

# SUTHERLAND

## 2016 Neighbourhood Traffic Reviews

CITY OF SASKATOON

March 15, 2017

# Sutherland Neighbourhood Traffic Review

March 15, 2017

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## EXECUTIVE SUMMARY

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

A public meeting was held in January 2016 to identify traffic concerns and potential solutions within the Sutherland neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in January 2017.

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

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

**Table ES-I: Sutherland Neighbourhood Recommended Improvements**

<b>Item</b>	<b>Location</b>	<b>Recommendation</b>	<b>Reason</b>
1	Reid Road & Adolph Way	Standard crosswalk on north leg of Reid Road	Improve pedestrian safety
2	Reid Road & 117 <sup>th</sup> Street	Standard crosswalk on east leg of Reid Road	
3	Rutherford Crescent / Lanyon Avenue & Rutherford Way	Replace yield sign with stop sign	Improve safety
4	108 <sup>th</sup> Street & Sutherland House Back Lane	“No Parking” signs on south side of 108 <sup>th</sup> Street six metres from each side of back lane	Improve safety and sight lines
5	Central Avenue & 115 <sup>th</sup> Street	Overhead “Right Turn Only Lane” sign and tab & overhead “Except Buses” tab in northbound direction; add this location to the intersection improvement list for an assessment	Improve safety
6	Central Avenue & 104 <sup>th</sup> Street / Central Place	Active Pedestrian Corridor on north leg of Central Avenue	Improve pedestrian safety
7	108 <sup>th</sup> Street near on-ramp	Dashed eastbound merging bicycle line	Improve transition from bicycle lane to traffic lane
8	Reid Road & Reid Road	Standard crosswalk on east leg	Improve pedestrian safety
		Median island on east leg	
9	Lanyon Avenue & 112 <sup>th</sup> Street	Median island on north leg of Lanyon Avenue	Reduce speed
10	Bryans Avenue & 112 <sup>th</sup> Street	Median island on west leg of 112 <sup>th</sup> Street	
11	Rita Avenue & 110 <sup>th</sup> Street	Median island on north leg of Rita Avenue	
12	105 <sup>th</sup> Street & Moran Avenue	Median island on west leg of 105 <sup>th</sup> Street	

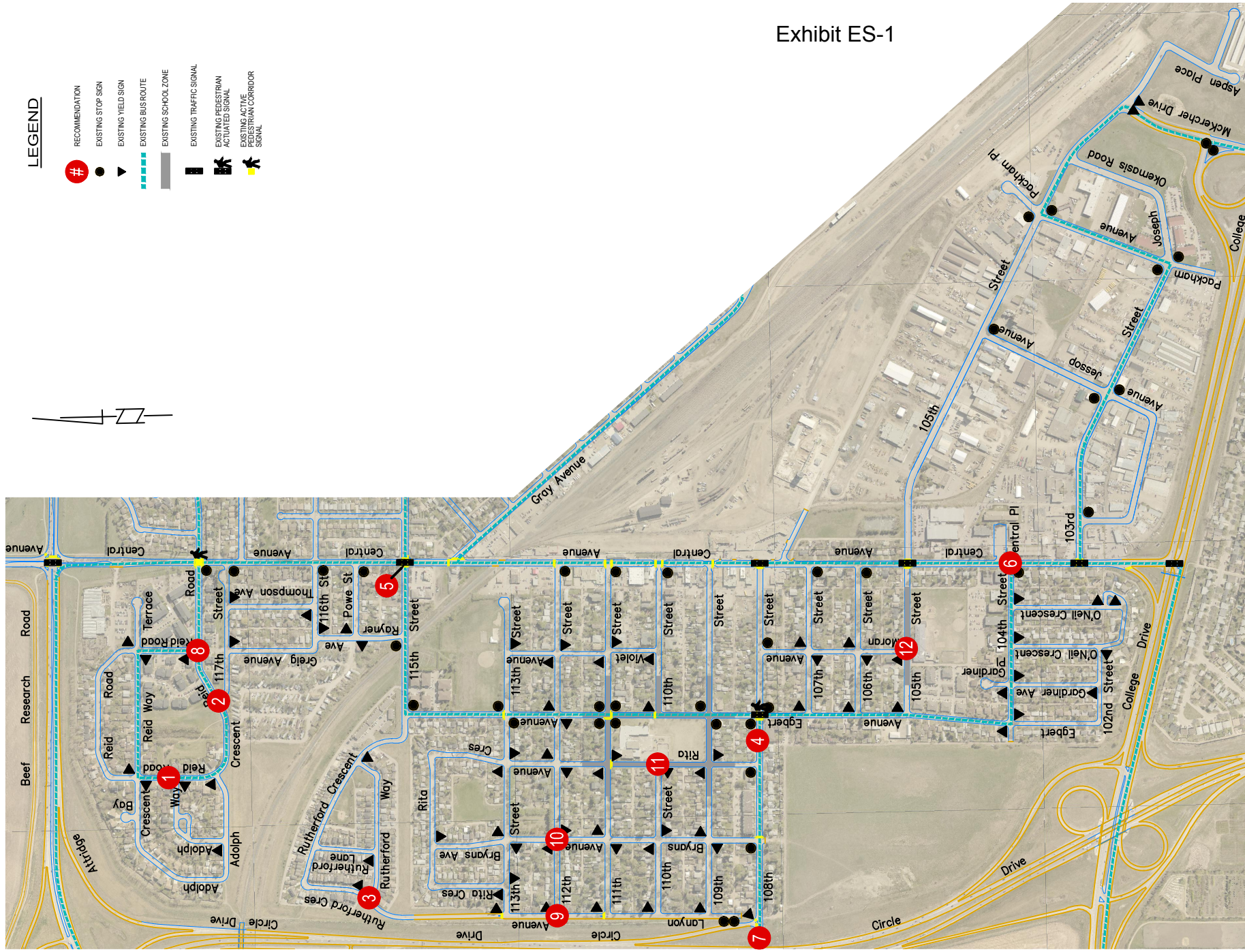


**LEGEND**

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



Exhibit ES-1



**SUTHERLAND TRAFFIC PLAN**



## TABLE OF CONTENTS

Executive Summary .....	i
Table of Contents.....	iv
1 Introduction .....	1
2 Stage 1: Identifying Issues, Concerns, and Possible Solutions.....	2
2.1 Concern 1 – Speeding and Shortcutting.....	2
2.2 Concern 2 – Pedestrian Safety.....	5
2.3 Concern 3 – Traffic Control .....	7
2.4 Concern 4 – Parking.....	9
2.5 Concern 5 – Maintenance.....	11
2.6 Concern 6 – Major Intersections & Corridors .....	12
3 Stage 2: Development of Draft Traffic Plan.....	16
3.1 Methodology .....	16
3.2 Traffic Volume and Speed Assessments.....	16
3.3 Traffic Control Assessments .....	19
3.4 Pedestrian Assessments.....	20
3.5 Traffic Signal Assessments.....	21
3.6 Collision Analysis .....	21
4 Stage 3: Presentation of Traffic Plan.....	23
4.1 Methodology .....	23
4.2 Speeding and Shortcutting.....	23
4.3 Pedestrian Safety .....	24
4.4 Cyclist Safety .....	24
4.5 Intersection Safety .....	24
4.6 Parking.....	25
4.7 Follow Up Consultation – Presentation of Traffic Plan.....	25



5 Stage 4: Implementation..... 26

APPENDIX A: PUBLIC MEETING #1 – JANUARY 19, 2016 MINUTES

APPENDIX B: TRAFFIC DATA COLLECTION MAP

APPENDIX C: PEDESTRIAN DEVICE ASSESSMENTS

APPENDIX D: TRAFFIC SIGNAL ASSESSMENTS

APPENDIX E: COLLISION ANALYSIS

APPENDIX F: PUBLIC MEETING #2 – JANUARY 17, 2017 MINUTES

APPENDIX G: DECISION MATRIX

APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT TRAFFIC PLAN

## LIST OF TABLES

Table 3-1: City of Saskatoon Street Classifications and Characteristics.....	17
Table 3-2: Speed Studies and Average Daily Traffic Counts (2016) .....	18
Table 3-3: All-Way Stop Warrant Criteria.....	19
Table 3-4: All-Way Stop Warrant Condition Requirements.....	19
Table 3-5: Pedestrian Assessments.....	20
Table 3-6: Traffic Signal Assessments.....	21
Table 4-1: Recommended Improvements – Speeding and Shortcutting .....	23
Table 4-2: Recommended Improvements - Pedestrian Safety.....	24
Table 4-3: Recommended Improvement - Cyclist Safety .....	24
Table 4-4: Recommended Improvements – Intersection Safety .....	24
Table 4-5: Recommended Improvement – Parking.....	25
Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate .....	27
Table 5-2: Permanent Traffic Calming Cost Estimate .....	28
Table 5-3: Pedestrian Safety Device Cost Estimate .....	28
Table 5-4: Total Cost Estimate.....	28
Table 5-5: Sutherland Neighbourhood Recommended Improvements .....	30

## LIST OF EXHIBITS

Exhibit 5-1: Recommended Sutherland Traffic Management Plan .....	31
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## I INTRODUCTION

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

The Sutherland neighbourhood is located in the east portion of Saskatoon and is south of Attridge Drive, west of Central Avenue and Gray Avenue, north of College Drive and east of Circle Drive. The land use is mostly residential with elementary schools on Egbert Avenue (Sutherland School) and 105<sup>th</sup> Street (Bishop Filevich Ukrainian Bilingual School).

The neighbourhood traffic review includes four stages:

- **Stage 1** - Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon online discussion.
- **Stage 2** - Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council 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 January 2016 to identify traffic concerns within the Sutherland 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. Concerns and suggested solutions identified during a meeting with the Sutherland House residents in August 2016 are also included.

