Yr: Jun 29/16
Weather: fair
Traffic Control Devices: yield sign
Current Pedestrian Control: none
Other Notes: _____

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

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

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

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 130 m

Location: 14th St

Type: stop sign

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

Duration of pedestrian count 5 hrs

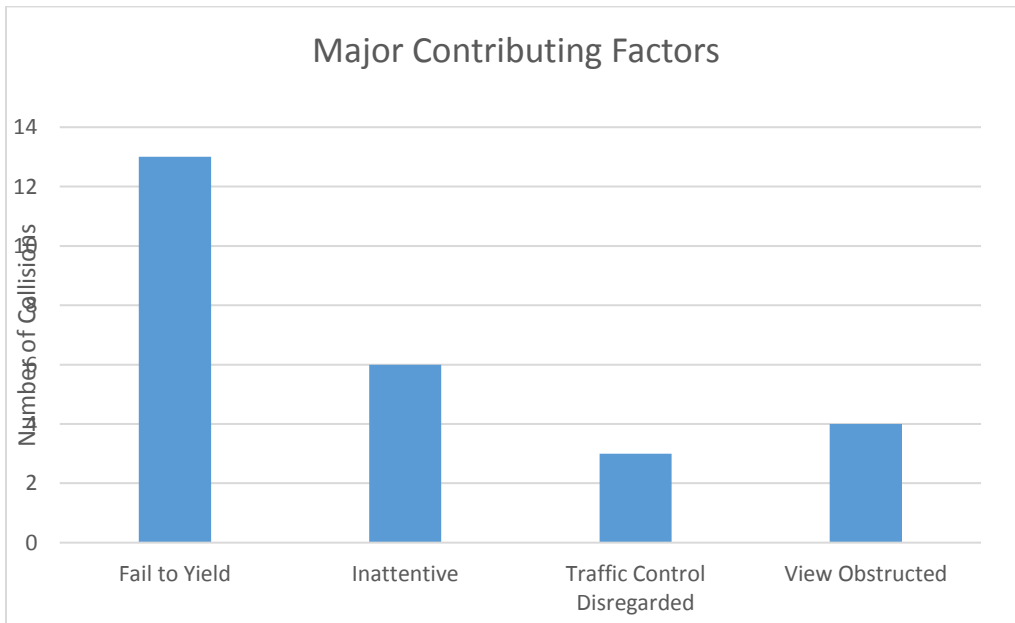
Elementary:	1	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	31	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	10		
Vehicles passing through crosswalk(s):	330				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

APPENDIX D: COLLISION ANALYSIS

Street 1	Street 2	Ugrid	All collisions (2011 - 2015)	All collisions (2015)	Right Angle, Left Turn & Right Turn Only (2011-2015)	Right Angle, Left Turn & Right Turn Only (2015)	Average # of Collisions Per Year (2011-2015)
14th Street	Leslie Avenue	K9-27	7	0	5	0	1
14th Street	Bate Crescent	K9-47	3	0	0	0	1
Bate Crescent	Isbister Street	K9-12	0	0	0	0	0
Main Street	Bate Crescent	K9-10	2	0	1	0	0
Main Street	Lake Crescent	K9-33	0	0	0	0	0
Main Street	Garrison Crescent	K9-19	20	1	17	1	4
Main Street	Copland Crescent	K9-51	1	0	0	0	0
Main Street	Louise Avenue	K9-31	0	0	0	0	0
Lake Crescent	Leslie Avenue	K9-26	0	0	0	0	0
Lake Crescent	Isbister Street	K9-15	2	0	2	0	0
Garrison Crescent	Leslie Avenue	K9-23	1	0	0	0	0
Garrison Crescent	Isbister Street	K9-21	1	0	0	0	0
Copland Crescent	Leslie Avenue	K9-45	0	0	0	0	0
Copland Crescent	At bend	K9-30	2	0	0	0	0

Main Street & Garrison Crescent:



Recommendations:

1. Parking prohibitions on SW & NE corners to ensure sightlines are clear
2. Enhance visibility of stop sign

APPENDIX E: PUBLIC MEETING No. 2 – JANUARY 11, 2017 MINUTES

**Grosvenor Park Neighbourhood
Traffic Review
Wednesday, January 11, 2017, 7:00 – 9:00 P.M.
Albert Community Centre
610 Clarence Avenue South**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

