

PARKRIDGE

2016 Neighbourhood Traffic Reviews

CITY OF SASKATOON

February 10, 2017

Parkridge Neighbourhood Traffic Review

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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 of Saskatoon (City) staff to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2016.

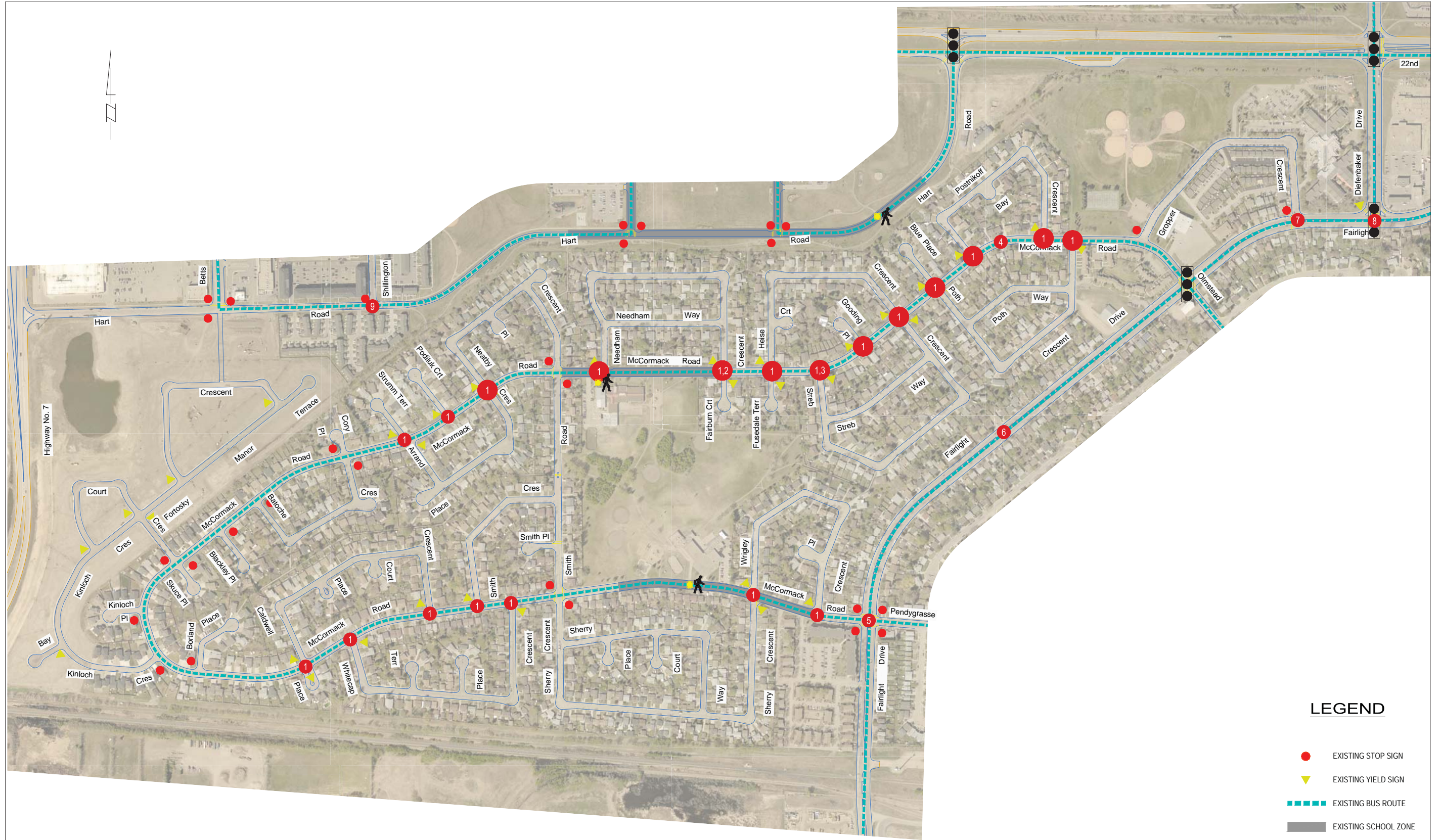
A public meeting was held in April 2016 to identify traffic concerns and potential solutions within the Parkridge neighbourhood. As a result of the meeting a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in December 2016.

A summary of recommended improvements for the Parkridge neighbourhood are included in **Table ES-1**. The summary identifies the location, recommended improvement, the reason for implementing, 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 years). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

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

Table ES-1: Parkridge Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
McCormack Road			
1	Various locations	Replace yield sign with stop sign	Improve safety
2	Needham Crescent (East) / Fairburn Court	Median island & curb extensions on west leg of McCormack Road	Reduce speed
3	Streb Crescent (West)	Median island on east leg of McCormack Road	Reduce speed
4	Postnikoff Crescent (West) to Postnikoff Crescent (East)	Mid-block median island	Reduce speed
Fairlight Drive			
5	McCormack Road (South) / Pedygrasse Road	Hazard board signs	Improve visibility of four-way stop signs
6	McCormack Road (North) / Olmstead Road to McCormack Road (South) / Pedygrasse Road	Speed display board facing southbound traffic	Reduce speed
7	Gropper Crescent	Zebra crosswalk on west leg of Fairlight Drive	Improve pedestrian safety
8	Diefenbaker Drive	Protected left-turn for eastbound left turning traffic	Improve traffic flow
Hart Road			
9	Shillington Crescent	“No Parking” sign on Hart Road 10 metres from intersection on northeast corner	Improve visibility / sight line



LEGEND

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

PARKRIDGE 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 Parkridge neighbourhood.

The Parkridge neighbourhood is located in the west portion of Saskatoon and is south of 22nd Street and Hart Road, west of Fairlight Drive, north of CP rail lines and east of Highway 7. The land use is mostly residential with elementary schools on McCormack Road (James L. Alexander School and St. Marguerite School).

The Parkridge neighbourhood traffic review includes four stages:

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

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 Parkridge neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A**.

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

2.1 Concern 1 – Speeding and Shortcutting

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

Parkridge neighborhood speeding and shortcutting concerns were at the following locations:

- McCormack Road:
 - Speeding [curved sections, southwest portion, Streb Way, Skuce Place, the 200 block of McCormack Road, Kinloch Place to Kinloch Crescent, Smith Road to Neatby Crescent (East), and in the westbound direction
 - Speeding through school zones at James L. Alexander School and St. Marguerite School
 - Speeding by parks and playgrounds
 - Buses speeding across schools
- Gropper Crescent Back Lane - Speeding
- Sherry Crescent:
 - Speeding
 - High school kids and others shortcutting to avoid school zone in front of St. Marguerite School
- Smith Road:
 - Speeding
 - Parents are shortcutting and using this road to drop off kids to school

- Needham Way:
 - Speeding
 - Shortcutting during school hours
- Fairlight Drive - Speeding
- Hart Road - Speeding

The following solutions were proposed by residents:

- McCormack Road:
 - Relocate school zone signs prior to Smith Road and Sherry Crescent intersections
 - Reduce speed limit to 30 kilometres per hour (kph) near parks and playgrounds
 - Install speed bumps along southwest curve of McCormack Road, along the 200 block of McCormack Road and westbound on McCormack Road
 - Install speed humps to slow down vehicles approaching school zones
 - Install speed display boards for vehicles approaching school zones
 - Install rumble strips for vehicles approaching school zones
 - Install flashing signs for vehicles approaching school zones
 - Install traffic calming devices (i.e. curb extensions) between Kinloch Place and Kinloch Crescent and along the 200 block of McCormack Road
 - Increase enforcement
- Gropper Crescent Back Lane - Install signs to reduce speeding
- Fairlight Drive - Install a crosswalk half way along Fairlight Drive
- Hart Road:
 - Install speed bumps
 - Increase enforcement
- General - Implement 24 hour year-long reduced speed limit

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.”

Parkridge neighborhood pedestrian safety concerns were noted at the following locations:

- Fairlight Drive & McCormack Road (South) / Pendygrasse Road - Vehicles are not stopping to allow pedestrians to cross at the four-way stop
- McCormack Road:
 - Curves make it difficult to see pedestrians
 - Improve crossing at Blue Place connecting to the Hart Road walkway since vehicles are not stopping for pedestrians
 - Improve crossing at Gropper Crescent
 - Improve crossing at Needham Crescent (West)
- Smith Road - Pedestrians are unable to cross because vehicles are parking too close to the mid-block crosswalk
- Fairlight Drive:
 - There is a long distance without controlled pedestrian crosswalks
 - Improve crossing at Gropper Crescent
 - North sidewalk from Gropper Crescent to Diefenbaker Drive is unlevelled and cracking
- Fairlight Drive & Diefenbaker Drive - Improve crossing since vehicles are not stopping for pedestrians
- Hart Road - Pedestrians are not visible

The following solutions were proposed by residents:

- Fairlight Drive & McCormack Road (South) / Pendygrasse Road
 - Install traffic signals
 - Install advance warning signs
 - Install a roundabout

- McCormack Road:
 - Install crosswalk at Gropper Crescent
 - Upgrade crossing at Needham Crescent (West) to an Active Pedestrian Corridor
- Fairlight Drive:
 - Install crosswalk half way along Fairlight Drive
 - Install Active Pedestrian Corridor at Gropper Crescent
 - Replace north sidewalk from Gropper Crescent to Diefenbaker Drive
- Fairlight Drive & Diefenbaker Drive - Install a walk light or Rectangular Rapid Flash Beacon (RRFB)
- Hart Road - Install crosswalk between Neatby Crescent and Needham Crescent walkway

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*, January 26, 2009 states that stop and yield signs are not to be used:

- As speed control devices;
- to stop priority traffic over minor traffic;
- on the same approach to an intersection where traffic signals are operational; or
- as a pedestrian crossing device.

Neighbourhood concerns regarding traffic controls were at the following locations:

- Fairlight Drive & McCormack Road (South) / Pandygrasse Road:
 - Vehicles are not stopping at the four-way stop especially if traffic is backed up due to the train
 - Vehicles are completing U-turns at the four-way stop
- McCormack Road:
 - Improve safety at Borland Place
 - Difficult to turn left during peak hours at Sherry Crescent
 - Inconsistent traffic control on side streets

The following solutions were proposed by residents:

- Fairlight Drive & McCormack Road (South) / Pendencygrasse Road:
 - Install traffic signals
 - Install a roundabout
- McCormack Road - Install a yield or stop sign at Borland Place

2.4 Concern 4 – Parking

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

Neighbourhood concerns regarding parking were at the following locations:

- Smith Road - Vehicles are parking too close to the mid-block crosswalk
- Neatby Place - Improve parking
- Arrand Place - Improve parking

The following solutions were proposed by residents:

- Neatby Place - Allow nose-in parking in cul-de-sacs
- Arrand Place - Allow nose-in parking in cul-de-sacs

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).