### 2.1 Concern 1 – Speeding and Shortcutting

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

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

- 105<sup>th</sup> Street:
  - Speeding (near Bishop Filevich Ukrainian Bilingual School and in industrial area)
  - Concrete trucks are using Egbert Avenue to 105<sup>th</sup> Street to get across Central Avenue and are beating up 105<sup>th</sup> Street
- 107<sup>th</sup> Street: speeding (east of Central Avenue)
- 108<sup>th</sup> Street:
  - Speeding (eastbound west of Egbert Avenue)
  - High volume of traffic (gravel trucks and delivery trucks are shortcutting from industrial area to Preston Avenue)
  - Parked vehicles are being sideswiped by speeding vehicles
- 112<sup>th</sup> Street: speeding
- 113<sup>th</sup> Street: speeding (Egbert Avenue to Bryans Avenue)
- 117<sup>th</sup> Street: speeding in between Greig Avenue and Central Avenue
- Back Lanes behind Central Avenue: too much traffic
- Bryans Avenue:
  - Speeding
  - High volume of traffic at 113<sup>th</sup> Street

- Central Avenue & 103<sup>rd</sup> Street: shortcutting near Husky service station
- Egbert Avenue:
  - Speeding (103<sup>rd</sup> Street to 108<sup>th</sup> Street, north of Sutherland School, south of 108<sup>th</sup> Street by transit drivers, and at Sutherland School)
  - Concrete trucks are using Egbert Avenue to 105<sup>th</sup> Street to get across Central Avenue
  - Race track from 111<sup>th</sup> Street north to 115<sup>th</sup> Street
  - Speeding in back lane west of Egbert Avenue
  - Speeding at 104<sup>th</sup> Street
- Egbert Avenue & 108<sup>th</sup> Street:
  - Speeding (4:30pm to 5pm)
  - Congestion near 108<sup>th</sup> Street due to shortcutting
  - Vehicles shortcutting from 105<sup>th</sup> Street
  - Eastbound vehicles sometimes cut through the Sutherland House driveway onto Egbert Avenue
- Egbert Avenue & 111<sup>th</sup> Street
  - Speeding at the four-way stop
  - Speeding through the school zone
- Egbert Avenue & 115<sup>th</sup> Street
  - Speeding northbound on Egbert Avenue
  - Vehicles cut through southeast Condominium Complex at 115<sup>th</sup> Street and exit on Egbert Avenue or vice versa
  - High volume of traffic
  - Little enforcement to monitor speed
  - Low compliance at stop signs
  - Shortcutting to get to Circle Drive to avoid Attridge Drive & Central Avenue
- Lanyon Avenue
  - Vehicles are not slowing down at crosswalks with medians from 111<sup>th</sup> Street to 113<sup>th</sup> Street
  - Feels wide so drivers want to drive faster
  - Speeding especially in the summer
  - High volume of traffic

- Laura Avenue: speeding
- O'Neil Crescent: speeding
- Reid Road: speeding
- Rita Avenue: speeding (past Sutherland School)
- Rutherford Crescent/Way/Lane: speeding
- General
  - Motorcycles are loud and often speeding
  - Shortcutting from 115<sup>th</sup> Street to 113<sup>th</sup> Street to 108<sup>th</sup> Street to avoid school zones
  - Traffic from Silverspring shortcutting on 108<sup>th</sup> Street, McKercher Drive, College Drive, Attridge Drive, and 109<sup>th</sup> Street

The following solutions were proposed by residents:

- 108<sup>th</sup> Street:
  - Implement speed restrictions
  - Install speed display boards
  - Limit gross vehicle weight of trucks
  - Install speed display boards in both direction on Friday or Saturday nights
  - Install “Slow Down” signs
- 110<sup>th</sup> Street: install speed humps
- 112<sup>th</sup> Street: install speed humps
- 115<sup>th</sup> Street
  - Open 115<sup>th</sup> Street to reduce shortcutting on 108<sup>th</sup> Street to 113<sup>th</sup> Street
  - Restrict southbound rightturns into 108<sup>th</sup> Street to 113<sup>th</sup> Street
- 117<sup>th</sup> Street: install speed bumps
- 105<sup>th</sup> Street & Moran Avenue: install a median island
- Bryans Avenue & 112<sup>th</sup> Street
  - Install traffic calming (i.e., speed bumps)
  - Ensure traffic calming is visible
- Egbert Avenue
  - Install photo radar at Sutherland School
  - Install speed display boards in both direction on Friday or Saturday nights



- Install 20 kph signage in back lane west of Egbert Avenue
- Egbert Avenue & 108<sup>th</sup> Street
  - Install traffic calming
  - Install curb extensions on Egbert Avenue
- Egbert Avenue & 111<sup>th</sup> Street
  - Install portable signs by school
  - Install speed bumps
- Lanyon Avenue: install curb extensions from 111<sup>th</sup> Street to 113<sup>th</sup> Street
- O'Neil Crescent: install speed bumps
- Reid Road: install traffic, pedestrian, speed or warning signs
- Rutherford Crescent:
  - Install traffic calming
  - Install speed tables
- General:
  - Install speed display boards (at entrance of the neighbourhood)
  - Implement reduced speed limits
  - Install speed bumps in school zones
  - Increase enforcement at school crossings by 8:30 a.m. and between 3:15 p.m. to 3:45 p.m.
  - Install graduated speed bumps

## 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.”

Neighbourhood concerns regarding pedestrian safety were at the following locations:

- 108<sup>th</sup> Street: dangerous for pedestrians
- Central Avenue:
  - Improve crossing from 108<sup>th</sup> Street to 112<sup>th</sup> Street
  - Difficult to cross
  - Crossing as a pedestrian feels unsafe at 112<sup>th</sup> Street
  - Short pedestrian walk light at 108<sup>th</sup> Street
  - Improve crossing at 111<sup>th</sup> Street
  - Vehicles are not slowing down for pedestrians at 104<sup>th</sup> Street / Central Place
- Egbert Avenue:
  - Pedestrian safety issues from 103<sup>rd</sup> Street to 108<sup>th</sup> Street
  - Pedestrian safety issues at 111<sup>th</sup> Street
- Egbert Avenue & 108<sup>th</sup> Street:
  - Inconsistent sidewalk on east and west sides
  - Improve crossing for children
  - Missing sidewalk on north side
  - Short walk light
  - Vehicles are passing on the right
  - Pedestrians are often cut off by turning vehicles
- Lanyon Avenue:
  - Multi-use pathway is not being used
  - No sidewalks
- Reid Road: missing crosswalks
- Rita Avenue & 108<sup>th</sup> Street:
  - Missing crosswalks
  - Improve crossing
  - Walkway is on the wrong side of the street on the east side

The following solutions were proposed by residents:

- 108<sup>th</sup> Street:
  - Install crosswalk at Sutherland House access or back lane
  - Enhance visibility of crosswalks
  - Install sidewalk on north side at Egbert Avenue
- Central Avenue:
  - Install markings
  - Install Pedestrian Actuated Signals
  - Install a pedestrian traffic light at 104<sup>th</sup> Street / Central Place
- Central Avenue & 112<sup>th</sup> Street:
  - Install flashing lights
  - Install an activated pedestrian device
- Egbert Avenue: construct more sidewalks
- Lanyon Avenue: install sidewalks
- Lanyon Avenue & Rutherford Crescent / Way: install a pedestrian device
- Reid Road: install crosswalks (near the park)
- Rita Avenue & 108<sup>th</sup> Street:
  - Install crosswalks (on Rita Avenue)
  - Install a walkway on the west side

### 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
- As a pedestrian crossing device

Neighbourhood concerns regarding traffic controls were at the following locations:

- 105<sup>th</sup> Street & ACT Arena Exit: vehicles are entering through the exit
- Central Avenue:
  - No left-turn from Gray Avenue onto Central Avenue
  - Vehicles are using the right turn only lane to proceed straight through the intersection at 115<sup>th</sup> Street
  - Difficult to make a left-turn onto Central Avenue from Reid Road
- Central Avenue & 111<sup>th</sup> Street:
  - No room for vehicles making eastbound left-turns or right-turns
  - Radius is too tight in northbound lane
  - Sight distance is blocked by poster fixture
- Central Avenue & 112<sup>th</sup> Street:
  - No room for vehicles making eastbound left-turns or right-turns
  - Radius is too tight in northbound lane
  - Sight distance is blocked by poster fixture
- Egbert Avenue:
  - Vehicles are not yielding at 104<sup>th</sup> Street
  - Vehicles are not stopping at the stop signs at 115<sup>th</sup> Street
  - Accidents at 109<sup>th</sup> Street
- Egbert Avenue & 108<sup>th</sup> Street:
  - Northbound / southbound vehicles are not yielding to eastbound / westbound vehicles
  - Difficult to turn off Egbert Avenue in the morning
  - Traffic backs up as vehicles try to get onto 108<sup>th</sup> Street
  - People will activate the Pedestrian Actuated Signal to allow vehicles to turn onto 108<sup>th</sup> Street
- Lanyon Avenue & 111<sup>th</sup> Street:
  - Vehicles are not yielding from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.
  - Vehicles do not have enough time to complete their turns into the intersection from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m.