Agenda

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

Presentation from Transportation Division – Grosvenor Park Neighbourhood Traffic Review
(Presented by Justine Marcoux – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Grosvenor Park Review Schedule
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Review Process:

- August 2013 – changes to program
 - Neighbourhood-wide review rather than street-by-street or intersection-by-intersection
 - More community / stakeholder feedback
 - Efficient use of staff resources
- Mandate: improve safety for all road users within neighbourhoods; reduce traffic volumes where necessary, slow vehicular speeds, improve pedestrian crossings & intersections
- 2014 – 11 neighbourhoods
- 2015 – 8 neighbourhoods
- 2016 – Grosvenor Park, Willowgrove, Hampton Village, Sutherland, Parkridge, Silverspring, Lakeridge, Stonebridge

How We Got Here:

- April 2016 – Initial Traffic Meeting
- April 2016 to January 2017 – gather feedback, conduct traffic studies, collect data, develop traffic plan
- January 2017 – Follow Up Traffic Meeting - present draft traffic plan and gather feedback
- 2017 – Revise draft traffic plan, approval from Council, implement recommendations

What We Heard:

- A. Speeding / Pedestrian Safety / Parking / Shortcutting Traffic:
- Bate Cres
 - Isbister St
 - 14th St
 - Main St
 - Leslie Ave

- Lake Cres
- Garrison Cres

B. Area surrounding the mosque:

- High traffic volumes
- Speeding
- Parking
- Dust
- Noise

What We Did:

- Collected Data:
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Recorded comments from Shaping Saskatoon discussions
 - 7 Intersection / Pedestrian counts
 - 6 – 7 day traffic count (24 hour) & Average Speed measurements
 - 6 – 48 hour traffic counts
 - Collision history
- Field Reviews
- Assessed the Issues
- Generated proposed recommendations

What We Propose:

- Median Islands
- Speed Display Board
- Crosswalks
- Yield signs
- Parking restrictions near intersections
- Paving & speed bumps in lane near mosque
- Sidewalks
- Enforcement (ie. Speeding & parking)

Q&A

Resident: When were counts taken?

City: A majority of the counts were conducted throughout June (2016) and September (2016). Some locations counted twice for comparison.

Resident: The presentation missed issues that have been raised since 2013. Review didn't include on-street parking.

City: The draft plan includes a few parking recommendations, for example parking restrictions near intersection to improve sight lines and parking enforcement to address the area surrounding the mosque. With regards the UofS parking this can be addressed through the Residential Parking Permit Program (RPPP). Residents are responsible for submitting the request to Parking Services after gathering 70% support for the area.

Resident: My issue is Lake Crescent. Parking enforcement is good for certain areas. There's a problem at the mosque.

- **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 Grosvenor Park and potential solutions

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

Next Steps

1. Send comments no later than Feb 11/17
2. Additional public input via City on-line Community Engagement webpage no later than Feb 11/17

<http://shapingsaskatoon.ca/discussions>

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

Q&A

Resident: How will we know when the final report is going to the Transportation Committee / Council?

City: We'll notify the Community Association it's also posted online.

Councillor Block: I'll also post it to social media.

Resident: Does paving the back lane effect my taxes? Do you need donations from residents?

City: This is the first time we've recommended paving of a back lane in a Neighbourhood Traffic Review. It will follow a similar process as our traffic calming devices. It will be added to the city-wide priority list of traffic calming locations for funding.

Resident: There were a number of concerns raised that are missing. Can we have the concerns with reasons they were rejected somewhere?

City: All of the information is included in the final report. ***Also refer to the tables provided at the end of these notes.***

Resident: Mosque- were studies not done?

City: We did all of the counts in June and September. Road tubes cannot be used on gravel roads therefore we have no way to collect speed data. We can however count traffic volumes.

Councillor Block: The communications piece is key. Encourage residents to take part in the online discussion (shapingsaskatoon.ca). The City will monitor the conversation, provide feedback, and everyone is able to view. Please get involved. I will also post it in my newsletter.

Resident: Take the ugly posts out of the back alleys (Garrison and Copland etc). They're ugly and clog traffic at a stand-still. Remove them.

Resident: However the posts do work to reduce traffic. They are working and educating to mosque traffic. So keep other neighbours in mind. Might not be a consensus.

Resident: Residents us lane. Posts are ugly but signs could also be changed to say something else. "Residents Only".