Parkridge neighbourhood maintenance concerns were at the following locations:

- Poor road condition along 11th Street (Fairlight Drive to Highway 7), Fairlight Drive, McCormack Road (Gropper Crescent to Postnikoff Crescent, at the four-way stop on Fairlight Drive, Olmstead Road to Postnikoff Crescent, at Sherry Crescent, 100 block, Fairlight Drive to Heise Crescent), Smith Road/Crescent, and Gropper Crescent Back Lane
- Catch basins along McCormack Road at St. Marguerite School, Arrand Crescent, Arrand Court and mid-block catch basin in Arrand Place
- Trees are obstructing street signs at McCormack Road & Batoche Crescent

- Lack of snow removal

Neighbourhood solutions identified by residents:

- Repave and resurface roadways
- Repair potholes
- Clean out catch basins
- Improve snow removal
- Trim tree at McCormack Road & Batoche Crescent

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.

Parkridge neighbourhood concerns regarding major intersections were identified at the following locations:

- 22nd Street & Diefenbaker Drive:
 - Difficult and long to get onto 22nd Street
 - Eastbound vehicles from Blairmore use right lane as a through lane during noon and afternoon peak hours due to congestion
 - Short walk light
- 22nd Street & Confederation Drive:
 - Congestion
 - Large trucks hit concrete barriers
- 22nd Street:
 - Speed limit in between Betts Avenue and Diefenbaker Drive is too low
 - Congestion
 - Increase in traffic from the west
- 11th Street - Congestion

The following solutions were proposed by residents:

- 22nd Street & Diefenbaker Drive:
 - Construct a proper right turning lane
 - Block the shoulder lane
 - Improve traffic signal timing especially for left turning vehicles
 - Add a northbound right-turn lane rather than requiring vehicles to merge
 - Install Pedestrian Actuated Signals
 - Increase walk light
 - Install audible pedestrian signals
 - Construct an overpass
- 22nd Street & Confederation Drive:
 - Relocate concrete barriers to other side of 22nd Street
 - Extend concrete barriers to the intersection
 - Create a formal lane and install signs
 - Improve traffic signal timing
- 22nd Street:
 - Increase speed limit to 70 kph or 80 kph in between Betts Avenue and Diefenbaker Drive
 - Widen 22nd Street
 - Create a bypass off Highway 7 to Valley Road to alleviate congestion
- 11th Street - Create a bypass off Highway 7 to Valley Road to alleviate congestion
- Fairlight Drive & Diefenbaker Drive - Install a left-turn signal
- General - Open an access onto 11th Street

2.7 Concern 7 – Access

Although opening or closing roads is not part of the Neighbourhood Traffic Reviews, some residents were concerned with the lack of access between Parkridge and Blairmore Suburban Centre.

Comments were received from residents who want additional access and from residents who do not want additional access due to concerns about shortcutting through the neighbourhood and increased traffic.

The following provides information on City Council's prior decision to approve plans without an additional access.

In 2004, extensive public consultation was conducted during the review of the Blairmore Suburban Centre and the Integrated Community Centre (the Shaw Centre and high schools). Consultation included, but was not limited to, a one day visioning session and survey brochures made available on the City's website and at Cosmo Civic Centre and distributed to schools in the area and eight community associations located west of Circle Drive. The feedback from the surveys reinforced key issues to consider for development of the suburban centre, uses to be included in the integrated community centre and items such as safety and ease of access and egress for vehicle and pedestrian traffic.

In response to concerns raised with access to the suburban centre, a meeting was held in April 2005 to obtain feedback from area residents on the potential for local roadway access from Parkridge and Fairhaven neighbourhoods to the Blairmore Suburban Centre. Records indicate that 75 people attended the meeting and that those in attendance confirmed that they did not want to have any local roadways branch off McCormack Road to access the suburban centre and that they preferred two intersections off of 22nd Street (Hart Road and Betts Avenue) as the main entry points into the suburban centre.

Following review and public engagement, City Council made an informed decision and approved the concept plan for the Blairmore Suburban Centre. The approved plan did not have access between the Blairmore Suburban Centre and Parkridge neighbourhood.

In 2013, an application was submitted by Saskatoon Land to amend the Parkridge neighbourhood Concept Plan to provide for development of land in the westerly edge of the neighbourhood for additional residential development. The issue of access to the Blairmore Suburban Centre from Parkridge was again raised during review of this application.

A Public Information Meeting was held in June 2013 related to this application. 146 notices were sent out to property owners and 45 residents attended the meeting. At this meeting, it was noted that the road network being proposed was based upon feedback from area residents in 2005 and the approved Blairmore Suburban Centre Concept Plan. Comments were received from this meeting that provided both views – those who would like access and those who did not.

Major concerns identified at the meeting included impact of shortcutting through the neighbourhood and additional traffic in the neighbourhood.

Following review and public engagement, City Council made an informed decision and approved the application to provide for the additional residential development on the west end of Parkridge. The approved plan did not have access between the Blairmore Suburban centre and Parkridge neighbourhood.

3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

3.1 Methodology

Stage 2 of the neighbourhood traffic review included developing a draft Traffic Plan. This was completed through the following actions:

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

The following sections provide details on the data collected for traffic volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessment 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. Neighbourhood streets are classified typically as either local or collector streets. Traffic volumes [referred to as Average Daily Traffic (ADT)] on these streets should meet the City of Saskatoon guidelines shown in **Table 3-1**.

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

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

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

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)
Gropper Crescent Back Lane	Gropper Crescent (West) to Gropper Crescent (East)	Back Lane	60	24
Needham Way	Needham Crescent (West) to Needham Crescent (East)	Local	200	42
Sherry Crescent	Sherry Way (East) to McCormack Road		800	44
McCormack Road	Postnikoff Crescent (West) to Postnikoff Crescent (East)	Collector	4950	56
McCormack Road	Streb Crescent (West) to Gooding Place		4100	58
McCormack Road	Needham Crescent (West) to Needham Crescent (East)		3100	School = 42 Regular = 57
Smith Road	McCormack Road (North) to McCormack Road (South)		850	47
McCormack Road	Kinloch Place to Kinloch Crescent (South)		750	49
McCormack Road	Sherry Crescent (West) to Sherry Crescent (East)		3650	School = 39 Regular = 55
Fairlight Drive	McCormack Road (North) / Olmstead Road to McCormack Road (South) / Pandygrasse Road		Minor Arterial	6300

3.3 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 an activated pedestrian corridor (flashing yellow lights) or pedestrian actuated signals. A warrant system assigns points for a variety of conditions including:

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

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

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 3-3**.

Table 3-3: Pedestrian Assessments

Location	Number of Pedestrians Crossing During Peak Hours	Results
Fairlight Drive & McCormack Road (South) / Pandygrasse Road (West & East Crosswalks)	55	Pedestrian Device Warranted
Fairlight Drive & McCormack Road (South) / Pandygrasse Road (North & South Crosswalks)	119	Pedestrian Device Not Warranted
Fairlight Drive & Gropper Crescent	20	
Hart Road & Neatby Crescent and Needham Crescent Walkway	24	

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

3.4 Traffic Signal Assessments

Assessments are conducted to determine the need for traffic signals, in adherence to the Traffic Signal and Pedestrian Signal Head Warrant Handbook. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes;
- posted speed limit of the street;
- distance to the nearest traffic signal; and
- number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the six peak hours of: 7:00am to 9:00am, 11:30am to 1:30pm, and 4:00pm to 6:00pm.

If a traffic signal is not warranted, additional measures to improve safety (i.e. parking restrictions, oversized stop signs) may be considered. A summary of the traffic signal assessment is provided in **Table 3-4**.

Table 3-4: Traffic Signal Assessment

Location	Traffic Signal Warrant Points	Results
Fairlight Drive & McCormack Road (South) / Pedygrasse Road	48	Traffic Signal Not Warranted

Details of the traffic signal assessment are provided in **Appendix D**.

3.5 Collision Analysis

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

- Fairlight Drive & Diefenbaker Drive
- Fairlight Drive & McCormack Road (North) / Olmstead Road
- Fairlight Drive & McCormack Road (South) / Pedygrasse Road
- Fairlight Drive & Gropper Crescent
- Hart Road & Shillington Crescent

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

4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

4.1 Methodology

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

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

The tables in the following sections provide the details of the recommended Traffic Plan, including the location, recommended improvement, and reason for the recommended improvement.

4.2 Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 6, 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	Reason
McCormack Road & Needham Crescent (East) / Fairburn Court	Median island & curb extensions on west leg of McCormack Road	Reduce speed
McCormack Road & Streb Crescent (West)	Median island on east leg of McCormack Road	Reduce speed
McCormack Road [Postnikoff Crescent (West) to Postnikoff Crescent (East)]	Mid-block median island	Reduce speed
Fairlight Drive [McCormack Road (North) / Olmstead Road to McCormack Road (South) / Pendency Road]	Temporary speed display board facing southbound traffic	Reduce speed

4.3 Pedestrian Safety

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

Table 4-2: Recommended Improvements - Pedestrian Safety

Location	Recommended Improvement	Reason
Fairlight Drive & Gropper Crescent	Zebra crosswalk on west leg of Fairlight Drive	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	Reason
Various locations	Replace yield sign with stop sign	Improve safety
Fairlight Drive & McCormack Road (South) / Pedygrasse Road	Hazard board signs	Improve visibility of four-way stop signs
Fairlight Drive & Diefenbaker Drive	Protected left-turn for eastbound left turning traffic	Improve traffic flow

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	Reason
Hart Road & Shillington Crescent	“No Parking” sign on Hart Road 10 metres from intersection on northeast corner	Improve visibility / sight line

4.6 Follow Up Consultation – Presentation of Traffic Plan

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

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional issues raised after the follow-up meeting were considered and outlined in **Appendix H**. 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, Parking Services, Roadways & Operations and Transit) to gather comments and concerns. General support was received.

5 STAGE 4: IMPLEMENTATION

Stage 4, the final stage of the Neighbourhood Traffic Review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is more than 5 years.