- Lanyon Avenue & Rutherford Crescent / Way: cannot see into Rutherford Way off Lanyon Avenue
- General: vehicles are not yielding at uncontrolled intersections

The following solutions were proposed by residents:

- 105<sup>th</sup> Street & ACT Arena Exit:
  - Improve signage
  - Narrow the exit
- 108<sup>th</sup> Street: paint lane markings for eastbound traffic
- Central Avenue:
  - Install traffic signals at Reid Road
  - Install an overhead “right turn only except for buses” sign at 115<sup>th</sup> Street
- Egbert Avenue & 104<sup>th</sup> Street: install stop signs
- Egbert Avenue & 108<sup>th</sup> Street:
  - Install traffic signals
  - Install protected left-turns
  - Install a four-way stop
  - Install activated light for Egbert Avenue in the morning and afternoon peak hours
  - Install properly defined lanes
  - Install turning lanes

## 2.4 Concern 4 – Parking

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

Neighbourhood concerns regarding parking were at the following locations:

- 108<sup>th</sup> Street:
  - Eastbound vehicles are parking too close to the bridge
  - Difficult to turn out of the access or back lane due to parking obstructions at the Sutherland House access or back lane
- 108<sup>th</sup> Street & Rita Avenue:
  - Vehicles are parking too close to this intersection on Rita Avenue
- 110<sup>th</sup> Street: cars are blocking visibility for vehicles turning onto Rita Avenue at the 300 block near the back lane
- Egbert Avenue & 108<sup>th</sup> Street:
  - Parking on sidewalk and parking across boulevard interfering with pedestrians' path
  - Many vehicles are parked near this intersection due to a lack of parking at Sutherland House
  - Residents at Sutherland House use street parking during events
- Lanyon Avenue: parking is too difficult
- Rutherford Crescent / Way / Lane
  - Accidents between moving vehicles and parked vehicles because vehicles are parked on both sides of Rutherford Crescent which funnels traffic
  - Streets are narrow due to parking on both sides
  - Difficult to pass in the winter
  - Vehicles are sliding in and out of ruts
- General:
  - Congestion due to parking on all adjacent streets at Community Centre / Sutherland Hall
  - Overflow commercial parking from Central Avenue
  - Poor back lane visibility for traffic turning onto streets due to vehicles parking too close to the lane (particularly south of Sutherland House)



The following solutions were proposed by residents:

- 108<sup>th</sup> Street:
  - Restrict parking at the Sutherland House access or back lane (Egbert Avenue to half block west of the entrance)
  - Relocate power pole in Sutherland House parking lot to create more parking space
- Egbert Avenue & 108<sup>th</sup> Street:
  - Enforce “No Parking” signs 10 metres from intersection
  - Restrict parking on southeast corner on Egbert Avenue by one or two parking spaces or by a block to 107<sup>th</sup> Street
- Rutherford Crescent / Way / Lane:
  - Implement visitor parking only
  - Implement one-way traffic flow
  - Implement parking restrictions by time of day
- General: turn wasted space into a community garden or parking

## 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).

The following neighbourhood concerns regarding maintenance were received:

- Overgrown vines on telephone pole cause visibility issues at Lanyon Avenue & 110<sup>th</sup> Street
- Poor sight distance due to Evergreen trees at Lanyon Avenue & 113<sup>th</sup> Street
- Poor visibility due to bush at Egbert Avenue & 105<sup>th</sup> Street
- Trees on median and overhanging trees causing visibility issues along Central Avenue from Birch Crescent to Rossmo Road and at Central Avenue & 115<sup>th</sup> Street
- Trees obstruct visibility at back lane along Egbert Avenue & 107<sup>th</sup> Street
- Overgrown trees in private lots
- Branches hanging down along sidewalks
- Sidewalk on Egbert Avenue to St. Paul’s United Church is unlevelled and needs maintenance

- Roots are damaging sidewalks
- Weeds are growing through sidewalks
- Increase in parking are causing ruts on the side streets off Central Avenue
- Poor road condition along Central Avenue north to south
- Potholes along Lanyon Avenue
- Asphalt is broken and trails are in poor condition along Lanyon Avenue
- Icy intersections
- Work at hydrant and utility cuts are not complete at 115<sup>th</sup> Street
- Lanes are full of water due to spring pooling
- Issues with garbage bin locations on the side streets off Central Avenue

The following neighbourhood solutions identified by residents were received:

- Trim trees and bushes
- Inspect sidewalks for tripping hazards
- Resurface Central Avenue north to south
- Repave 108<sup>th</sup> Street
- Maintain back lane south of 108<sup>th</sup> Street
- Improve drainage on Lanyon Avenue
- Haul snow windrows quickly before it turns into ice

## 2.6 Concern 6 – Major Intersections & Corridors

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

Neighbourhood concerns regarding major intersections were at the following locations:

- 108<sup>th</sup> Street:
  - Re-painted every year
  - Left-turn is unclear
  - There is no transition for eastbound bicyclists when the bike lanes end after the bridge
- 108<sup>th</sup> Street & Lanyon Avenue: No access into Lanyon Avenue from 108<sup>th</sup> Street

- **Attridge Drive & Central Avenue:**
  - Issues with southbound turning light
  - Weaving issues west of this intersection after lane improvements
  - Congestion
  
- **Central Avenue:**
  - Speeding
  - Vehicles are racing through railway tracks and racing from stop sign to the next set of lights
  - Big trucks are using Central Avenue
  - Bigger and faster buses are using Central Avenue
  - Difficult to make northbound left-turns
  - Difficult to turn right onto Central Avenue from minor streets
  - Signs obstruct view of vehicles turning onto Central Avenue
  - Bidirectional turn lanes are not used properly
  - Concerned about parking pay stations
  - Too much parking on side streets as residents and staff moved from Central Avenue since parking pay stations were introduced
  - Paid parking hurts businesses
  - Bulb-outs decreased parking
  - Train sits at the intersection
  - Difficult for people with limited mobility to get across the tracks
  - Issues with rail crossing
  - Feels unsafe riding a bike along Central Avenue
  - Too much traffic
  - Increased traffic since Circle Drive South, Evergreen and Willowgrove were constructed
  - Increased traffic since Attridge Drive has opened
  - Sidewalk is too close to street traffic
  - Pedestrians jaywalk

- Central Avenue & 115<sup>th</sup> Street:
  - Protected left-turn arrow for southbound and westbound vehicles but not for northbound vehicles
  - Westbound vehicles cannot go straight through on the right side
  - Bus stop locations limit the ability to swing around a left-turning vehicle
- Circle Drive:
  - Speeding on Circle Drive ramp onto Attridge Drive
  - Difficult to weave over from eastbound Circle Drive to College Drive left-turn lane
  - Shoulder is used as an extra lane
- Circle Drive & 108<sup>th</sup> Street:
  - Cement from walkway obscures sight lines at ramp onto 108<sup>th</sup> Street
  - Steep
  - Congestion
  - Install photo radar
- Lanyon Avenue: traffic noise from Circle Drive especially around bridge
- General:
  - Train delays
  - Shunting of the trains
  - Present long lengths of the trains
  - Truck route issues
  - Big trucks rev their motors late at night

The following solutions were proposed by residents:

- 108<sup>th</sup> Street & Lanyon Avenue: there should be access into Lanyon Avenue from 108<sup>th</sup> Street
- Attridge Drive & Central Avenue: construct an extra lane

- Central Avenue:
  - Train crossing needs grade separation
  - Construct a boulevard
  - Install bidirectional turn lane signs
  - Remove bulb at the end of the median on Central Avenue across the Dutch Growers entrance
- Central Avenue & 115<sup>th</sup> Street: install northbound and eastbound protected left-turn arrow
- Circle Drive:
  - Create extra lane to connect northbound ramp off 108<sup>th</sup> Street to ramp onto Attridge Drive
  - Create extra lane to connect southbound ramp off Attridge Drive to ramp onto 108<sup>th</sup> Street
  - Install warning “Reduce Speed Ahead” sign
- Circle Drive & 108<sup>th</sup> Street: construct a southbound ramp onto Circle Drive from 108<sup>th</sup> Street
- Lanyon Avenue: construct sound barriers to reduce traffic noise from Circle Drive especially around bridge
- General: increased enforcement and police presence

## 3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

### 3.1 Methodology

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

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

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

### 3.2 Traffic Volume and Speed Assessments

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. 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 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Sutherland neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September to June, Monday to Friday, 8:00 a.m. to 5:00 p.m.

The speed studies and 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)
South of 108 <sup>th</sup> Street	108 <sup>th</sup> Street to Egbert Avenue	Back Lane	100	23
110 <sup>th</sup> Street	Bryans Avenue to Rita Avenue	Local	100	37
112 <sup>th</sup> Street	Bryans Avenue to Rita Avenue		300	55
113 <sup>th</sup> Street	Bryans Avenue to Rita Crescent / Avenue		700	44
117 <sup>th</sup> Street	Thompson Avenue to Greig Avenue		500	47
Bryans Avenue	111 <sup>th</sup> Street to 112 <sup>th</sup> Street		550	44
Lanyon Avenue	111 <sup>th</sup> Street to 112 <sup>th</sup> Street		1,500	56
O'Neil Crescent	104 <sup>th</sup> Street to 104 <sup>th</sup> Street		200	43
Reid Road	Central Avenue to Reid Road		2,000	49
Rita Avenue	109 <sup>th</sup> Street to 110 <sup>th</sup> Street		550	School = 39 Regular = 46
Rita Avenue	112 <sup>th</sup> Street to 113 <sup>th</sup> Street		250	43
Rutherford Crescent	Rutherford Way to Rutherford Lane		550	46
105 <sup>th</sup> Street	Moran Avenue to Central Avenue		700	School = 39 Regular = 44
105 <sup>th</sup> Street	Central Avenue to Jessop Avenue		Minor Collector	5,400
Egbert Avenue	106 <sup>th</sup> Street to 107 <sup>th</sup> Street	1,350		48
Egbert Avenue	112 <sup>th</sup> Street to 113 <sup>th</sup> Street	3,600		49
108 <sup>th</sup> Street	Bryans Avenue to Rita Avenue	Minor Arterial	12,100	54

### 3.3 Traffic Control Assessments

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

Turning movement counts were completed to determine the need for an all-way (i.e., three-way or four-way) stop control. Criteria outlined in Council Policy C07-007 that may warrant an all-way stop include:

- A peak hour count greater than 600 vehicles
- An ADT greater than 6,000 vehicles per day; or
- When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

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

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

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

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

Location	Criteria 1: Peak Hour Count (greater than 600 vehicles)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Result
108 <sup>th</sup> Street & Egbert Avenue	1,171 vehicles (yes)	14,370 vpd (yes)	5 (yes)	Continue to Step 2

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

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

Location	Condition 1: Traffic on minor street is at least 35%	Condition 2: No all-way stop or traffic signals within 200 metres	Result
108 <sup>th</sup> Street & Egbert Avenue	20% (no)	350 metres (yes)	All-Way Stop Not Warranted

### 3.4 Pedestrian Assessments

Pedestrian assessments are conducted to determine the need for pedestrian actuated signalized crosswalks which are in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004. Devices include 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: 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 3:00 p.m. to 5:00 p.m.