Resident: UofS / hospital employees parking is still a concern.

City: Residential Parking Permit Program is an option.

VVCA President: The #1 thing that comes up is parking. It's a concern. We need to put effort in with the City. We have to find out how to make this happen.

Resident: Major problem is the University. It's expanding and getting worse. We need to communicate with UofS.

Resident: As a bus rider, the corner of 14th St & Cumberland Ave is dangerous near the bus stop. It's on a slope and very icy. Need to have a conversation with the UofS about that.

Councillor Block: With the situation around the mosque, there was a good working group established for that. It is my intention to revive that. Please contact me if you're interested. Please email the Administration. Great interaction amongst the residents this evening. Great ideas on cycling. Thank-you to the UofS students for attending tonight's meeting. Thank-you to the staff.

VVCA President: UofS will be coming to Brunskill School on January 18 to discuss College Quarter. Please come out. This is an opportunity to voice your concerns.

List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
Justine Marcoux, Lanre Akindipe, Yang Li – City of Saskatoon, Transportation & Utilities

Traffic Data Information:

Pedestrian Crossing Assessments

**All counts conducted on a Tuesday, Wednesday or Thursday in June

Location	Existing Device	Active Pedestrian Corridor - Warrant Points (3 required)	Pedestrian Actuated Signal - Warrant Points (100 required)	Closest protected crossing (metres)	# of pedestrians crossing during 5 peak hours	Date of Count	Assessment
14th St & Leslie Ave	standard	0	14	95	45	Jun-16	Zebra crosswalks & median island recommended
14th St & back lane (between Leslie & Bate)	none	0	27	300	23	Jun-16	Midblock crosswalks typically not recommended on collector; improve nearby locations to encourage pedestrians to cross there
14th St & Bate Cres (east side of intersection that connects to pathway on north side)	standard	0	22	230	19	Jun-16	Zebra crosswalks & median island recommended
Main St & Louise Ave	none	0	20	250	23	Jun-16	Standard crosswalk recommended
Main St & Garrison Cres	none	0	25	325	17	Jun-16	Standard crosswalk recommended
Main St & Bate Cres	none	0	12	95	10	Jun-16	No recommendations
Bate & Isbister	none	0	10	140	1	Jun-16	No recommendations

Traffic Volume & Speed Studies

Location	Classification	85th Percentile Speed (should be less than 55kph)	Average Daily Traffic (should be less than 500 vehicles per day in lanes, 1,000vpd on locals, 5,000vpd on collectors)	Date of Count	Assessment
Lane - Garrison Cres to Copland north/south	lane	NA	<100	Jun-16	No Recommendations
Lane - Bate to Preston east-west	lane	NA	<100	Jun-16	No Recommendations
Lane - Lake Cres & north/south	lane	NA	130	Jun-16	No Recommendations
Lane - Copland Cres east/west	lane	NA	170 (Friday=210)	Sep-15	No Recommendations
Lane - Copland Cres north/south (north of parking lot)	lane	NA	140 (Friday=320)	Jun-16 & Sep-16	Pave lane, speed bumps, 20kph signs
Lane - Copland Cres north/south (south of parking lot)	lane	NA	260 (Friday=500)	Jun-16 & Sep-16	Pave lane, speed bumps, 20kph signs
Copland Cres - Copland Crt to bend east of Mosque (SZ)	local	47kph; 46kph (school hours)	750	Jun-16	Speed enforcement

					during school hours
Copland Cres - Main St to bend east of Mosque	local	39	500	Jun-16	No Recommendations
Isbister Street	local	NA	450	Jun-16	No Recommendations
Bate Cres - Isbister to back lane	local	55	550	Jun-16	Median islands (at Isbister St and roadway curve)
Copland Crt - midblock	local	40	170 (Friday=260)	Jun-16	No Recommendations
Garrison Cres - Leslie Ave to back lane	collector	53	1,250	Jun-16	No Recommendations
14th St - Bate Cres to back lane	major collector	60	5,950	Jun-16	Median islands, speed display board, crosswalk upgrades, parking restrictions