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

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

- **Table 5-1:** Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- **Table 5-2:** Speed Display Board Cost Estimate
- **Table 5-3:** Permanent Traffic Calming Cost Estimate
- **Table 5-4:** Traffic Signal Improvement Cost Estimate
- **Table 5-5:** Total Cost Estimate

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

Location	Device (# of Devices)	Cost Estimate	Time Frame
Various locations	Stop sign (28)	\$7,000	1 to 2 years
McCormack Road & Needham Crescent (East) / Fairburn Court	Median island (1)	\$500	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
	Curb extension (2)	\$1,000	
McCormack Road & Streb Crescent (West)	Median island (1)	\$500	
McCormack Road [Postnikoff Crescent (West) to Postnikoff Crescent (East)]	Median island (1)	\$500	
Fairlight Drive & McCormack Road (South) / Pedygrasse Road	Hazard board sign (4)	\$1,000	1 to 2 years
Fairlight Drive & Gropper Crescent	Zebra crosswalk (1)	\$250	
Hart Road & Shillington Crescent	“No Parking” sign (1)	\$250	
Total		\$11,000	

Table 5-2: Speed Display Board Cost Estimate

Location	Device	Cost Estimate	Time Frame
Fairlight Drive [McCormack Road (North) / Olmstead Road to McCormack Road (South) / Pedygrasse Road]	Speed display board	\$0 (funded through Speed Program)	1 to 2 years
Total		\$0	

Table 5-3: Permanent Traffic Calming Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
McCormack Road & Needham Crescent (East) / Fairburn Court	Median island (1)	\$5,000	3 to 5 years
	Curb extension (2)	\$90,000	
McCormack Road & Streb Crescent (West)	Median island (1)	\$5,000	
McCormack Road [Postnikoff Crescent (West) to Postnikoff Crescent (East)]	Median island (1)	\$5,000	
Total		\$105,000	

Table 5-4: Traffic Signal Improvement Cost Estimate

Location	Device (# of Devices)	Cost Estimate	Time Frame
Fairlight Drive & Diefenbaker Drive	Protected left-turn signal (1)	\$5,000	1 to 2 years
Total		\$5,000	

Table 5-5: Total Cost Estimate

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)
Signs, Pavement Markings & Temporary Traffic Calming	\$11,000	NA
Temporary Speed Display Board	\$0	NA
Permanent Traffic Calming	NA	\$105,000
Traffic Signal Improvement	\$5,000	NA
Total	\$16,000	\$105,000

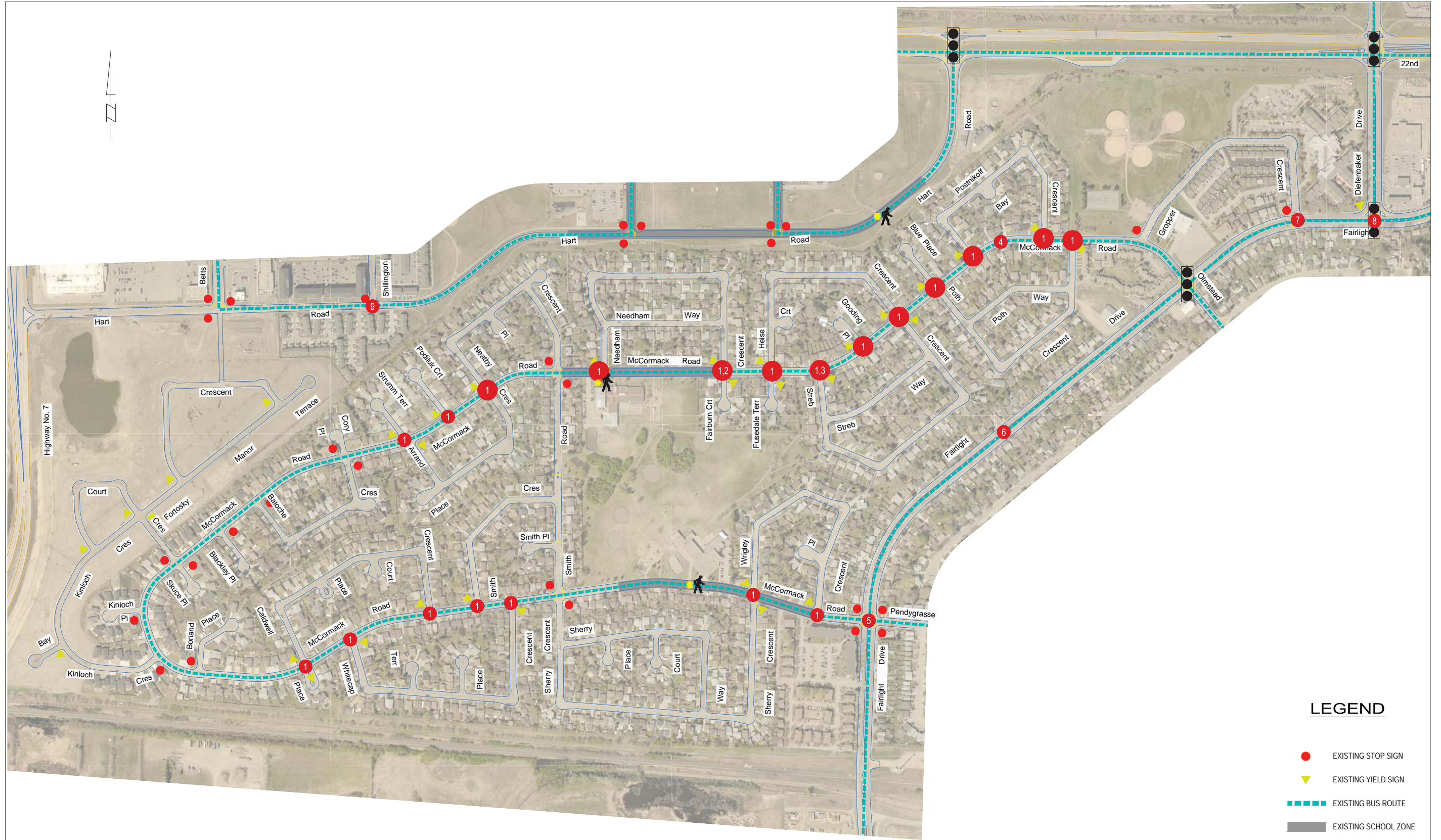
The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$16,000**. The total cost estimate for long-term improvements (permanent traffic calming and traffic signal improvement) is **\$105,000**.

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

The resulting recommended Parkridge Neighborhood Traffic Plan is illustrated in **Exhibit 5-1**.

Table 5-6: Parkridge Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
McCormack Road			
1	Various locations	Replace yield sign with stop sign	Improve safety
2	Needham Crescent (East) / Fairburn Court	Median island & curb extensions on west leg of McCormack Road	Reduce speed
3	Streb Crescent (West)	Median island on east leg of McCormack Road	Reduce speed
4	Postnikoff Crescent (West) to Postnikoff Crescent (East)	Mid-block median island	Reduce speed
Fairlight Drive			
5	McCormack Road (South) / Pedygrasse Road	Hazard board signs	Improve visibility of four-way stop signs
6	McCormack Road (North) / Olmstead Road to McCormack Road (South) / Pedygrasse Road	Speed display board facing southbound traffic	Reduce speed
7	Gropper Crescent	Zebra crosswalk on west leg of Fairlight Drive	Improve pedestrian safety
8	Diefenbaker Drive	Protected left-turn for eastbound left-turning traffic	Improve traffic flow
Hart Road			
9	Shillington Crescent	"No Parking" sign on Hart Road 10 metres from intersection on northeast corner	Improve visibility / sight line



LEGEND

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

APPENDIX A: PUBLIC MEETING #1 – APRIL 21, 2016 MINUTES

Parkridge Neighbourhood Traffic Review
Thursday, April 21, 2016, 7:00 PM – 9:00 PM
St. Marguerite Elementary School

Agenda

1. Welcome & Introductions
2. Presentation from Transportation Division
3. Small Group Discussions & Report Back to Large Group
4. Next Steps
5. Large Group Discussion – Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Parkridge Neighbourhood Traffic Review

(Presented by Mariniel Flores, Engineer-in-Training, Transportation Engineer)

- Presentation Outline
 - Neighbourhood Traffic Review Process
 - Parkridge Review Schedule
 - Sources of Information
 - Past Concerns Received
 - Description of Traffic Calming & Pedestrian Safety Devices
 - Blairmore Concept Plan
 - Corridor Reviews & Major Intersection Reviews
- Neighbourhood Traffic Review Process
 - August 2013 – New process
 - Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
 - 2014 – Reviewed 11 neighbourhoods
 - 2015 – Reviewed 8 neighbourhoods
 - 2016 – Parkridge, Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Silverspring, Lakeridge
- Parkridge Review Schedule
 - Stage 1 – Identify issues & possible solutions through community consultation (April to Fall 2016)
 - Stage 2 – Develop a draft traffic plan
 - Stage 3 – Present draft traffic plan to community for feedback (Fall 2016)
 - Stage 4 – Implement changes over time (Beginning Spring 2017)
- Sources of Information
 - Past studies
 - Collision analysis

- Feedback from public consultation
- Traffic counts & assessments
- Past Concerns Received
 - Speeding – McCormack Road, Gropper Crescent
 - Fairlight Drive & McCormack Road / Pendencygrasse Road
 - 22nd Street & Diefenbaker Drive
 - 22nd Street & Confederation Drive
 - Lack of access into Blairmore
- Traffic Calming Devices
 - Speed Display Board
 - Curb Extension
 - Raised Median Island
 - Roundabout
 - Diverter
 - Right-In/Right-Out Island
 - Directional Closure
 - Raised Median Through Intersection
 - Full Closure
- Pedestrian Devices
 - Standard Crosswalk
 - Zebra Crosswalk
 - Active Pedestrian Corridor
 - Pedestrian Actuated Signal
- Blairmore Concept Plan
 - In September 2005, City Council approved Blairmore Concept Plan
 - April 2005 Public Meeting
 - June 2005 Open House
 - In December 2013, City Council approved Blairmore Concept Plan Amendment (Parkridge Extension)
 - June 2013 Public Information Meeting
- Corridor Reviews & Major Intersection Reviews
 - Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews addresses local and collector streets within neighbourhoods
 - Recommendations will be identified and projects will be prioritized for funding approval
 - Report will be presented to City Council

3. Small Group Discussions

- Residents were divided into small groups to discuss traffic concerns in Parkridge and potential solutions

- Group 1: Karen Farmer (City Facilitator)
 - Access into Blairmore
 - Six against and nine for the access into Blairmore
 - Prefer a road into Blairmore. More exit points. Will decrease congestion.
 - Against access into Blairmore due to traffic flowing from other neighbourhoods into Blairmore
 - Concern about new houses in Parkridge Extension using McCormack Road only to enter and exit. Need to quickly open up exit onto Betts Avenue.
 - 22nd Street
 - Getting onto 22nd Street is a nightmare (have to leave 20 minutes earlier to get through)
 - Have to go through Clancy Drive to get to Circle Drive in the winter
 - Speed limit needs to be increased from Diefenbaker Drive to Blairmore. The speed is too slow to get to the commercial area conveniently. There is no reason that the speed should be that slow. There are no pedestrians and no school zones.
 - 22nd Street & Diefenbaker Drive
 - Traffic is so backed up that eastbound vehicles from Blairmore use right lane as a through lane especially during rush hour (noon and 4pm)
 - Need a proper right-turning lane
 - The shoulder lane needs to be blocked so vehicles can't go straight
 - This section of 22nd Street needs to be wider
 - 11th Street
 - State of 11th Street from Fairlight Drive to Highway 7 is terrible
 - There are many accidents resulting from vehicles avoiding potholes. Vehicles are driving in the centre to avoid crumbling pavement edge.
 - Include shoulder so it is safe for cyclists. There are many cyclists that ride here.
 - Fairlight Drive & McCormack Road / Pendencygrasse Road
 - Lights are needed. People fly through especially if traffic is backed up due to the train.
 - Fairlight Drive
 - Full of potholes. The southbound lanes are in terrible condition.
 - McCormack Road
 - Road condition is so terrible from Gropper Crescent to Postnikoff Crescent that people are trying to avoid it. This is not on the list for the next three years.
 - Hart Road
 - Add lights and improve drainage in walkways connecting to Hart Road
 - General