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

**Table 3-5: Pedestrian Assessments**

Location	Number of Pedestrians Crossing During Peak Hours	Result
Rutherford Crescent & Rutherford Way	9	Pedestrian Device Not Warranted
Rita Avenue & 108 <sup>th</sup> Street	4	
Central Avenue & 111 <sup>th</sup> Street	47	
Central Avenue & 112 <sup>th</sup> Street	52	

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

### 3.5 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: 7:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 4:00 p.m. to 6:00 p.m.

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 assessments is provided in **Table 3-6**.

**Table 3-6: Traffic Signal Assessments**

Location	Traffic Signal Warrant Points	Result
108 <sup>th</sup> Street & Egbert Avenue	55	Traffic Signal Not Warranted
Central Avenue & Reid Road	38	

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

### 3.6 Collision Analysis

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

- 115<sup>th</sup> Street & Central Avenue
- Central Avenue & College Drive
- 105<sup>th</sup> Street & Central Avenue
- Central Avenue & Reid Road / Rossmo Road
- 108<sup>th</sup> Street & Egbert Avenue
- 108<sup>th</sup> Street & Central Avenue
- 105<sup>th</sup> Street & McKercher Drive

- 109<sup>th</sup> Street & Central Avenue
- Central Avenue & Gray Avenue
- Central Avenue (900 block of 109<sup>th</sup> Street to 110<sup>th</sup> Street)
- Central Avenue (112<sup>th</sup> Street to Gray Avenue)
- 103<sup>rd</sup> Street & Central Avenue
- 400 block of Rutherford Crescent
- 800 block of Rutherford Way
- 109<sup>th</sup> Street (Central Avenue to Egbert Avenue)
- 112<sup>th</sup> Street & Central Avenue
- 112<sup>th</sup> Street & Egbert Avenue
- Central Avenue (300 to 400 block of Central Place to 105<sup>th</sup> Street)
- 105<sup>th</sup> Street East (Central Avenue to Jessop Avenue)
- 111<sup>th</sup> Street (Central Avenue to Violet Avenue)
- Central Avenue (800 block of 108<sup>th</sup> Street to 109<sup>th</sup> Street)
- Central Avenue (1100 block of 111<sup>th</sup> Street to 112<sup>th</sup> Street)
- Central Avenue (Attridge Drive to Rossmo Road)
- Central Avenue (1000 block of 110<sup>th</sup> Street to 111<sup>th</sup> Street)
- Central Avenue (200 block of 103<sup>rd</sup> Street to 104<sup>th</sup> Street)

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 management 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 26, 2009, “stop signs are not to be used as speed control devices.”

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

**Table 4-1: Recommended Improvements – Speeding and Shortcutting**

Location	Recommended Improvement	Reason
Lanyon Avenue & 112 <sup>th</sup> Street	Median island on north leg of Lanyon Avenue	Reduce speed
Bryans Avenue & 112 <sup>th</sup> Street	Median island on west leg of 112 <sup>th</sup> Street	
Rita Avenue & 110 <sup>th</sup> Street	Median island on north leg of Rita Avenue	
105 <sup>th</sup> Street & Moran Avenue	Median island on west leg of 105 <sup>th</sup> Street	

### 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
Reid Road & Adolph Way	Standard crosswalk on north leg of Reid Road	Improve pedestrian safety
Reid Road & 117 <sup>th</sup> Street	Standard crosswalk on east leg of Reid Road	
Reid Road & Reid Road	Standard crosswalk and median island on east leg	
Central Avenue & 104 <sup>th</sup> Street / Central Place	Active Pedestrian Corridor on north leg of Central Avenue	

### 4.4 Cyclist Safety

The recommended improvement to increase cyclist safety is listed in **Table 4-3**.

**Table 4-3: Recommended Improvement - Cyclist Safety**

Location	Recommended Improvement	Reason
108 <sup>th</sup> Street near on-ramp	Dashed eastbound merging bicycle line	Improve transition from bicycle lane to traffic lane

### 4.5 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 4-4**.

**Table 4-4: Recommended Improvements – Intersection Safety**

Location	Recommended Improvement	Reason
Rutherford Crescent / Lanyon Avenue & Rutherford Way	Replace yield sign with stop sign	Improve safety
Central Avenue & 115 <sup>th</sup> Street	Overhead “Right Turn Only Lane” sign and tab & overhead “Except Buses” tab in northbound direction	Improve safety



## 4.6 Parking

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

**Table 4-5: Recommended Improvement – Parking**

Location	Recommended Improvement	Reason
108 <sup>th</sup> Street & Sutherland House Back Lane	“No Parking” signs on south side of 108 <sup>th</sup> Street six metres from each side of back lane	Improve safety and sight lines

## 4.7 Follow Up Consultation – Presentation of Traffic Plan

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

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional issues raised after the presentation of the draft traffic plan 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 Sutherland are likely to take place in spring / summer 2017.

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

- **Table 5-1:** Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- **Table 5-2:** Permanent Traffic Calming Cost Estimate
- **Table 5-3:** Pedestrian Safety Device Cost Estimate
- **Table 5-4:** Total Cost Estimate

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

Location	Device (# of Devices)	Cost Estimate	Time Frame
Reid Road & Adolph Way	Standard crosswalk (1)	\$250	1 to 2 years
Reid Road & 117 <sup>th</sup> Street	Standard crosswalk (1)	\$250	
Reid Road & Reid Road	Standard crosswalk (1)	\$250	
Rutherford Crescent / Lanyon Avenue & Rutherford Way	Stop sign (1)	\$250	
108 <sup>th</sup> Street & Sutherland House Back lane	“No Parking” sign (2)	\$500	
Central Avenue & 115 <sup>th</sup> Street	“Right Turn Only Lane” sign and tab (1)	\$250	
	“Except Buses” tab (1)	\$250	
108 <sup>th</sup> Street near on-ramp	Dashed eastbound merging bicycle line (1)	\$250	
Reid Road & Reid Road	Median island (1)	\$500	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
Lanyon Avenue & 112 <sup>th</sup> Street	Median island (1)	\$500	
Bryans Avenue & 112 <sup>th</sup> Street	Median island (1)	\$500	
Rita Avenue & 110 <sup>th</sup> Street	Median island (1)	\$500	
105 <sup>th</sup> Street & Moran Avenue	Median island (1)	\$500	
<b>Total</b>		<b>\$4,750</b>	

**Table 5-2: Permanent Traffic Calming Cost Estimate**

Location	Device (# of Devices)	Cost Estimate	Time Frame
Reid Road & Reid Road	Median island (1)	\$ 5,000	3 to 5 years
Lanyon Avenue & 112 <sup>th</sup> Street	Median island (1)	\$ 5,000	
Bryans Avenue & 112 <sup>th</sup> Street	Median island (1)	\$ 5,000	
Rita Avenue & 110 <sup>th</sup> Street	Median island (1)	\$ 5,000	
105 <sup>th</sup> Street & Moran Avenue	Median island (1)	\$ 5,000	
<b>Total</b>		<b>\$25,000</b>	

**Table 5-3: Pedestrian Safety Device Cost Estimate**

Location	Device (# of Devices)	Cost Estimate	Time Frame
Central Avenue & 104 <sup>th</sup> Street / Central Place	Active Pedestrian Corridor (1)	\$20,000	1 to 2 years
<b>Total</b>		<b>\$20,000</b>	

**Table 5-4: Total Cost Estimate**

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)
Signs, Pavement Markings & Temporary Traffic Calming	\$ 4,750	NA
Permanent Traffic Calming	NA	\$25,000
Pedestrian Safety Device	\$20,000	NA
<b>Total</b>	<b>\$24,750</b>	<b>\$25,000</b>

The total cost estimate for short-term improvements (signs, pavement markings, temporary traffic calming, and pedestrian safety device) is **\$24,750**. The total cost estimate for medium-term improvements (permanent traffic calming) is **\$25,000**.