All-Way Stop Studies

**All counts conducted on a Tuesday, Wednesday or Thursday in June

Location	Criteria 1: Peak Hour Volume Higher than 600 Vehicles	Criteria 2: Average Daily Traffic Greater Than 6,000vpd	Criteria 3: More than 5 Collisions in Most Recent 12 Months	If Any of the Criteria are met, move on to Conditions.	Condition 1: Traffic Volume on Minor Roadway must be at least 25% for 4-way stop or 35% for 3-way stop	Condition 2: There should be no all-way stop / traffic signal within 200m of the location	Date of Count	Notes
14th St & Leslie Ave	4-way stop at Cumberland Avenue is 95m away; therefore a; way stop is not warranted							
Bate Cres & Isbister St	98 (No)	1,030 (No)	0 (No)	No Criteria are met therefore an all-way stop is not warranted.	29% (No)	NA	Jun-16	All-way stop is not warranted.
Main St & Garrison Cres	674 (Yes)	7,010 (Yes)	3 (No)	Check to see if conditions are met.	24% (No)	325	Jun-16	All-way stop is not warranted. Furthermore a 4-way stop would facilitate movement on Garrison where volumes & speed are already a concern.
Main St & Bate Cres	591 (No)	5,910 (No)	0 (No)	No Criteria are met therefore an all-way stop is not warranted.	7% (No)	100	Jun-16	All-way stop is not warranted.

APPENDIX F: DECISION MATRIX

Decision Matrix

Item	Location	Device	Group 1: Mariniel	Group 2: Marina	Group 3: Yang	Decision
1	14th Street & Leslie Avenue	Median island on west leg, zebra crosswalks, parking prohibition (15m on SE & SW corners on 14th Street)	In favour. Extend parking restriction for whole block or to back lane (except on Sundays). Activated walk light for children crossing is needed. Not the active corridor of pedestrian activated signal. Try the Rapid Rectangular Flashing Beacon (ie. RRFB, flashing-light). This crosswalk is most used between Cumberland and Preston.		In favor but suggested to extend parking restriction from 15m to 25m and apply no parking on the south side as well	Do not recommend further parking restrictions as it will take away entire portion of on-street parking for property owners living near the intersection. Activated crosswalks are not warranted (ie. active pedestrian corridor or pedestrian activated signal). RRFB's will only be implemented on streets with no parking. Recommendations carried.
2	14th Street & Bate Crescent	Median island & zebra crosswalk on east leg, parking prohibition (15m on SE corner on 14th Street and entire north side of island)	In favour. Try the RRFB.		Not like. Hope to move this one to the alley between Leslie Ave and Bate Cres as more people cross street there	RRFB's will only be implemented on streets with no parking. Peak hour counts show 23 pedestrians crossed the back lane and 19 pedestrians crossed at Bate Cres, respectively. Therefore counts are relatively similar between locations. Furthermore counts are not high enough to warrant a midblock crosswalk. Recommendations carried.
3	14th Street & Bate Crescent	Southbound Only (ie. one-way) on the west leg of Bate Crescent	In favour.		In favor. Use do not enter sign	Carried.
4	14th Street & Bate Crescent	Sidewalk on south side (north side of island)	In favour.		In favour.	Carried.
5	14th Street - west of Preston Avenue	Speed display board facing westbound traffic	In favour.		In favor. Move west? Is here the best location?	Carried. Will check for ideal location at the time of install.
6	Bate Crescent & Isbister Street	Median island on southeast leg	In favour. One group member does not support.	Would like island on southbound leg because people are speeding from 14th St. Need to remove snow regularly (bad for parking). Shortcutting to avoid Preston/Main St: not convinced median islands will help. Close median at Main St & Bate Cres to deter shortcutting.	In favour.	Median island will be moved to north leg (ie. for southbound traffic) to address speeding concerns. Traffic volumes are within the acceptable limits (ie. 550 vehicles per day); therefore median opening at Main St & Bate Cres is not recommended.
7	Bate Crescent & curve south of Bate Crescent	Median island	In favour.	Same as above.	In favour.	Carried.
8	Main Street & Garrison Crescent	Standard crosswalk on west leg	In favour. Consider active pedestrian crossing or RRFB.		In favour.	Carried. The RRFB's, if trialed in Saskatoon, will only be implemented on streets with no parking.
9	Main Street & Louise Avenue	Standard crosswalk on west leg	In favour. Lots of dog walkers cross.	Need posts on median at back lane/Main St; people are jumping the curb	In favour.	Carried. Tracks noted at back lane east of Louise Ave (north of Latham Place) during site observation; install additional posts, rocks or landscaping to prevent drivers from driving over median.
10	Back Lanes south of Main Street	20kph speed limit sign	In favour.		In favour.	Carried.