- Catch basins need to be cleaned out especially in front of Catholic school and in Arrand Crescent
- Group 2: Lanre Akindipe (City Facilitator)
 - Access into Blairmore
 - Disappointed there isn't an access into Blairmore
 - McCormack Road
 - Illegal u-turns in front of school near Smith Crescent
 - Illegal u-turns in front of school near Sherry Crescent
 - Suggested 30 km/hr all through school zones
 - Speeding issues after Streb Way. Dangerous curve.
 - Speeding issues at Skuce Place
 - Speed signs should be moved prior to Smith Road & Sherry Crescent intersection
 - Diefenbaker Drive & Fairlight Drive
 - Left-turn signal needed
 - 22nd Street & Diefenbaker Drive
 - Traffic signals need to be reviewed, especially left-turns
 - General
 - Speeds along parks/playgrounds should be 30 km/hr
 - Train delays
 - Need to maintain train tracks
 - Some residents did not receive flyers about the meeting
 - Speed signs should be effective 24/7 not just during school hours
 - Transit buses speed across schools
- Group 3: Mitch Riabko (City Facilitator)
 - Sherry Crescent
 - High schools kids and others use Sherry Crescent to avoid travelling through the school zone adjacent to St. Marguerite School. Lots of traffic and some speeding.
 - McCormack Road
 - Road conditions just off of Fairlight Drive and Smith Road are very poor. Vehicles are forced to dodge potholes near crosswalks.
 - Speeding through school zones at St. Marguerite and James L. Alexander Schools.
 - Speeding concerns along southwest curve of McCormack Road. Need to slow traffic down. Speed bumps suggested.
 - Kids are dropped off by parents in front of St. Marguerite School. Parents are making u-turns to travel east to Fairlight Drive. This is a significant enforcement concern.
 - Fairlight Drive & McCormack Road / Pendencygrasse Road
 - Vehicles are driving straight through the four-way stop without stopping. Some sort of advanced notice/signal/sign post/traffic lights is needed.

- Vehicles are making u-turns at this four-way stop. Potential solution is to install a roundabout.
 - Access into Blairmore
 - Increase traffic volumes from Parkridge Extension (175 homes). This will increase traffic along McCormack Road and onto Fairlight Drive. There is already heavy traffic congestion during peak hours at Diefenbaker Drive & Fairlight Drive and at Fairlight Drive & Fairmont Drive. Vehicles accessing 22nd Street via Fairlight Drive /Fairmont Drive can be backed up along Diefenbaker Drive/Fairlight Drive all the way to the Co-op Service Station. The solution is to open the Blairmore access.
 - A comment was made that the road to Blairmore should be closed
 - Train crossing north of 11th Street backs up traffic on Fairlight Drive. This creates a bottleneck for the entire neighbourhood. An access via Blairmore (exit only) would take pressure off.
 - 22nd Street
 - Congestion. Create bypass off Highway 7 to Valley Road to alleviate congestion.
 - Traffic travelling east on 22nd Street turning south onto Diefenbaker Drive needs a defined turning lane
 - Turning lane needs to be extended for traffic turning right from Diefenbaker Drive east on 22nd Street
 - Speed limit on 22nd Street travelling west between Diefenbaker Drive and Highway 7 needs to be increased from 60 km/hr to 70km/hr or 80km/hr
 - 11th Street
 - Congestion. Create bypass off Highway 7 to Valley Road to alleviate congestion.
 - Fairlight Drive
 - Traffic from 11th Street and Dundonald Avenue diverts via Fairlight Drive due to train delays. This creates significant congestion along Fairlight Drive.
 - Right hand side of the roadway from four-way stop at Pandygrasse Road north to the lights at Diefenbaker Drive is under disrepair. The road is crumbling and needs fixing.
 - Traffic along Fairlight Drive is steady and fast. It is a long distance without controlled pedestrian crosswalks. There is nowhere for pedestrians to cross. Potential solution is to install a pedestrian crosswalk half way up Fairlight Drive. This installation will also slow down traffic.
 - Smith Road
 - Speeding issues between McCormack Road and traffic calming device between 3:30pm and 5pm. Vehicles speed up to the traffic calming device, slow down and then speed up again.
 - 22nd Street & Fairmont Drive

- Barricades at this intersection is a major concern. Vehicle damage, congestion, vehicles backed up, and large semis running into concrete barricades are some of the concerns. These barricades were installed to keep traffic from cutting across 22nd Street to turn left at Confederation Drive. Potential solution is to relocate barricades to other side of 22nd Street to create a turning lane only for traffic turning north on Confederation Drive. This will alleviate congestion for traffic only wanting to turn right and travel east along 22nd Street.
 - 11th Street
 - 11th Street to Highway 7 is under major disrepair
 - General
 - Potential solutions for slowing down traffic include flashing billboard and installation of rumble strips as vehicles approach school zones
- Group 4: Shirley Matt (City Facilitator)
 - McCormack Road
 - Speeding issues between Kinloch Place and Kinloch Crescent (South). Curb extensions or other types of traffic calming is suggested.
 - Speeding issues between Smith Road and Neatby Crescent (North)
 - Speeding issues by schools and parks
 - Poor road surface between Olmstead Road and Postnikoff Crescent curve
 - Needham Way
 - Speeding issues
 - Shortcutting issues during school times
 - Smith Road
 - Parking issues midblock leading to walkway. Vehicles are parking too close and pedestrians unable to cross.
 - Poor road surface between Sherry Crescent and McCormack Road
 - Parents are shortcutting and using this road to drop off kids to school
 - Poor walkway lighting in the long walkway behind Smith Road
 - Neatby Place
 - Residents want nose-in parking in cul-de-sacs
 - Arrand Place
 - Residents want nose-in parking in cul-de-sacs
 - Midblock catch basin needs cleaning
 - 11th Street
 - Poor road surface
 - Fairlight Drive & McCormack Road / Pendency Road
 - People are not stopping to allow pedestrians to cross at this four-way stop intersection
 - Borland Place
 - Intersection needs to have a stop or yield sign

- Sherry Crescent
 - Difficult to turn left during peak hours
- General
 - Curb cuts are missing at Smith Crescent, Caldwell Crescent, Strumm Terrace
 - Garbage is dumped in the back of 2014 Kinloch Place
 - Many residents attended to discuss the access into Blairmore
- Group 5: Mariniel Flores (City Facilitator)
 - 22nd Street
 - A paved lane should be added for vehicles travelling in the eastbound direction turning right onto Diefenbaker Drive. The right lane currently ends.
 - 22nd Street & Diefenbaker Drive
 - A northbound right-turn free flow lane should be added instead of requiring vehicles to merge
 - Access into Blairmore
 - Many of the residents in the group would like access into Blairmore
 - Parkridge Extension will create a lot of congestion. Open the access onto Hart Road.
 - 25 residents in the group want an access and three residents were neutral
 - Fairlight Drive
 - Southeast section needs resurfacing. There are many potholes.
 - Southbound between McCormack Road and 11th Street needs resurfacing.
 - Fairlight Drive & McCormack Road / Pendencygrasse Road
 - Vehicles are not yielding. Traffic signals suggested.
 - Fairmont Drive
 - People are treating this roadway near 22nd Street as three lanes. Make the barricades go all the way to intersection or make another formal lane and put signs up.
 - Bowling Alley Lane
 - People are treating this lane like two or three lanes
 - McCormack Road
 - Speeding concerns near 200 McCormack Road. There have been many collisions and rollovers. Road narrowing, speed bumps or traffic calming is needed.
 - 100 block of McCormack Road needs to be paved
 - Need to resurface Fairlight Drive to Heise Crescent
 - Vehicles are making u-turns in front of St. Marguerite and James L. Alexander Schools
 - Speeding along curved sections on McCormack Road and Fairlight Drive
 - Smith Road
 - Needs resurfacing from McCormack Road to McCormack Road

- Repair potholes in front of 439 Smith Crescent
 - 11th Street
 - Resurfacing and major improvements needed from Elevator Road to Highway 7
 - General
 - A solution to congestion would be to open access onto 11th Street. However, there are train tracks.
 - Fairhaven will impact Parkridge
- Group 6: Jay Magus (City Facilitator)
 - Hart Road & Neatby Crescent/Shillington Crescent
 - Hard to see cars
 - McCormack Road
 - Speeding along curves. It is very dangerous. Traffic needs to slow down.
 - Pedestrian safety concerns
 - Curves make it difficult to see pedestrians
 - Large amount of traffic during rush hour
 - City buses speed down McCormack Road. Situation is worse with curves.
 - Speed bumps suggested westbound on McCormack Road
 - 22nd Street & Diefenbaker Drive
 - Walk light is too short
 - Need Actuated Pedestrian Signals
 - Excessive noise (i.e., brakes) on 22nd Street
 - Blue Place
 - Pedestrian safety concerns at access pathway
 - Difficult to cross
 - Fairlight Drive
 - Large amount of traffic during rush hour
 - Access into Blairmore
 - Want connection to Hart Road/Betts Avenue
 - A resident on Kinloch Crescent is not in support of a through road
 - Large area promotes the need for another access. Need another way out since the neighbourhood is too big.
 - What will the emergency access look like?
 - Gropper Crescent
 - Crosswalk needed
 - Batoche Crescent
 - Trees are blocking street signs
 - Fairlight Drive & Diefenbaker Drive
 - Want left-turn across from Fairlight Drive to Diefenbaker Drive
 - Pedestrian crossing issues
 - General
 - Additional homes in Parkridge Extension will generate more traffic

4. Next Steps

(Presented by Jay Magus, Transportation Engineering Manager)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 20, 2016
3. Additional public input via City on-line Community Engagement webpage no later than May 20, 2016 at
<http://shapingsaskatoon.ca/discussions/parkridge-neighbourhood-traffic-review>
4. Traffic & pedestrian data collection, analysis
5. Develop recommendations and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft Traffic Plan
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to City Council for approval

5. Large Group Discussion – Questions & Answers

- Question/Comment 1:
 - Resident: What does emergency/pedestrian access route look like?
 - City: We will provide more details about the emergency/pedestrian access route at the follow-up Parkridge meeting.
- Question/Comment 2:
 - Resident: Catch basins along McCormack Road (i.e., in front of St. Marguerite School, Arrand Court) need to be cleaned out. Lack of snow removal is causing floods.
 - City: This concern will be passed onto Public Works.
- Question/Comment 3:
 - Resident: 75 people attended the 2005 meeting about the access. The access wasn't the main focus of that meeting. In June 2013, residents within a 75 metre buffer received flyers not everyone. That was eight years ago. This issue has to be dealt with now.
 - City: Opening/closing roads is not part of the Parkridge Neighbourhood Traffic Review Process. The Parkridge Traffic Plan report will be presented to the Transportation Committee and Council. The public can request to speak at those meetings.
- Question/Comment 4:
 - Resident: We didn't know anything about the access. We are concerned with traffic flow and safety. It might not be an issue now but it will be an issue later when Parkridge Extension opens. We don't want any severe collisions to occur.

- Question/Comment 5:
 - Resident: There are many issues at the intersection of Clancy Drive and Circle Drive, especially when it is icy. 22nd Street and Tim Hortons exit is also a big issue.