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

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

**Table 5-5: Sutherland Neighbourhood Recommended Improvements**

<b>Item</b>	<b>Location</b>	<b>Recommendation</b>	<b>Reason</b>
1	Reid Road & Adolph Way	Standard crosswalk on north leg of Reid Road	Improve pedestrian safety
2	Reid Road & 117 <sup>th</sup> Street	Standard crosswalk on east leg of Reid Road	
3	Rutherford Crescent / Lanyon Avenue & Rutherford Way	Replace yield sign with stop sign	Improve safety
4	108 <sup>th</sup> Street & Sutherland House Back Lane	“No Parking” signs on south side of 108 <sup>th</sup> Street six metres from each side of back lane	Improve safety and sight lines
5	Central Avenue & 115 <sup>th</sup> Street	Overhead “Right Turn Only Lane” sign and tab & overhead “Except Buses” tab in northbound direction; add this location to the intersection improvement list for an assessment	Improve safety
6	Central Avenue & 104 <sup>th</sup> Street / Central Place	Active Pedestrian Corridor on north leg of Central Avenue	Improve pedestrian safety
7	108 <sup>th</sup> Street near on-ramp	Dashed eastbound merging bicycle line	Improve transition from bicycle lane to traffic lane
8	Reid Road & Reid Road	Standard crosswalk on east leg	Improve pedestrian safety
		Median island on east leg	
9	Lanyon Avenue & 112 <sup>th</sup> Street	Median island on north leg of Lanyon Avenue	Reduce speed
10	Bryans Avenue & 112 <sup>th</sup> Street	Median island on west leg of 112 <sup>th</sup> Street	
11	Rita Avenue & 110 <sup>th</sup> Street	Median island on north leg of Rita Avenue	
12	105 <sup>th</sup> Street & Moran Avenue	Median island on west leg of 105 <sup>th</sup> Street	



**LEGEND**

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

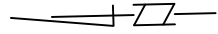
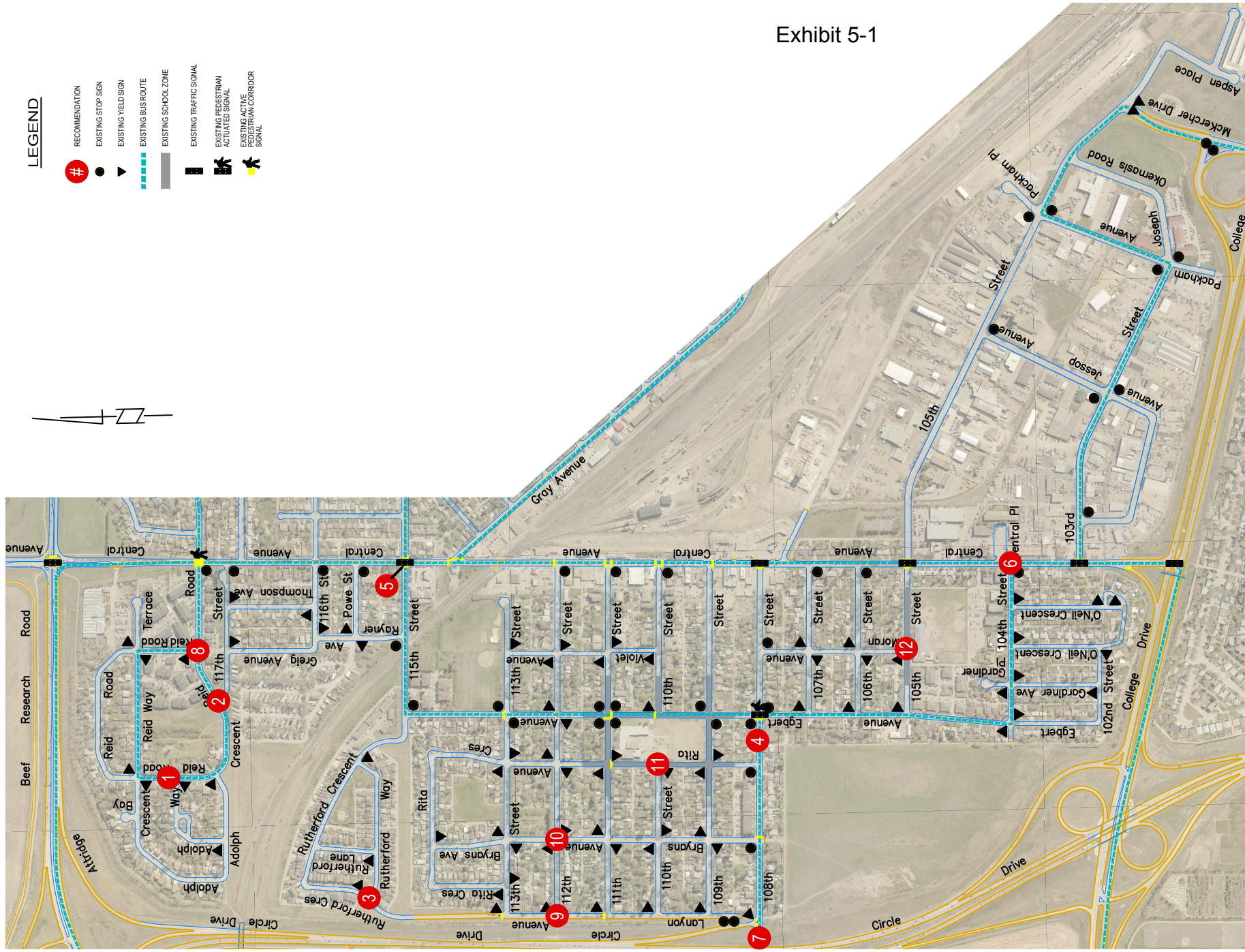


Exhibit 5-1



**SUTHERLAND TRAFFIC PLAN**

APPENDIX A: PUBLIC MEETING #1 – JANUARY 17, 2016 MINUTES



**Sutherland Neighbourhood Traffic Review**  
**Tuesday, January 19, 2016, 7:00 PM – 9:00 PM**  
**Sutherland School Library**

**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 – Sutherland Neighbourhood Traffic Review**

(Presented by Mariniel Flores, EIT, Transportation Engineer)

- Presentation Outline
  - Neighbourhood Traffic Review Process
  - Sutherland Review Schedule
  - Sources of Information
  - Past Concerns Received
  - Description of Traffic Calming & Pedestrian Safety Devices
  - Attridge Drive & Central Avenue Intersection Improvements
  - 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 – Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Parkridge, Silverspring, Lakeridge
- Sutherland Review Schedule
  - Stage 1 – Identify issues & possible solutions through community consultation (January 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 – 108<sup>th</sup> Street, 112<sup>th</sup> Street, Rita Avenue, Laura Avenue, Egbert Avenue, Reid Road, O’Neil Crescent, Rutherford Crescent/Way/Lane
  - Missing crosswalks – Rita Avenue & 108<sup>th</sup> Street, Reid Road
  - High volume of traffic – Bryans Avenue & 113<sup>th</sup> Street, 108<sup>th</sup> Street
  - Egbert Avenue & 108<sup>th</sup> Street
  - Rutherford Crescent/Way/Lane
  - Central Avenue
- 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
- Attridge Drive & Central Avenue Intersection Improvements
  - Intersection improvements are being conducted as part of the North Commuter Parkway and Traffic Bridge Project
  - Intersection improvements include relocating the northbound to eastbound off-ramp from Circle Drive further west to alleviate weaving issues, addition of an eastbound to northbound dual left-turn bay, and revised signal timing. This work is scheduled to be completed in the upcoming construction season.
  - Sound attenuation walls will be constructed and will be in place by October 2018.
- 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 Sutherland and potential solutions
- Group 1: Mark Emmons (City Facilitator)
  - Egbert Avenue – Speeding and pedestrian safety issues on Egbert Avenue from 103<sup>rd</sup> Street to 108<sup>th</sup> Street; Speeding on Egbert Avenue north of Sutherland School; Speeding, especially transit drivers on Egbert Avenue south of 108<sup>th</sup> Street; Concrete trucks are using Egbert Avenue to 105<sup>th</sup> Street to get across Central Avenue; Heavy trucks are beating up 105<sup>th</sup> Street
  - Egbert Avenue Side Streets – Stop signs along these streets are good
  - Rita Avenue past Sutherland School – Speeding
  - 105<sup>th</sup> Street near Bishop Filevich School – Speeding; It's good that Bishop Filevich School is using drag-out speed signs on street
  - Egbert Avenue & 108<sup>th</sup> Street – Need full set of traffic lights and protected left-turns arrows
  - 108<sup>th</sup> Street & Rita Avenue – Need pedestrian crossing improvements for kids going to school; Vehicles are parking too close to this intersection on Rita Avenue
  - 110<sup>th</sup> Street & Lanyon Avenue (400 block of Lanyon Avenue) – Overgrown vines on telephone pole cause visibility issues
  - Central Avenue – Train crossing needs grade separation; Boulevard on Central Avenue would be nice; Streetscape improvements have been very nice to see
  - Central Avenue & 112<sup>th</sup> Street – Crossing as a pedestrian feels unsafe; Suggests flashing lights for pedestrians
  - 105<sup>th</sup> Street in Industrial Area – Speeding issues
  - 108<sup>th</sup> Street & Lanyon Avenue – Pavement markings for lanes are needed for eastbound traffic on 108<sup>th</sup> Street; Is there supposed to be access into Lanyon from 108<sup>th</sup> Street? If not, there should be access.
  - 300 Block on 110<sup>th</sup> Street in Back Lane – Cars are blocking visibility for vehicles turning onto Rita Avenue
  - Back Lane west of Egbert Avenue – Speeding in back lane; Perhaps 20kph signage could be installed
  - 107<sup>th</sup> Street east of Central Avenue – Speeding
  - General – Motorcycles are loud and often speeding; Speed board signs are great and effective
- Group 2: Marina Melchoirre (City Facilitator)
  - Central Avenue at 111<sup>th</sup> Street and at 112<sup>th</sup> Street – No room for vehicles making eastbound left-turns or right-turns; Radius is too tight in northbound lane; Sight distance is blocked by poster fixture; Too much stuff on corners