Item	Location	Device	Group 1: Mariniel	Group 2: Marina	Group 3: Yang	Decision
11	Louise Avenue between 8th Street & Main Street	Sidewalk on east side	In favour but would like both sides.		In favour.	Carried. Install sidewalk on west side between Main Street and the back lane (pending approval from Parks with City trees). All remaining west side is already asphalt.
12	Leslie Avenue between Garrison Crescent & Lake Crescent	Sidewalk on east side	Not priority because half block is useless.		In favour.	Carried (pending approval from Parks with City trees).
13	Lake Crescent & Leslie Avenue	Yield sign	Traffic counts on Leslie Ave (Garrison Cres to Lake Cres); 3-way stop suggested.	wrong-way; need stop or something for NB/SB	In favour.	Carried. 3-way stop is not warranted. Average Daily Traffic measured to be within acceptable range (ie. 1,000 vehicles per day). No further recommendations.
14	Rod V Real Park	Posts surrounding park	In favour. Post a "Park" sign anywhere; good spot for community garden or playground		In favour.	Recommendation removed from plan. Parks has a program to install bollards around greenspace therefore comments were forwarded for their consideration.
15	Copland Crescent (north of the school)	Enforcement during school hours	In favour.		In favour.	Carried.
16	Copland Crescent back lane	Pave lane, speed bumps, 20kph speed signs, pedestrian warning signs	In favour.	change to one-way (during certain times); school bus park in alley; open median at Copland Cres & Main St; pave first before speed bumps go in; not all residents backing the lane want speed bumps	In favour. Change to one way may help? Source of the funding? Will affect the tax here?	Carried. One-way signs will create enforcement issues and has the potential to create speeding. School determines areas for bus parking; do not support median opening at Copland & Main as this will promote shortcutting on Copland.
17	Copland Crescent & surrounding lanes	Parking enforcement (blocking driveways, parking too close to intersections etc)	In favour. City / Police are doing a good job in alley south of Main St (Cumberland to Louise).		In favour. Would like to expand the clouded area to cover entire Leslie Ave. Any way can reduce the non-local residents parking in this area?	Carried. Will expand the zone to include Leslie Ave. The Residential Parking Permit Program is used to address non-local residents parking in the area. Suggestion is for residents to apply for the program. 70% support is required and submitted to Community Standards via petition. Information was provided during the meeting and discussions with the Administration and the WVCA will take place outside of the Grosvenor Park Neighbourhood Traffic Review to resolve.