- Question/Comment 6:
 - Resident: I have lived here since I was 13 years old. There are heavy trucks on McCormack Road. Open the emergency/pedestrian access route and slow traffic on McCormack Road.

- Question/Comment 7:
 - Resident: Why can't emergency access be opened up during construction?

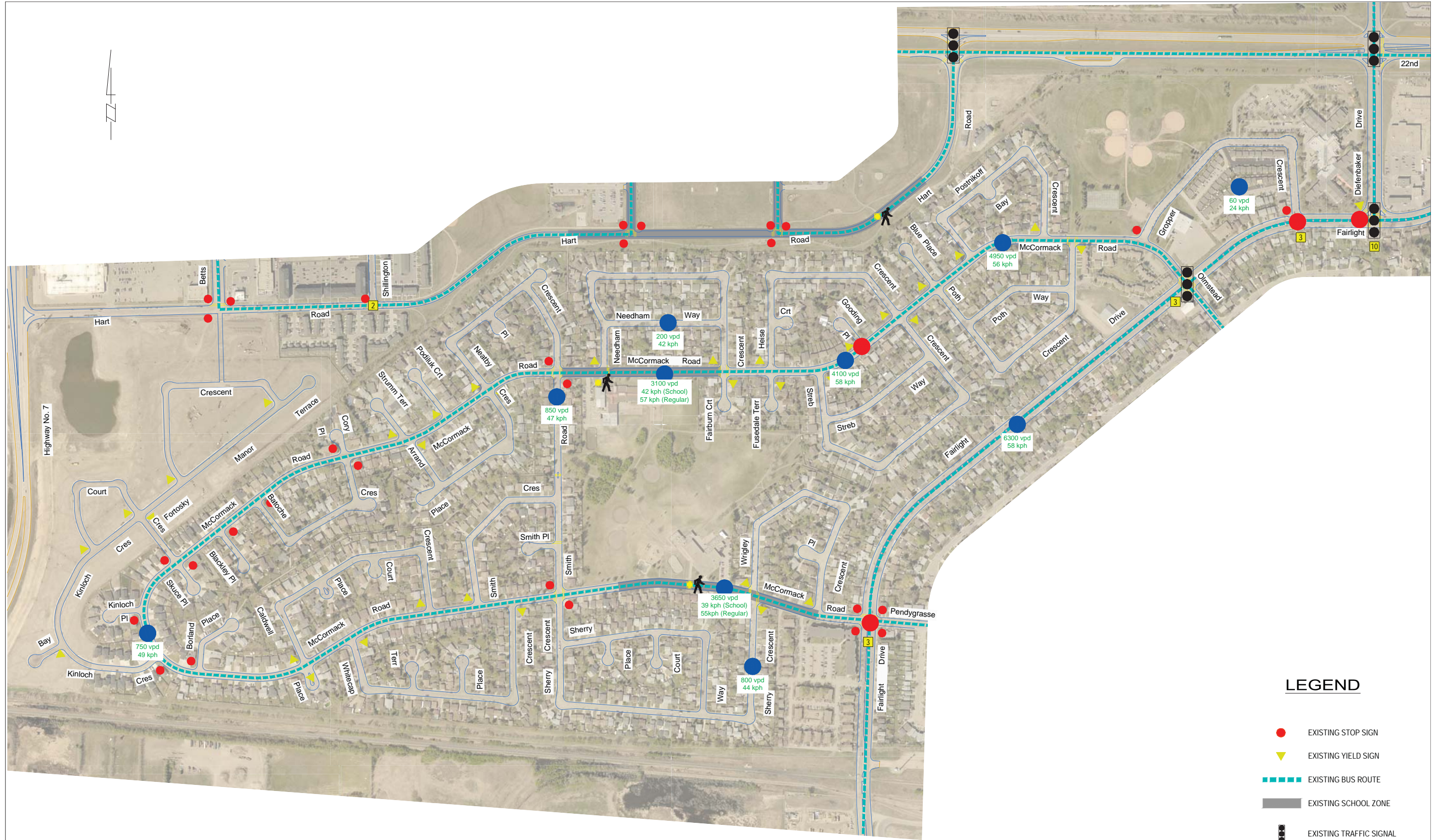
 - City: This might not be feasible (e.g., who would be responsible for locking/unlocking it?).

- Question/Comment 8:
 - Resident: It's not a "we" versus "they" in addressing these concerns and issues. We're the "we" and we're the "they". We are the solutions to speeding and safety. Keep this in mind when we look at these issues.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Jay Magus – City of Saskatoon, Transportation & Utilities, Transportation Engineering Manager
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, Engineer-in-Training, Transportation Engineer
- Shirley Matt – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Karen Farmer – City of Saskatoon, Community Services, Community Consultant

APPENDIX B: TRAFFIC DATA COLLECTION MAP



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- 3 AVERAGE NUMBER OF COLLISIONS PER YEAR (2011-2015)
- TRAFFIC MOVEMENT COUNT
- SPEED STUDY
- 786 vpd — NUMBER OF VEHICLES PER DAY
47.2 kph — 85th PERCENTILE SPEED

PARKRIDGE TRAFFIC DATA

APPENDIX C: PEDESTRIAN DEVICE ASSESSMENTS

Pedestrian Actuated Signal Warrants

Fairlight Drive & McCormack Road (South) / Pendency Road

Prepared By: Mariniel Flores Date: Wednesday, October 12, 2016

Location & Roadway Classification: Fairlight Drive (Minor Arterial) & McCormack Road (South) / Pendency Road (Major Collector)

Date of Count: Day of wk: Wednesday & Thursday Mth, Day, Yr: Wednesday, September 21, 2016 & Thursday, September 22, 2016

Weather: 10.6°C, Clear/Cloudy

Traffic Control Devices: Four-way stop

Current Pedestrian Control: Standard crosswalks

Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 3 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 200 m

Location: McCormack Road & Sherry Crescent (East) / Wrigley Crescent (West)

Type: Two-way yield signs & zebra crosswalk

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

Duration of pedestrian count 5 hrs

Elementary:	38	Total Warranted PC Points:	23,143	or	7,714	/ period
High School:	1	Highest PC point value:	9,454	at		
Adult:	13	Active Ped Corridor Points:	3			
Senior:	3	Pedestrian Actuated Signal Points:	35			
Vehicles passing through crosswalk(s):	3,570					

ACTIVE PEDESTRIAN CORRIDOR WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the West Crosswalk ****

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	West Crosswalk				East Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	39	48	30	87			1							
8:15	53	36	34	79							1			
8:30	59	43	37	72	2		1						1	
8:45	41	28	29	69	1						1		1	
9:00														
9:15														
9:30														
9:45														
AM Totals	192	155	130	307	3		1				1	1	2	
11:30	36	31	30	31			1				1			
11:45	32	24	29	39										
12:00	34	28	39	22										
12:15	37	23	36	45						1				
12:30	43	14	44	31			2							
12:45	29	28	27	29										
13:00	36	15	24	36									1	
13:15	26	18	28	19										
Noon Totals	273	181	257	252							1		1	
14:00														
14:15														
14:30														
14:45														
15:00	60	35	43	35			1				1		1	
15:15	63	47	38	32	1					2			8	
15:30	68	49	74	71	1						1		1	
15:45	78	48	73	50	16									
16:00	70	51	46	52			1							
16:15	57	46	70	46							2		1	
16:30	82	47	73	57									1	
16:45	81	63	88	30									2	
17:00														
17:15														
17:30														
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19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	559	386	505	373	18						4		14	
Totals	1,024	722	892	932	21		7			3	6	1	17	
West Crosswalk =									28	East Crosswalk =				27

Fairlight Drive & McCormack Road (South) / Pendency Road

Prepared By: Mariniel Flores Date: Wednesday, October 12, 2016

Location & Roadway Classification: Fairlight Drive (Minor Arterial) & McCormack Road (South) / Pendency Road (Major Collector)

Date of Count: Day of wk: Wednesday & Thursday Mth, Day, Yr: Wednesday, September 21, 2016 & Thursday, September 22, 2016

Weather: 10.6°C, Clear/Cloudy

Traffic Control Devices: Four-way stop

Current Pedestrian Control: Standard crosswalks

Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 5 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 200 m

Location: McCormack Road & Sherry Crescent (East) / Wrigley Crescent (West)

Type: Two-way yield signs & zebra crosswalk

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

Duration of pedestrian count 5 hrs

Elementary:	119	Total Warranted PC Points:	13,190	or	6,595	/ period
High School:		Highest PC point value:	7,280	at		
Adult:		Active Ped Corridor Points:	2			
Senior:		Pedestrian Actuated Signal Points:	45			

Vehicles passing through crosswalk(s): 1,702

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

****Install device at the South Crosswalk ****

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	North Crosswalk				South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	14	17	30	34	1								9	
8:15	20	15	34	26	6								6	
8:30	21	11	37	15	6								7	
8:45	13	5	29	13	1								4	
9:00														
9:15														
9:30														
9:45														
AM Totals	68	48	130	88	14								26	
11:30	9	15	30	7	1								1	
11:45	10	5	29	4	1								5	
12:00	10	10	39	10									2	
12:15	10	5	36	13	1								3	
12:30	16	5	44	12									2	
12:45	10	10	27	8									3	
13:00	18	5	24	12	2								2	
13:15	11	10	28	1										
Noon Totals	94	65	257	67	5								18	
14:00														
14:15														
14:30														
14:45														
15:00	16	8	43	12									2	
15:15	11	11	38	9	4								10	
15:30	24	12	74	18	9								7	
15:45	29	14	73	16	5								7	
16:00	22	16	46	11	1								2	
16:15	19	10	70	13	4								3	
16:30	26	14	73	15	2									
16:45	21	25	88	8										
17:00														
17:15														
17:30														
17:45														
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	168	110	505	102	25								31	
Totals	330	223	892	257	44								75	
					North Crosswalk =				44	South Crosswalk =				75

Fairlight Drive & Gropper Crescent

Prepared By: Mariniel Flores **Date:** Thursday, October 20, 2016

Location & Roadway Classification: Fairlight Drive (Major Arterial) & Gropper Crescent (Local)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, September 20, 2016

Weather: 9.5°C, Clear/Cloudy

Traffic Control Devices: Stop sign on Gropper Crescent assigning right-of-way to Fairlight Drive

Current Pedestrian Control: Standard crosswalk on west side

Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 5 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 150 m

Location: Fairlight Drive & Diefenbaker Drive

Type: Traffic Signals

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

Duration of pedestrian count 5 hrs

Elementary:	20	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	4,320	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	32		
Vehicles passing through crosswalk(s):	4,765				

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

****Install device at the West Crosswalk ****

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	3	74		172									
8:15		72		169									
8:30	4	87		168									
8:45	1	87		154	1								
9:00													
9:15													
9:30													
9:45													
AM Totals	8	320		663	1								
11:30	2	95		78									
11:45		90		88									
12:00		99		82	1								
12:15	1	109		89									
12:30	1	87		112	1								
12:45	1	80		118									
13:00		79		97	3								
13:15	1	97		79									
Noon Totals	6	736		743	5								
14:00													
14:15													
14:30													
14:45													
15:00		110		95									
15:15		146		97	6								
15:30	3	143		151	2								
15:45	1	160		157	3								
16:00		171		120	2								
16:15	1	184		134									
16:30	1	163		119									1
16:45	2	198		133									
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	8	1,275		1,006	13								1
Totals	22	2,331		2,412	19								1
					West Crosswalk = 19				East Crosswalk = 1				