- Central Avenue from 108<sup>th</sup> Street to 112<sup>th</sup> Street – There are no markings or Pedestrian Actuated Signals
- Central Avenue – Hard to cross; Speeding; Big trucks; Bigger and faster buses; Difficult to make northbound left-turns; Bidirectional turn lanes are not used properly, suggests signs
- Lanyon Avenue from 111<sup>th</sup> Street to 113<sup>th</sup> Street – Vehicles are not slowing down at crosswalks with medians, curb extensions would be better; Parking is too difficult; Need sidewalks; Multi-use pathway is not being used
- Lanyon Avenue & 113<sup>th</sup> Street – Poor sight distance due to Evergreen trees
- 113<sup>th</sup> Street from Egbert Avenue to Bryans Avenue – Speeding
- Egbert Avenue & 108<sup>th</sup> Street – Northbound/southbound vehicles are not yielding to eastbound/westbound vehicles; Parking on sidewalk and parking across boulevard interfering with pedestrians; Need to enforce no parking signs 10 metres from intersection
- 108<sup>th</sup> Street – Eastbound vehicles parking too close to bridge; Re-painted every year; Left-turn is unclear; There is no transition where the eastbound bike lanes end after bridge. Where do the bikes go?
- Central Avenue Side Streets - Since parking pay stations were introduced, too much parking on side streets as residents and staff moved from Central Avenue; The increase in parking are causing ruts on the side streets off Central Avenue; Issues with garbage bin locations
- Paved Back Lanes behind Central Avenue – More traffic; Too much traffic
- General – Shortcutting from 115<sup>th</sup> Street to 113<sup>th</sup> Street to 108<sup>th</sup> Street to avoid school zones; Lanes are full of water, spring pooling; Traffic from Silverspring shortcutting on 108<sup>th</sup> Street, McKercher Drive, College Drive, Attridge Drive, and 109<sup>th</sup> Street
- Group 3: Mariniel Flores (City Facilitator)
  - 115<sup>th</sup> Street from Egbert Avenue to Lanyon Avenue – Investigate possibility of opening 115<sup>th</sup> Street to reduce shortcutting on 108<sup>th</sup> Street to 113<sup>th</sup> Street; Look into restricting southbound right-turns into 108<sup>th</sup> Street to 113<sup>th</sup> Street
  - Circle Drive – Create extra lane to connect northbound ramp off 108<sup>th</sup> Street to ramp onto Attridge Drive; Create extra lane to connect southbound ramp off Attridge Drive to ramp onto 108<sup>th</sup> Street
  - Egbert Avenue & 108<sup>th</sup> Street – Difficult to turn off Egbert Avenue; Restrict parking on the southeast corner on Egbert Avenue by one or two parking spaces or by a block to 107<sup>th</sup> Street; Need a traffic signal; Many vehicles are parked near this intersection due to a lack of parking at the Sutherland House; Liked the temporary four-way stop that was installed before
  - Sutherland House Access or Back Lane at 108<sup>th</sup> Street – Difficult to turn out of the access or back lane due to parking obstructions; Parking restriction needed; Request crosswalk; Speeding issues; Request speed restrictions or speed display boards
  - 108<sup>th</sup> Street – Enhance visibility of crosswalk
  - Egbert Avenue & 107<sup>th</sup> Street – Check ownership of pathway to turn pathway into roadway

- Attridge Drive & Central Avenue – Issues with southbound turning light
  - Sutherland House – Power pole should be relocated to create more parking space
  - Egbert Avenue & 104<sup>th</sup> Street – Vehicles are speeding and are not yielding; Unsafe intersection; Stop signs need to be installed
  - Husky Service Station south of 103<sup>rd</sup> Street & Central Avenue – Shortcutting; Jersey barriers will be installed to prevent shortcutting
  - Egbert Avenue & 105<sup>th</sup> Street – Poor visibility due to bush, bush needs to be trimmed
  - Central Avenue from Birch Crescent to Rossmo Road – Visibility issues; Trees on medians and overhanging trees need to be trimmed
  - Central Avenue & 115<sup>th</sup> Street – Visibility issues; Trees on medians and overhanging trees need to be trimmed; No eastbound protected left-turn arrow
  - Central Avenue – Signs obstructs view of vehicles turning onto Central Avenue
  - Back lane south of 108<sup>th</sup> Street – Needs to be maintained
  - General – There are issues with temporary rubber curbing but they are aware that it will be installed for one year on a temporary basis and might become permanent; The temporary devices are helping; Concerns about parking pay stations
- Group 4: Vicky Reaney (City Facilitator)
    - Central Avenue & Attridge Drive – Extra lane needed
    - 108<sup>th</sup> Street & Rita Avenue – Walkway is on the wrong side of the street (east side of intersection not west side)
    - Central Avenue – Paid parking hurts businesses; Decrease in parking with bulb-outs; It's good that the streetscaping eliminated double parking; Not fan of turning lanes; Train crossing perception time is 25 minutes; Train sits at intersection
    - 112<sup>th</sup> Street & Bryan Avenue – Traffic calming needed (e.g., speed bumps) (temporary water lines acted like speed bumps and slowed traffic down); Yield signs are better but do not completely solve speeding issues so they are not effective; Speed bumps are obstruction to graters; Traffic calming needs to be more visible
    - Bryans Avenue – Speedway
    - 112<sup>th</sup> Street – Not a speedway
    - Rutherford Crescent – Speeding
    - Lanyon Avenue – Sound barriers needed due to traffic noise from Circle Drive especially around bridge
    - Egbert Avenue & 108<sup>th</sup> Street – Speeding; Inconsistent sidewalk on east and west sides; More traffic calming is needed; Traffic signal needed; Current traffic justifies signal; No sidewalk on east side but there is a signal on east side on that block; Four-way stop or traffic light preferred
    - Egbert Avenue & 111<sup>th</sup> Street – Speeding at four-way stop; Speeding through school zone; Portable signs by school would help; Concerns that

children will get hit here; Does City verify when new safety measures are installed, and monitor new devices or changes in traffic flow or driver behaviour?

- Egbert Avenue & 115<sup>th</sup> Street – Speeding concerns northbound on Egbert Avenue; Vehicles blow through stop signs; Vehicles cut through southeast Condominium Complex at 115<sup>th</sup> Street and exit on Egbert Avenue or vice versa
  - Lanyon Avenue & Rutherford Crescent/Way – Safety concern; Numerous accidents; Cannot see into Rutherford Way off Lanyon Avenue; Accidents between moving vehicles because vehicles are parked on both sides of Rutherford Crescent (creates funnel); Need traffic calming at Rutherford Crescent; Speeding; Difficult to see license plate to report to police; Pedestrian device needed
  - Lanyon Crescent & 115<sup>th</sup> Street – Trail access to Canadian Tire
  - 108<sup>th</sup> Street – Two major ways for cyclists to enter & leave Sutherland
  - Lanyon Avenue – Feels wide; No sidewalks; Drivers want to drive faster; Better with barriers on the road; Feels like drivers are speeding even if they are not (consider perception of speeding versus actual speeding); What does the City do to verify perception of speeding versus actual speeding?; City does a good job clearing walkways in the winter; Asphalt's broken; Trails are in poor condition; Lanyon Avenue has lots of cycling traffic, especially at Circle Drive crossing
  - Circle Drive southbound onto 108<sup>th</sup> Street – Blind corner; Cement from walkway obscures sightlines
  - Circle Drive onto Attridge Drive – Suggests 'Warning Reduce Speed Ahead' sign similar to Warman Road; Speeding on this ramp
  - Community Centre/Sutherland Hall - Car congestion, parking on all adjacent streets
  - General – Corner residents have cars on their lawns due to speeding/sliding; Speed bumps are hard on fire truck apparatus; Saskatoon Fire prefers no speed bumps due to decrease in speeds but Saskatoon Fire does not outright oppose speed bumps; Balance between speed and convenience for residents' safety; Concrete blocks often broken by graters; Speed bumps slow down traffic but affects fire trucks; Are speed display boards effective in changing driver behaviour?
- Group 5: Jay Magus (City Facilitator)
    - Egbert Avenue & 108<sup>th</sup> Street – Residents at Sutherland House use street parking during events; Traffic backs up as vehicles try to get onto 108<sup>th</sup> Street; Suggests curb extensions on Egbert Avenue
    - Circle Drive – Difficult to weave over from eastbound Circle Drive to College Drive left-turn lane; Shoulder is used as an extra lane
    - Rutherford Crescent/Way/Lane – Streets are horribly narrow due to parking on both sides; Difficult to pass in winter; Suggests visitor parking only; Suggests one-way traffic flow; Illegal suites generate more parking (at least

- eight vehicles per suite); Two houses turned their front yards into parking lots; Suggests parking restrictions by time of day; Suggests speed tables
- Lanyon Avenue – Speeding, especially in summer; Potholes; No sidewalk
- Gray Avenue & Central Avenue – No left turn from Gray Avenue onto Central Avenue (have to go to 115<sup>th</sup> Street); Southbound and westbound vehicles gets a protected arrow and northbound vehicles do not; Westbound vehicles on 115<sup>th</sup> Street cannot go straight through on the right side; Bus stop locations limit the ability to swing around a left-turning vehicle
- Central Avenue – Feels unsafe riding a bike along Central Avenue; Traffic has grown since Circle Drive South, Evergreen, and Willowgrove were constructed; Difficult to turn right onto Central Avenue from minor streets; Speeding
- Attridge Drive & Central Avenue – Weaving issues west of this intersection after lane improvements
- Central Avenue & Reid Road – Requesting traffic lights
- 112<sup>th</sup> Street – Suggests speed humps
- 110<sup>th</sup> Street – Speeding; Even if vehicles are travelling at 50kph, it feels fast
- Sutherland School – Speeding
- 115<sup>th</sup> Street – Work at hydrant is not complete; Utility cuts are not complete
- General – Overflow commercial parking from Central Avenue; Suggests wasted space be turned into a community garden or parking; New business opening up will compound issue between 112<sup>th</sup> Street & 115<sup>th</sup> Street; Train delays; Suggests reduced speed limits

#### **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 February 19, 2016
3. Additional public input via City on-line Community Engagement webpage no later than February 19, 2016 at <http://shapingsaskatoon.ca/discussions/sutherland-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: Will data be collected over the winter? Winter counts will capture wintertime issues with crosswalks and snow removal. Summer counts will not capture University students. Winter and summer counts both need to be considered. Consider quality and quantity.