APPENDIX G: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT
PLAN

Additional Concerns Received After Presentation of Draft Plan

Location	Comments	Decision	Added to Recommendations
Leslie Ave & Garrison Cres	Install 4-way stop	Four-way stop does not meet warrant criteria.	
Back lanes (1. 403 / 501 Copland Cres 2. 223 / 301 Copland Cres 3. 224 / 302 Garrison Cres 4. 502 / 408 Garrison Cres 5. 432 / 502 Bate Cres)	Remove ugly yellow signs and posts; Change "Local Traffic Only" signs to "Residential Only" signs	The Manual on Uniform Traffic Control Devices suggests "Local Traffic Only" signs. We do not use "Residential Only" signs in Saskatoon. Remove signage and posts on Bate Cres; remove posts from all other locations; keep all remaining signage.	X
General	Speed bumps are friendly for cyclists	Comments documented for consideration as part of the Active Transportation Plan.	
Alley south of Main St between Cumberland & Louise	Parking obstruction	As stated in Traffic Bylaw 7200, vehicles are not to park within one metre of a back lane. Residents are encouraged to contact Parking Services to report parking that is obstructing a lane.	
Main St to Louise Ave	No easy access from park pathway to Main Street to Louise Ave (ramp needed) and by park (two ramps needed)	Midblock crosswalks are not recommended for safety reasons unless pedestrian / cyclist volumes are high. The Bike Bylaw also states that cyclists are not to ride on sidewalks. These issues will be addressed through the Active Transportation Plan.	
Main St & lane east of Latham Pl	Unsafe; extend posts with reflective tape	Tracks noted during site observation; install additional posts, rocks or landscaping to prevent drivers from driving over median.	X
14th St & Cumberland Ave	Dangerous intersection, west leg is narrow, big slope on east leg, install sidewalk on east side Cumberland from here towards north	Comments will be documented for further consideration as part of the major intersection improvements. Cumberland Ave is on the 2017 sidewalk installation list.	
All of Grosvenor Park	Parking issues; need something like Varsity View (Residential Parking Permit Program)	The Residential Parking Permit Program is used to address non-local residents parking in the area. Suggestion is for residents to apply for the program. 70% support is required and submitted to Community Standards via petition. Information was provided during the meeting and discussions with the Administration and the VVCA will take place outside of the Grosvenor Park Neighbourhood Traffic Review to resolve.	
Cumberland Ave & 14th St	Gravel path is hard to access bus stop	Location is on the 2017 sidewalk installation list.	
General	Need meeting with mosque	There was a committee created with the mosque and stakeholders to address issues prior to the Grosvenor Park Neighbourhood Traffic Review. Councillor Block discussed the potential to restart committee meetings after the NTR.	
11th St & Cumberland Ave	Install crosswalk here. Lots of pedestrians cross street here	Crosswalk is not recommended at this time as it is only 95m from a protected crosswalk at Garrison Crescent. Comments will be documented and considered as part of review for the entire corridor of Cumberland Ave.	
South end of the Pathway in Grosvenor Park	It doesn't connect with any crosswalk, so cyclist has to walk bike on the sidewalk until reaching the legal crossing. Poor connectivity.	Comments documented for consideration as part of the Active Transportation Plan.	
Garrison Crescent where it turns the corner past Isbister St	Why is there a 30kph speed sign placed in existing location? When I first saw the sign, I actually thought it was for the alley as there used to be a fair bit of traffic through to Copland Crescent.	The 30kph school zone sign has been installed in accordance with the school zone plan which was approved by City Council.	
Main St	There should be stop signs on Main Street at Cumberland and Preston. At busy times, like when people are driving home from work, the traffic gets backed up on Cumberland and Preston for blocks. These should not be 4-way stops as it slows the traffic too much.	Comments documented for consideration as part of the Main Street Corridor Review.	
Leslie Ave between Garrison Cres and Copland Cres	The existing island impedes the regular traffic as street is too narrow	No other negative correspondence received to date; therefore a permanent median island will be added to recommendations to reduce speed.	X
Copland Cres	NA	Temporary median island was installed prior to the Grosvenor Park NTR. No negative feedback received; therefore a permanent median island will be added to recommendations to reduce speed.	X

Location	Comments	Decision	Added to Recommendations
Copland Crescent - midblock in front of Misbah School	NA	Temporary curb extensions were installed prior to the Grosvenor Park NTR. No negative feedback received; therefore permanent curb extensions will be added to recommendations to improve pedestrian safety and reduce speed in front of the school.	X
Main Street & Garrison Crescent	NA	Collision analysis indicated the major contributing factors were "View obstructed" and "Fail to Yield"; therefore implement parking restrictions to improve sightlines & install larger stop signs to ensure drivers see the sign	X

Comments to Forward to Other Departments

Location	Comments	Decision
14th St & Cumberland Ave	Dangerous intersection, west leg is narrow, big slope on east leg, install sidewalk on east side Cumberland from here towards north	Comments will be documented for further consideration as part of the major intersection improvements. Cumberland Ave is on the 2017 sidewalk installation list.
Main St	There should be stop signs on Main Street at Cumberland and Preston. At busy times, like when people are driving home from work, the traffic gets backed up on Cumberland and Preston for blocks. These should not be 4-way stops as it slows the traffic too much.	Comments documented for consideration as part of the Main Street Corridor Review.
South end of the Pathway in Grosvenor Park	It doesn't connect with any crosswalk, so cyclist has to walk bike on the sidewalk until reaching the legal crossing. Poor connectivity.	Comments documented for consideration as part of the Active Transportation Plan.
General	Speed bumps are friendly for cyclists	Comments documented for consideration as part of the Active Transportation Plan.
Cumberland Ave	Speeding M-F 9:30pm; enforcement needed	Send Peak Hour data to Saskatoon Police Service for consideration
Main St	Drivers crossing over median and around posts	Forward to Saskatoon Police Service for consideration
Lake Crescent near Leslie Avenue	Poor snow clearing	Forward to Public Works for consideration
General	Bulbouts at intersections pushes cyclists out into roadway. Maybe develop them with space for cyclists to travel through.	Forward to Active Transportation Coordinator for consideration