Hart Road & Neatby Crescent and Needham Crescent Walkway

Prepared By: Mariniel Flores Date: Friday, November 18, 2016

Location & Roadway Classification: Hart Road (Minor Collector) & Neatby Crescent and Needham Crescent Walkway

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, November 08, 2016

Weather: 6.8°C, Clear/Cloudy

Traffic Control Devices: None

Current Pedestrian Control: None

Other Notes: _____

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

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

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

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 110 m

Location: Hart Road & Bowlt Crescent

Type: Three-way stop & standard crosswalks

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

Duration of pedestrian count 5 hrs

Elementary:	24	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	1,512	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	17		
Vehicles passing through crosswalk(s):	1,500				

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

****Install device at the West Crosswalk ****

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00		24		37									
8:15		62		70	1								
8:30		93		83	2								
8:45		46		37									
9:00													
9:15													
9:30													
9:45													
AM Totals		225		227	3								
11:30		21		11									
11:45		22		15									
12:00		13		17	2								
12:15		29		26	1								
12:30		48		40	7								
12:45		22		30									
13:00		25		33	2								
13:15		13		19	1								
Noon Totals		193		191	13								
14:00													
14:15													
14:30													
14:45													
15:00		15		16									
15:15		52		38	1								
15:30		91		71	5								
15:45		60		47									
16:00		37		33									
16:15		50		35									
16:30		32		17									
16:45		45		25	2								
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals		382		282	8								
Totals		800		700	24								
					West Crosswalk =				East Crosswalk =				
					24								

Pedestrian Corridor Warrants

Fairlight Drive & McCormack Road (South) / Pendency Road

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts						P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts					
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	204	204			1		1	0.5	0.5	102		
8:15	202	406		1			1	0.67	1.17	475		
8:30	211	413	3		1		4	3.5	4.17	1,722		
8:45	167	378	2		1		3	2.5	6	2,268		
9:00		167							2.5	418		
9:15												
9:30												
9:45												
AM Totals	784		5	1	3		9					
11:30	128				2		2	1				
11:45	124	252							1	252		
12:00	123	247										
12:15	141	264						1	1	264		
12:30	132	273			2		2	1	2	546		
12:45	113	245							1	245		
13:00	111	224	1				1	1	1	224		
13:15	91	202							1	202		
Noon Totals	963		1		4	1	6					
14:00												
14:15												
14:30												
14:45												
15:00	173	173	1		2		3	2	2	346		
15:15	180	353	9			2	11	11	13	4,589		
15:30	262	442	2		1		3	2.5	13.5	5,967	1	
15:45	249	511	16				16	16	18.5	9,454	1	
16:00	219	468			1		1	0.5	16.5	7,722	1	
16:15	219	438	1		2		3	2	2.5	1,095		
16:30	259	478	1				1	1	3	1,434		
16:45	262	521	2				2	2	3	1,563		
17:00		262							2	524		
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	1,823		32		6	2	40				23,143	
Totals	3,570		38	1	13	3	55					
			69%	2%	24%	5%	100%					
			West Crosswalk =				28	<<< install crosswalk on this side of the int.				
			East Crosswalk =				27					

SUMMARY

Total Warranted PC Points: 23,143 or 7,714 / period
Highest PC point value: 9,454 at
Average PC point value: 2,627
No. of periods warranted: 3

Fairlight Drive & McCormack Road (South) / Pedygrasse Road

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					Factored Counts		P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides									
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	95	95	10				10	10	10	950		
8:15	95	190	12				12	12	22	4,180		
8:30	84	179	13				13	13	25	4,475		
8:45	60	144	5				5	5	18	2,592		
9:00		60							5	300		
9:15												
9:30												
9:45												
AM Totals	334		40				40					
11:30	61		2				2	2				
11:45	48	109	6				6	6	8	872		
12:00	69	117	2				2	2	8	936		
12:15	64	133	4				4	4	6	798		
12:30	77	141	2				2	2	6	846		
12:45	55	132	3				3	3	5	660		
13:00	59	114	4				4	4	7	798		
13:15	50	109							4	436		
Noon Totals	483		23				23					
14:00												
14:15												
14:30												
14:45												
15:00	79	79	2				2	2	2	158		
15:15	69	148	14				14	14	16	2,368		
15:30	128	197	16				16	16	30	5,910	1	5,910
15:45	132	260	12				12	12	28	7,280	1	7,280
16:00	95	227	3				3	3	15	3,405		
16:15	112	207	7				7	7	10	2,070		
16:30	128	240	2				2	2	9	2,160		
16:45	142	270							2	540		
17:00		142										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	885		56				56					13,190
Totals	1,702		119				119					
			100%				100%					
			North Crosswalk =				44					
			South Crosswalk =				75	<<< install crosswalk on this side of the int.				

SUMMARY

Total Warranted PC Points: 13,190 or 6,595 / period
Highest PC point value: 7,280 at
Average PC point value: 2,782
No. of periods warranted: 2

Fairlight Drive & Gropper Crescent

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C.		P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides					Factored Counts				
			Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	249	249										
8:15	241	490										
8:30	259	500										
8:45	242	501	1				1	1	501			
9:00		242							242			
9:15												
9:30												
9:45												
AM Totals	991		1				1					
11:30	175											
11:45	178	353										
12:00	181	359	1				1	1	359			
12:15	199	380						1	380			
12:30	200	399	1				1	1	399			
12:45	199	399						1	399			
13:00	176	375	3				3	3	1,125			
13:15	177	353						3	1,059			
Noon Totals	1,485		5				5					
14:00												
14:15												
14:30												
14:45												
15:00	205	205										
15:15	243	448	6				6	6	2,688			
15:30	297	540	2				2	8	4,320			
15:45	318	615	3				3	5	3,075			
16:00	291	609	2				2	5	3,045			
16:15	319	610						2	1,220			
16:30	283	602	1				1	1	602			
16:45	333	616						1	616			
17:00		333										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	2,289		14				14					
Totals	4,765		20				20					
			100%				100%					
			West Crosswalk =				19	<<< install crosswalk on this side of the int.				
			East Crosswalk =				1					

SUMMARY

Total Warranted PC Points: _____ or _____ / period
 Highest PC point value: 4,320 at _____
 Average PC point value: 1,335
 No. of periods warranted: _____

Hart Road & Neatby Crescent and Needham Crescent Walkway

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					Factored Counts		P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides										
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.				
7:00													
7:15													
7:30													
7:45													
8:00	61	61											
8:15	132	193	1				1	1	1	193			
8:30	176	308	2				2	2	3	924			
8:45	83	259							2	518			
9:00		83											
9:15													
9:30													
9:45													
AM Totals	452		3				3						
11:30	32												
11:45	37	69											
12:00	30	67	2				2	2	2	134			
12:15	55	85	1				1	1	3	255			
12:30	88	143	7				7	7	8	1,144			
12:45	52	140							7	980			
13:00	58	110	2				2	2	2	220			
13:15	32	90	1				1	1	3	270			
Noon Totals	384		13				13						
14:00													
14:15													
14:30													
14:45													
15:00	31	31											
15:15	90	121	1				1	1	1	121			
15:30	162	252	5				5	5	6	1,512			
15:45	107	269							5	1,345			
16:00	70	177											
16:15	85	155											
16:30	49	134											
16:45	70	119	2				2	2	2	238			
17:00		70							2	140			
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	664		8				8						
Totals	1,500		24				24						
			100%				100%						
			West Crosswalk =				24	<<< install crosswalk on this side of the int.					
			East Crosswalk =										

SUMMARY

Total Warranted PC Points: or / period
Highest PC point value: 1,512 at
Average PC point value: 533
No. of periods warranted:

APPENDIX D: TRAFFIC SIGNAL ASSESSMENT

Fairlight Drive & McCormack Road (South) / Pendency Road

Main Street (name)	Fairlight Drive	Direction (EW or NS)	NS
Side Street (name)	McCormack Road (South) / Pendency Road	Direction (EW or NS)	EW
Quadrant / Int #		Comments	

Road Authority:	City of Saskatoon
City:	City of Saskatoon
Analysis Date:	2016 Oct 17, Mon
Count Date:	2016 Sep 21, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	Up/Street Signal (m)	# of Thru Lanes
Fairlight Drive	NB	1		1		1		840	2
Fairlight Drive	SB	1		1		1			
McCormack Road (South) / Pendency Road	WB				1				
McCormack Road (South) / Pendency Road	EB				1				

Are the McCormack Road (South) / Pendency Road WB right turns significantly impeded by through movements? (y/n) n
 Are the McCormack Road (South) / Pendency Road EB right turns significantly impeded by through movements? (y/n) n

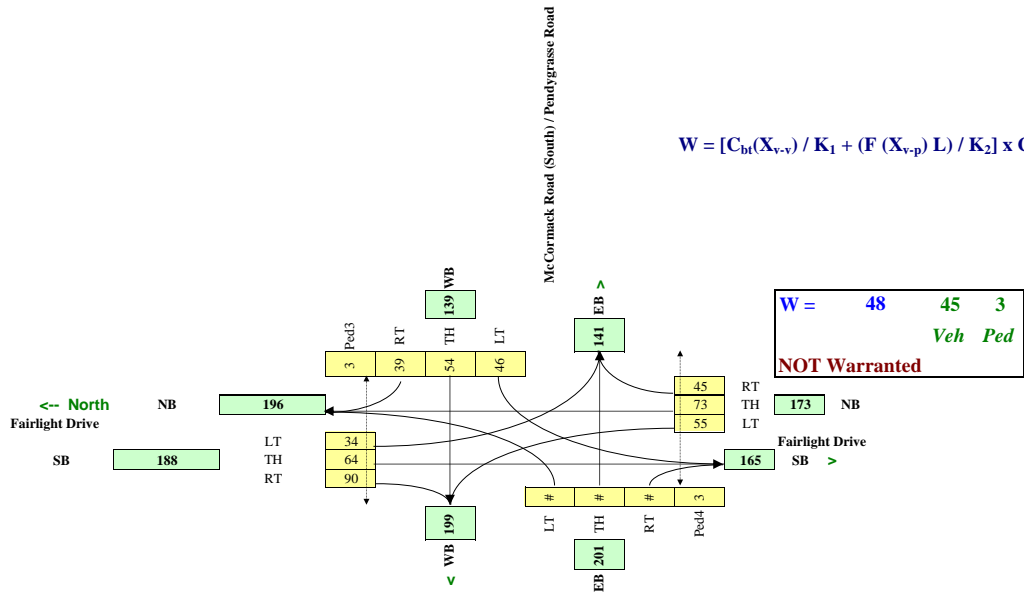
Demographics		
Elem. School/Mobility Challen	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	265,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Fairlight Drive	NS	50	2.0%	y	1.5
McCormack Road (South) / Pendency Road	EW	50	1.0%	y	2.0