- City: Some types of counts cannot be collected over the winter. There are more vehicles in the winter but speed counts are not recommended over the winter as traffic moves slower. Intersection counts can be collected in the winter and summer. There are typically higher volume of pedestrians in the summer. Pedestrian counts will be collected before the University term is over. Winter operations can be observed.
- Councillor Hill mentioned a winter budget to expand winter operations to improve snow removal.
- Question/Comment 2:
  - Resident: What role does the Community Association play in the Sutherland Neighbourhood Traffic Review?
  - City: We have seen Community Associations in other neighbourhoods take different approaches. Some attend the meetings and some do not. The Sutherland Community Association can determine how involved they would like to be. Please help advertise issues and the process through social media.
- Question/Comment 3:
  - Resident: There are truck route issues in Sutherland. The City needs to look, address and examine this issue. Trucks are travelling through senior and pedestrian routes creating unsafe conditions.
  - City: City Council approved the truck routes in The Traffic Bylaw. If there are enforcement-related issues, provide specifics of the violations.
  - Councillor Hill: Call enforcement to correct the issue. Include the name of the company, time of day etc.
- Question/Comment 4:
  - Resident: With regards to the slide about the Attridge Drive & Central Avenue Intersection Improvements, what benefits does realigning the northbound to eastbound ramp have? The problem is that the speed limit is 90kph travelling northbound then drops to 60kph travelling eastbound on Attridge Drive. There is an identical issue on Central Drive.
  - City: Realigning the northbound to eastbound ramp will alleviate insufficient weaving distance. This will tighten the ramp radius to slow vehicles down.
  - Councillor Hill: Councillor Jeffries and I will coordinate a meeting regarding issues at this intersection.
- Question/Comment 5:

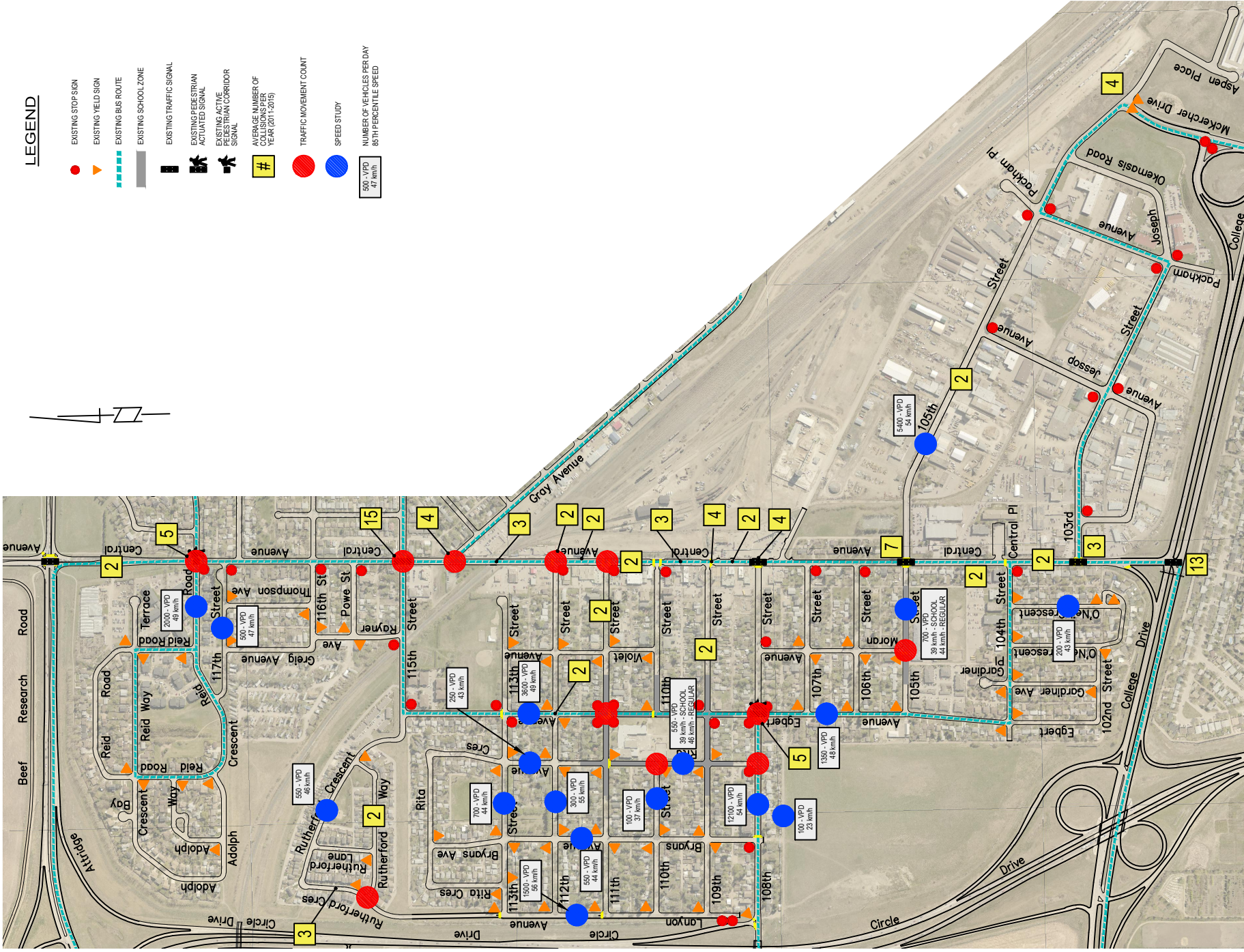


- Resident: Rutherford Crescent/Way/Lane did not receive any flyers.
- City: We will ensure that Rutherford Crescent/Way/Lane receives flyers for the next meeting.

**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, EIT, Transportation Engineer
- Marina Melchoirre – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Mark Emmons – City of Saskatoon, Community Services, Neighbourhood Planning, Senior Planner
- Vicky Reaney – City of Saskatoon, Community Services, Neighbourhood Planning, Senior Planner

## APPENDIX B: TRAFFIC DATA COLLECTION MAP



# SUTHERLAND TRAFFIC PLAN

## APPENDIX C: PEDESTRIAN DEVICE ASSESSMENTS

**Pedestrian Actuated Signal Warrants**

**Rutherford Crescent & Rutherford Way**

**Prepared By:** Mariniel Flores **Date:** Wednesday, January 4, 2017

**Location & Roadway Classification:** Rutherford Cres (Local) & Rutherford Way (Local)

**Date of Count:** Day of wk: Tuesday Mth, Day, Yr: Tuesday, October 04, 2016

**Weather:** 5.1°C

**Traffic Control Devices:** Yield sign on Rutherford Way assigning right-of-way to Rutherford Cres

**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** 320 m

**Location:** Lanyon Ave & 113th St

**Type:** Yield sign, zebra crosswalk & median island

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>9</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>81</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>22</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>201</b>				

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

**\*\*Install device at the North 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	13	1	1										
8:15	12		1		1								
8:30	5		2										
8:45	6		1										
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>36</b>	<b>1</b>	<b>5</b>		<b>1</b>								
11:30	2	1	3		1								
11:45	3		5										
12:00	3	1	1		2								
12:15	4		4										
12:30	9		1										
12:45	7		3										
13:00	4		1										
13:15	4		2										
<b>Noon Totals</b>	<b>36</b>	<b>2</b>	<b>20</b>		<b>3</b>								
14:00													
14:15													
14:30													
14:45													
15:00	10		4										
15:15	2		5										
15:30	3		6										
15:45	7		6		3								
16:00	5	2	7										
16:15	6	1	7		2								
16:30	5		6										
16:45	5	1	13										
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>43</b>	<b>4</b>	<b>54</b>		<b>5</b>								
<b>Totals</b>	<b>115</b>	<b>7</b>	<b>79</b>		<b>9</b>								
					<b>North Crosswalk =</b>				<b>9</b>	<b>South Crosswalk =</b>			

**108th Street & Rita Avenue**

**Prepared By:** Mariniel Flores **Date:** Thursday, January 5, 2017

**Location & Roadway Classification:** 108th St (Minor Arterial) & Rita Ave (Local)

**Date of Count:** Day of wk: Monday Mth, Day, Yr: Monday, October 03, 2016

**Weather:** 8.9°C

**Traffic Control Devices:** Stop sign on Rita Avenue assigning right-of-way to 108th St

**Current Pedestrian Control:** Standard Crosswalk

**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** 130 m

**Location:** 108th St & Egbert Ave

**Type:** Pedestrian Actuated Signal, two-way stops, standard crosswalks

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>4</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>600</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>15</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>4,126</b>				

**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	8	174		69									
8:15	5	141		85									
8:30	4	92		92									
8:45	8	97		100									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>25</b>	<b>504</b>		<b>346</b>									
11:30		51		101									
11:45	4	60		86	1								
12:00	4	65		96									
12:15	4	59		73									
12:30	2	83		86									
12:45	4	89		99									1
13:00	4	79		90									
13:15	2	64		89									
<b>Noon Totals</b>	<b>24</b>	<b>550</b>		<b>720</b>	<b>1</b>								<b>1</b>
14:00													
14:15													
14:30													
14:45													
15:00	7	66		95									
15:15	5	71		128									
15:30	5	66		147									
15:45	9	82		155	1								
16:00	4	83		169									
16:15	9	89		167									
16:30	7	86		210	1								
16:45	4	85		208									
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>50</b>	<b>628</b>		<b>1,279</b>	<b>2</b>								
<b>Totals</b>	<b>99</b>	<b>1,682</b>		<b>2,345</b>	<b>3</b>								<b>1</b>
<b>West Crosswalk =</b>									<b>3</b>	<b>East Crosswalk =</b>			<b>1</b>