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	19	64	31	16	48	33	44	24	31	107	105	72	4	5	4	3
8:00 - 9:00	53	46	31	36	68	88	48	53	54	132	87	88	14	26	4	5
11:30 - 12:30	36	72	26	23	39	77	35	30	41	53	50	34	3	11	2	1
12:30 - 13:30	36	61	26	20	55	59	30	24	21	45	37	33	2	7	1	2
16:00 - 17:00	100	94	83	46	88	156	65	100	42	93	45	47	7	5	6	1
17:00 - 18:00	86	100	74	62	84	127	55	90	47	74	47	57	4	7	2	7
Total (6-hour peak)	330	437	271	203	382	540	277	321	236	504	371	331	34	61	19	19
Average (6-hour peak)	55	73	45	34	64	90	46	54	39	84	62	55	6	10	3	3

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p}) L) / K_2] \times C_i$$



APPENDIX E: COLLISION ANALYSIS

Street 1	Street 2	UGRID	2011	2012	2013	2014	2015	Total Number of Collisions (2011 - 2015)	Total Number of Collisions (2015)	Right Angle, Left Turn & Right Turn Collisions Only (2011 - 2015)	Right Angle, Left Turn & Right Turn Collisions Only (2015)	Average Number of Collisions (2011 - 2015)
Diefenbaker Drive	Fairlight Drive	SKB8-20	7	11	9	9	15	51	15	15	4	10
Fairlight Drive	McCormack Road / Olmstead Road	SKA8-7	4	2	6	4	1	17	1	10	1	3
Fairlight Drive	McCormack Road / Pendency Road	SKA9-13	2	2	4	4	3	15	3	4	0	3
Fairlight Drive	Gropper Crescent	SKA8-40	1	2	4	2	5	14	5	8	3	3
Hart Road	Shillington Crescent	SKBB8-14	0	2	2	3	1	8	1	1	0	2
McCormack Road	Smith Road	SKAA9-8	1	0	1	1	2	5	2	1	0	1
McCormack Road	Sherry Crescent East / Wrigley Crescent West	SKAA9-17	0	1	0	1	2	4	2	0	0	1
McCormack Road	Postnikoff Crescent East	SKA8-17	0	0	0	2	1	3	1	0	0	1
Heise Crescent / McCormack Road	Streb Crescent	SKA8-18	0	0	2	0	0	2	0	0	0	0
McCormack Road	Podiluk Court	SKAA8-28	1	1	0	0	0	2	0	0	0	0
McCormack Road	Neatby Crescent East / Smith Road	SKAA8-8	0	1	0	0	1	2	1	1	0	0
McCormack Road	Sherry Crescent West / Smith Road	SKAA9-11	0	0	0	1	1	2	1	1	0	0

Street 1	Street 2	UGRID	2011	2012	2013	2014	2015	Total Number of Collisions (2011 - 2015)	Total Number of Collisions (2015)	Right Angle, Left Turn & Right Turn Collisions Only (2011 - 2015)	Right Angle, Left Turn & Right Turn Collisions Only (2015)	Average Number of Collisions (2011 - 2015)
McCormack Road	Wrigley Crescent East	SKAA9-7	1	0	1	0	0	2	0	1	0	0
Gropper Crescent	McCormack Road	SKA8-39	1	0	0	0	0	1	0	0	0	0
McCormack Road	Postnikoff Crescent West	SKA8-45	0	0	0	1	0	1	0	0	0	0
McCormack Road	Streb Crescent West	SKAA8-10	0	0	0	0	1	1	1	0	0	0
McCormack Road	Needham Crescent East	SKAA8-2	0	1	0	0	0	1	0	0	0	0
Fusedale Terrace / Heise Crescent West	McCormack Road	SKAA8-23	1	0	0	0	0	1	0	0	0	0

APPENDIX F: PUBLIC MEETING #2 – DECEMBER 7, 2016 MINUTES

Parkridge Neighbourhood Traffic Review
Wednesday, December 7, 2016, 7:00 PM – 9:00 PM
Bethlehem Catholic High School - Library

Agenda

1. Welcome & Introductions
2. Presentation from Transportation Division
3. Small Group Discussions & Report Back to Large Group
4. Next Steps
5. Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Parkridge Neighbourhood Traffic Review

(Presented by Mariniel Flores, Engineer-in-Training, Transportation Engineer)

- Presentation Outline
 - Neighbourhood Traffic Review Process
 - Parkridge Review Schedule
 - What We Heard
 - What We Did
 - What We Propose
- Neighbourhood Traffic Review Process
 - August 2013 – New process
 - Mandate – Improve safety for all road users within neighbourhoods, reduce traffic volumes, slow vehicular speeds, improve pedestrian crossings & intersections where necessary
 - 2014 – Reviewed 11 neighbourhoods
 - 2015 – Reviewed 8 neighbourhoods
 - 2016 – Parkridge, Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Silverspring, Lakeridge
- Parkridge Review Schedule
 - Stage 1 – Identify issues & possible solutions through community consultation (April to December 2016)
 - Stage 2 – Develop a draft traffic plan
 - Stage 3 – Present draft traffic plan to community for feedback (December 2016)
 - Stage 4 – Implement changes over time (Beginning Spring 2017)
- What We Heard
 - Speeding Concerns
 - McCormack Road

- Gropper Crescent
 - Fairlight Drive
 - Shortcutting Concerns
 - Needham Crescent
 - Sherry Crescent
 - Pedestrian Safety & Intersection Concerns
 - Fairlight Drive & McCormack Road (S) / Pedygrasse Road
 - Fairlight Drive & Gropper Crescent
 - McCormack Road & Blue Place
 - Fairlight Drive & Diefenbaker Drive
 - Parking Concerns
 - Smith Road
 - Other Concerns
 - Tree obstructing sign
 - Snow removal
 - Road condition
 - Sidewalk repair
 - Catch basins
 - Walkway drainage & lighting
 - Missing curb cuts
 - 22nd Street & Diefenbaker Drive
 - 22nd Street & Confederation Drive
 - Lack of access into Blairmore
- What We Did
 - Compiled Information Received
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Comments from Shaping Saskatoon
 - Collected Data
 - 5 intersection/pedestrian counts
 - 10 – 3-day/7-day traffic counts (24 hour) & speed measurements
 - Collision data
 - Site Visits / Field Reviews
 - Assessed Concerns
 - Generated Proposed Recommendations
- What We Propose
 - Zebra Crosswalks
 - Stop Signs
 - Raised Median Islands
 - Curb Extensions
 - Speed Display Board
 - Parking Restriction
 - Protected Left-Turn

3. Small Group Discussions

- Residents were divided into small groups to discuss the proposed recommendations

Refer to separate attachment for small group comments

4. Next Steps

(Presented by Mariniel Flores, Engineer-in-Training, Transportation Engineer)

1. Send comments no later than January 6, 2017
2. Additional public input via City on-line Community Engagement webpage no later than January 6, 2017 at <http://shapingsaskatoon.ca/discussions/parkridge-neighbourhood-traffic-review>
3. Additional consultation if required
4. Present Traffic Plan to Transportation Committee
5. Present Traffic Plan to City Council for approval
6. What happens after City Council approval?
 - Recommendations are implemented. Traffic calming devices are installed on a temporary basis using rubber curbs for a trial period of at least one year so we can determine if they are effective.
 - If at any point throughout the process you don't agree with the recommendations, there are opportunities to voice your opinion. You can reserve five minutes to speak during the Transportation Committee or City Council meetings. After City Council approves, installations begin. Please let us know if something is not working or needs to be changed or removed.

5. Large Group Discussion – Questions & Answers

Q: How do major intersections get reviewed if it is not included in the Neighbourhood Traffic Reviews?

A: Major intersections such as 22nd Street & Diefenbaker Drive are reviewed by a different process. More information is available online or we can send you the link.

- The link is: <https://www.saskatoon.ca/moving-around/driving-roadways/road-maintenance-repair/construction-projects/intersection-improvements/>

Q: Snow removal only occurs on major streets. Why does the City not plow the snow on crescents (i.e., Sherry Crescent and other crescents)? It is a major contributing factor of accidents and SGI should provide snow plows to reduce accidents in the winter. Don't leave the snow on my sidewalk when you grade the snow.

A: We will pass your comments to Public Works who look after the winter roadway maintenance.

Q: How does the walkway issue get addressed? There is vandalism on the walkway between Caldwell Crescent and Smith Crescent. Can you close it to keep our area safe?

A: We have a Crime Prevention through Environmental Design (CPTED) review process to reduce crimes in walkways. The walkway on Needham Crescent and on Neatby Crescent were review under this program. We will pass your comments to our colleagues that manage the CPTED reviews.

Councillor: We have considered the snow & ice program during budget deliberations. 0.55% budget increase for snow removal next year for a better service level. We are always looking for ways to improve snow clearing. Removing the snow off the street is costly as we have to find a place to put the snow. I will pass along the walkway issue comment at the Community Association meeting.

Police: You are welcome to call us if you have any traffic concerns. We need your input.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Mariniel Flores, Lanre Akindipe, David LeBoutillier, Yang Li, Justine Marcoux – City of Saskatoon, Transportation & Utilities
- Vicky Reaney, City of Saskatoon, Community Services

Parkridge Neighbourhood Traffic Review- Small Group Discussions

Item	Location	Recommendations	Reasons	Group 1: Lanre Akindipe	Group 2: David LeBoutillier	Group 3: Yang Li	Group 4: Justine Marcoux	Group 5: Vicky Reaney	Group 6: Marniel Flores
1	Fairlight Dr & McCormack Rd (S) / Penygrasse Rd	Paint zebra crosswalks	Improve pedestrian safety	Why not traffic signal? Consider sanding	In favour	In favour: Install traffic signal or add reflective hazard board to increase the visibility of stop sign		Most not in favour; People don't stop. Enforcement; Police lights; 12 lanes of traffic in total; Roundabout suggested; Light is needed; Consensus on lights; Woman at the stop. Currently not safe to cross; School buses stop at intersection.	In favour
2.1	McCormack Rd & Wrigley Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Good but enforcement is an issue at stop signs. Sherry Cres is still in school zone. School bus stop. Speed control.	In favour
2.2	McCormack Rd & Wrigley Cres (W) / Sherry Cres (E)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.3	McCormack Rd & Whitecap Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.4	McCormack Rd & Smith Cres	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.5	McCormack Rd & Caldwell Cres	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.6	McCormack Rd & Whitecap Cres (W)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.7	McCormack Rd & Caldwell Cres (W) / Parr Pl	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.8	McCormack Rd & Strumm Terr / Arrand Cres (W)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.9	McCormack Rd & Poolluk Ct	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.10	McCormack Rd & Neaby Cres (W) / Arrand Cres (E)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.11	McCormack Rd & Needham Cres (W)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.12	McCormack Rd & Needham Cres (E) / Fairburn Ct	Install temporary median island & curb extensions on west leg of McCormack Rd	Reduce driver speed	Okay; Yellow lights in school zone; Majority in favour	Not good in winter; Not necessary as there are some traffic calming on this section of road	In favour; Enforcement needed also; Needham Way being used as a loop and shortcut to avoid school zone; Low counts may be due to the summer season; These are the same issues on Sherry Cres		Generally makes sense	In favour
2.13	McCormack Rd & Hease Cres (W) / Fusedale Terr	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok	In favour
2.14	McCormack Rd & Streb Cres (W)	Replace yield sign with stop sign; Install temporary median island on east leg of McCormack Rd	Improve safety; Local roadway intersects collector roadway; Reduce driver speed	In favour	In favour	Not good in winter; Not necessary as there are some traffic calming on this section of road		Generally ok; Enforcement is an issue	In favour
2.15	McCormack Rd & Gooding Pl	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.16	McCormack Rd & Hease Cres (E) / Streb Cres (E)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.17	McCormack Rd & Blue Pl / Poth Cres (W)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.18	McCormack Rd & Postnikoff Cres (W)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway	In favour	In favour	In favour		Generally ok; Enforcement is an issue; Opens McCormack Rd as a race track; Too many stop signs on local roads; Speeding issue is not on local roads. Are stop signs necessary?	In favour
2.19	McCormack Rd & Postnikoff Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
2.20	McCormack Rd & Poth Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway.	In favour	In favour	In favour		Generally ok; Enforcement is an issue	In favour
3	McCormack Rd / Postnikoff Cres (W) to Postnikoff Cres (E)	Install mid-block temporary median island	Reduce driver speed	Problem in winter, snow clearing issue; Eastbound speed display board made effective	In favour	Not necessary; Move to 2.19 or 2.20		Too many medians; Makes sense on a curved portion of road where vehicles on north side of McCormack Rd / Penygrasse Rd	In favour
4	Fairlight Dr / McCormack Rd (N) / Omstead Rd to McCormack Rd (S) / Penygrasse Rd	Install speed display board facing southbound traffic	Reduce driver speed	Okay; May be better to move board further south closer to curve	In favour; Add one more northbound before the curve	In favour; Add one more northbound before the curve		Should be further from light as cars are not speeding too much; Flashing lights when you're speeding is more effective	Most in favour; One resident suggested speed bumps
5	Hart Rd & Shillington Cres	Install "No Parking" sign on Hart Rd 10m from intersection on northeast corner.	Improve visibility / sight line	In favour	In favour	In favour		Generally ok	In favour
6	Fairlight Dr & Diefenbaker Dr	Install protected left-turn for eastbound left-turning traffic.	Improve traffic flow	In favour	In favour	In favour		Generally ok	In favour

Parkridge Neighbourhood Traffic Review: Small Group Discussions

Additional Comments		Comments
Item	Location	
1	School Zone	Lights when reduced speed is in effect rather than 8am to 5pm; 24/7 speed reduction; Tree obstructs westbound school zone sign
2	22nd St & Diefenbaker Dr	Difficult to make northbound right turn onto 22nd St; Issues with westbound left turn; Lanes don't line up southbound and northbound on Diefenbaker Dr; Interchange suggested
3	McCormack Rd & Streb Cres	Tree blocking street name sign in summer
4	McCormack Rd & Parr Pl	Speeding
5	Arrand Cres	Close calls at this corner
6	Highway 7	Rail crossing arms are suggested
7	Fairlight Dr & Gropper Cres	Dangerous turning left onto Fairlight Dr; Pedestrian safety
8	Fairlight Dr & McCormack Rd (S) / Pendygrasse Rd	Sanding needed; Long queues
9	Fairlight Dr & Diefenbaker Dr	Safety issues making a southbound right turn
10	22nd St & Fairmont Dr	Make sure northbound right turn yield; Add right turn curbside lane; Remove dangerous barrier curb at Fairmont Dr
11	22nd St	Finish widening
12	Kinloch Cres	Enforcement needed
13	McCormack Rd (Cory Cres to Caldwell Cres)	Speeding
14	General	Concerns for new subdivision at northwest portion of neighbourhood; Speed limit should be 60 kph on 11th St and 70 kph on 22nd St (Diefenbaker Dr to City Limits); More medians needed on west side of McCormack Rd (too many medians on east side); Lack of access into Blairmore; Need to pave Smith Rd, McCormack Rd and 11th St; Narrow median islands at Smith Cres and at Smith Rd; Poor sidewalks in neighbourhood; Reduce speed limit in neighbourhood

APPENDIX G: DECISION MATRIX

Item	Location	Recommendations	Reasons	Group 1: Lanre Akindipe	Group 2: David LeBoutillier	Group 3: Yang Li	Group 4: Justine Marcoux	Group 5: Vicky Reaney	Group 6: Mariniel Flores	Decision
1	Fairlight Dr & McCormack Rd (S) / Pendygrasse Rd	Paint zebra crosswalks	Improve pedestrian safety		Why not traffic signal?; Consider sanding	In favour; Install traffic signal or add reflective hazard board to increase the visibility of stop sign		Most not in favour; People don't stop; Enforcement; Police lights; 12 lanes of traffic in total; Roundabout suggested; Light is needed; Consensus on lights; Woman at the table was hit as a driver at this stop; Currently not safe to cross; School buses stop at intersection	In favour	Zebra crosswalks removed. Hazard board signs recommended.
2.1	McCormack Rd & Wrigley Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Enforcement is an issue at stop signs	In favour	Carried
2.2	McCormack Rd & Wrigley Cres (W) / Sherry Cres (E)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Good but enforcement is an issue at stop signs; Sherry Cres is still lacking speed bumps; School bus route; Speed control	In favour	Carried
2.3	McCormack Rd & Whitecap Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.4	McCormack Rd & Smith Cres	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.5	McCormack Rd & Caldwell Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.6	McCormack Rd & Whitecap Cres (W)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.7	McCormack Rd & Caldwell Cres (W) / Parr Pl	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.8	McCormack Rd & Strumm Terr / Arrand Cres (W)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.9	McCormack Rd & Podiluk Crt	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.10	McCormack Rd & Neatby Cres (W) / Arrand Cres (E)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.11	McCormack Rd & Needham Cres (W)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.12	McCormack Rd & Needham Cres (E) / Fairburn Crt	Replace two-way yield signs with two-way stop signs; Install temporary median island & curb extensions on west leg of McCormack Rd	Improve safety; Local roadway intersects collector roadway; Reduce driver speed		Okay; Yellow lights in school zone; Majority in favour	Not good in winter; Not necessary as there are some traffic calming on this section of road	In favour; Enforcement needed also; Needham Way being used as a loop and shortcut to avoid school zone; Low counts may be due to the summer season; These are the same issues on Sherry Cres	Generally makes sense	In favour	Carried
2.13	McCormack Rd & Heise Cres (W) / Fusedale Terr	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok	In favour	Carried
2.14	McCormack Rd & Streb Cres (W)	Replace yield sign with stop sign; Install temporary median island on east leg of McCormack Rd	Improve safety; Local roadway intersects collector roadway; Reduce driver speed		In favour	Not good in winter; Not necessary as there are some traffic calming on this section of road	In favour; Good for preventing drivers from driving into oncoming lane	Generally ok; Enforcement is an issue	In favour	Carried
2.15	McCormack Rd & Gooding Pl	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.16	McCormack Rd & Heise Cres (E) / Streb Cres (E)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.17	McCormack Rd & Blue Pl / Poth Cres (W)	Replace two-way yield signs with two-way stop signs	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.18	McCormack Rd & Postnikoff Cres (W)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue; Opens McCormack Rd as a race track; Too many stop signs on locals; Speeding issue is not on local roads; Are stop signs necessary?	In favour	Carried
2.19	McCormack Rd & Postnikoff Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
2.20	McCormack Rd & Poth Cres (E)	Replace yield sign with stop sign	Improve safety; Local roadway intersects collector roadway		In favour	In favour		Generally ok; Enforcement is an issue	In favour	Carried
3	McCormack Rd [Postnikoff Cres (W) to Postnikoff Cres (E)]	Install mid-block temporary median island	Reduce driver speed	Problem in winter, snow clearing issue; Eastbound speed display board more effective	In favour	Not necessary; Move to 2.19 or 2.20	In favour; Ok if parking isn't too close; Has to be wide enough to pass	Too many medians; Makes sense on a curved portion of road where car collisions happened	In favour	Carried
4	Fairlight Dr [McCormack Rd (N) / Olmstead Rd to McCormack Rd (S) / Pendygrasse Rd]	Install speed display board facing southbound traffic	Reduce driver speed		Okay; May be better to move board further south closer to curve	In favour; Add one more northbound before the curve	In favour; Add one for northbound vehicles on north side of McCormack Rd / Pendygrasse Rd	Should be further from light as cars are not speeding too much; Flashing lights when you're speeding is more effective	Most in favour; One resident suggested speed bumps	Carried. Speed display board location revised.

Item	Location	Recommendations	Reasons	Group 1: Lanre Akindipe	Group 2: David LeBoutillier	Group 3: Yang Li	Group 4: Justine Marcoux	Group 5: Vicky Reaney	Group 6: Mariniel Flores	Decision
5	Hart Rd & Shillington Cres	Install "No Parking" sign on Hart Rd 10m from intersection on northeast corner	Improve visibility / sight line		In favour	In favour		Generally ok	In favour	Carried
6	Fairlight Dr & Diefenbaker Dr	Install protected left-turn for eastbound left-turning traffic	Improve traffic flow		In favour	In favour	In favour; Would help (traffic gets backed up to McCormack Rd)	Generally ok	In favour	Carried

APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT
PLAN

Item	Location	Comments
1	School Zone	Lights when reduced speed is in effect rather than 8am to 5pm; 24/7 speed reduction; Tree obstructs westbound school zone sign
2	22nd St & Diefenbaker Dr	Difficult to make northbound right turn onto 22nd St; Issues with westbound left turn; Lanes don't line up southbound and northbound on Diefenbaker Dr; Interchange suggested
3	McCormack Rd & Streb Cres	Tree blocking street name sign in summer
4	McCormack Rd & Parr Pl	Speeding
5	Arrand Cres	Close calls at this corner
6	Highway 7	Rail crossing arms are suggested
7	Fairlight Dr & Gropper Cres	Dangerous turning left onto Fairlight Dr; Pedestrian safety
8	Fairlight Dr & McCormack Rd (S) / Pedygrasse Rd	Sanding needed; Long queues; Install larger stop signs
9	Fairlight Dr & Diefenbaker Dr	Safety issues making a southbound right turn
10	22nd St & Fairmont Dr	Make sure northbound right turn yield; Add right turn curbside lane; Remove dangerous barrier curb at Fairmont Dr
11	22nd St	Finish widening
12	Kinloch Cres	Enforcement needed
13	McCormack Rd (Cory Cres to Caldwell Cres)	Speeding
14	General	Concerns for new subdivision at northwest portion of neighbourhood; Speed limit should be 60 kph on 11th St and 70 kph on 22nd St (Diefenbaker Dr to City Limits); More medians needed on west side of McCormack Rd (too many medians on east side); Lack of access into Blairmore; Need to pave Smith Rd, McCormack Rd and 11th St; Narrow median islands at Smith Cres and at Smith Rd; Poor sidewalks in neighbourhood; Reduce speed limit in neighbourhood