**Central Avenue & 111th Street**

Prepared By: Mariniel Flores Date: Friday, January 6, 2017

Location & Roadway Classification: Central Ave (Major Arterial) & 111th St (Local)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, November 22, 2016

Weather: -2.8°C

Traffic Control Devices: Stop sign on 111th St assigning right-of-way to Central Ave

Current Pedestrian Control: Zebra crosswalks

Other Notes: \_\_\_\_\_

Number of travel lanes passing through the crosswalk(s) 3 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 100 m

Location: Central Ave & 112th St

Type: Stop, zebra crosswalks

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

Duration of pedestrian count 5 hrs

Elementary:	47	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	5,607	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	44		
Vehicles passing through crosswalk(s):	4,929				

**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	157		71	7									1
8:15	118		72	7									2
8:30	117		78	10									
8:45	101		86	9	1								
9:00	1												
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>494</b>		<b>307</b>	<b>33</b>	<b>1</b>								<b>3</b>
11:30	35		74	12									1
11:45	89		126	8	1								1
12:00	88		134	10	5								
12:15	83		99	7									3
12:30	98		95	6	6								
12:45	109		124	7	1								2
13:00	103		108	7									3
13:15	100		89	6	1								
<b>Noon Totals</b>	<b>705</b>		<b>849</b>	<b>63</b>	<b>14</b>								<b>10</b>
14:00													
14:15													
14:30													
14:45													
15:00	96		145	10									
15:15	101		158	12	3								3
15:30	115		183	10									
15:45	108		186	18	1								8
16:00	96		203	12									
16:15	103		178	8	2								
16:30	114		230	10	2								
16:45	107		268	7									
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>840</b>		<b>1,551</b>	<b>87</b>	<b>8</b>								<b>11</b>
<b>Totals</b>	<b>2,039</b>		<b>2,707</b>	<b>183</b>	<b>23</b>								<b>24</b>
<b>North Crosswalk =</b>									<b>23</b>	<b>South Crosswalk =</b>			<b>24</b>

**Central Avenue & 112th Street**

**Prepared By:** Mariniel Flores **Date:** Friday, January 6, 2017

**Location & Roadway Classification:** Central Ave (Major Arterial) & 112th St (Local)

**Date of Count:** Day of wk: Thursday Mth, Day, Yr: Thursday, November 24, 2016

**Weather:** -1.2°C

**Traffic Control Devices:** Stop sign on 112th St assigning right-of-way to Central Ave

**Current Pedestrian Control:** Zebra crosswalks

**Other Notes:** \_\_\_\_\_

**Number of travel lanes passing through the crosswalk(s)** 3 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** 100 m

**Location:** Central Ave & 111th St

**Type:** Stop, zebra crosswalks

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>52</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>5,364</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>46</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>4,824</b>				

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

**\*\*Install device at the North 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	175		80	5	1								1
8:15	133		81	8									
8:30	122		69	5	2								
8:45	83		66	5									
9:00			1										
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>513</b>		<b>297</b>	<b>23</b>	<b>3</b>								<b>1</b>
11:30	53		67	3	5								1
11:45	58		68	8									
12:00	105		142	7									2
12:15	93		93	8									3
12:30	95		93	5									
12:45	144		115	11									
13:00	113		117	5									4
13:15	85		103	7	2								2
<b>Noon Totals</b>	<b>746</b>		<b>798</b>	<b>54</b>	<b>7</b>								<b>12</b>
14:00													
14:15													
14:30													
14:45													
15:00	90		100	6	4								1
15:15	103		150	9	3								2
15:30	117		180	7	3								1
15:45	110		172	10	4								1
16:00	109		185	10	1								3
16:15	116		198	14	2								1
16:30	101		220	6	2								1
16:45	134		234	12									
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>880</b>		<b>1,439</b>	<b>74</b>	<b>19</b>								<b>10</b>
<b>Totals</b>	<b>2,139</b>		<b>2,534</b>	<b>151</b>	<b>29</b>								<b>23</b>
<b>North Crosswalk =</b>									<b>29</b>	<b>South Crosswalk =</b>			<b>23</b>

**Pedestrian Corridor Warrants**

**Rutherford Crescent & Rutherford Way**

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	15	15										
8:15	13	28	1				1	1	1	28		
8:30	7	20							1	20		
8:45	7	14										
9:00		7										
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>42</b>		<b>1</b>				<b>1</b>					
11:30	6		1				1	1				
11:45	8	14							1	14		
12:00	5	13	2				2	2	2	26		
12:15	8	13							2	26		
12:30	10	18										
12:45	10	20										
13:00	5	15										
13:15	6	11										
<b>Noon Totals</b>	<b>58</b>		<b>3</b>				<b>3</b>					
14:00												
14:15												
14:30												
14:45												
15:00	14	14										
15:15	7	21										
15:30	9	16										
15:45	13	22	3				3	3	3	66		
16:00	14	27							3	81		
16:15	14	28	2				2	2	2	56		
16:30	11	25							2	50		
16:45	19	30										
17:00		19										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
<b>PM Totals</b>	<b>101</b>		<b>5</b>				<b>5</b>					
<b>Totals</b>	<b>201</b>		<b>9</b>				<b>9</b>					
			100%				100%					
			<b>North Crosswalk =</b>				<b>9</b>	<<< install crosswalk on this side of the int.				
			<b>South Crosswalk =</b>									

**SUMMARY**

---

**Total Warranted PC Points:** \_\_\_\_\_ **or** \_\_\_\_\_ **/ period**  
**Highest PC point value:** **81** **at**  
**Average PC point value:** **24**  
**No. of periods warranted:** \_\_\_\_\_

---

**Rita Avenue & 108th Street**

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C.		Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides					Factored Counts			
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.		
7:00											
7:15											
7:30											
7:45											
8:00	251	251									
8:15	231	482									
8:30	188	419									
8:45	205	393									
9:00		205									
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>875</b>										
11:30	152										
11:45	150	302	1				1	1	302		
12:00	165	315						1	315		
12:15	136	301									
12:30	171	307									
12:45	192	363	1				1	1	363		
13:00	173	365						1	365		
13:15	155	328									
<b>Noon Totals</b>	<b>1,294</b>		<b>2</b>				<b>2</b>				
14:00											
14:15											
14:30											
14:45											
15:00	168	168									
15:15	204	372									
15:30	218	422									
15:45	246	464	1				1	1	464		
16:00	256	502						1	502		
16:15	265	521									
16:30	303	568	1				1	1	568		
16:45	297	600						1	600		
17:00		297									
17:15											
17:30											
17:45											
18:00											
18:15											
18:30											
18:45											
19:00											
19:15											
19:30											
19:45											
20:00											
20:15											
20:30											
20:45											
<b>PM Totals</b>	<b>1,957</b>		<b>2</b>				<b>2</b>				
<b>Totals</b>	<b>4,126</b>		<b>4</b>				<b>4</b>				
			100%				100%				
			West Crosswalk =			3	<<< install crosswalk on this side of the int.				
			East Crosswalk =			1					

**SUMMARY**

Total Warranted PC Points:                      or                      / period  
Highest PC point value:                      600                      at  
Average PC point value:                      232  
No. of periods warranted:

**Central Avenue & 111th Street**

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C.		Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides					Factored Counts				Warrant
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			Points
7:00												
7:15												
7:30												
7:45												
8:00	235	235	1				1	1	1	235		
8:15	197	432	2				2	2	3	1,296		
8:30	205	402							2	804		
8:45	196	401	1				1	1	1	401		
9:00	1	197							1	197		
9:15		1										
9:30												
9:45												
<b>AM Totals</b>	<b>834</b>		<b>4</b>				<b>4</b>					
11:30	121		1				1	1				
11:45	223	344	2				2	2	3	1,032		
12:00	232	455	5				5	5	7	3,185		
12:15	189	421	3				3	3	8	3,368		
12:30	199	388	6				6	6	9	3,492		
12:45	240	439	3				3	3	9	3,951		
13:00	218	458	3				3	3	6	2,748		
13:15	195	413	1				1	1	4	1,652		
<b>Noon Totals</b>	<b>1,617</b>		<b>24</b>				<b>24</b>					
14:00												
14:15												
14:30												
14:45												
15:00	251	251										
15:15	271	522	6				6	6	6	3,132		
15:30	308	579							6	3,474		
15:45	312	620	9				9	9	9	5,580		
16:00	311	623							9	5,607		
16:15	289	600	2				2	2	2	1,200		
16:30	354	643	2				2	2	4	2,572		
16:45	382	736							2	1,472		
17:00		382										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
<b>PM Totals</b>	<b>2,478</b>		<b>19</b>				<b>19</b>					
<b>Totals</b>	<b>4,929</b>		<b>47</b>				<b>47</b>					
			100%				100%					
			North Crosswalk =				23					
			South Crosswalk =				24					

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

**SUMMARY**

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**Total Warranted PC Points:**                    or                    / period  
**Highest PC point value:**    5,607        at  
**Average PC point value:**    3,027  
**No. of periods warranted:**

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**Central Avenue & 112th Street**

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	260	260	2				2	2	2	520		
8:15	222	482							2	964		
8:30	196	418	2				2	2	2	836		
8:45	154	350							2	700		
9:00	1	155										
9:15		1										
9:30												
9:45												
<b>AM Totals</b>	<b>833</b>		<b>4</b>				<b>4</b>					
11:30	123		6				6	6				
11:45	134	257							6	1,542		
12:00	254	388	2				2	2	2	776		
12:15	194	448	3				3	3	5	2,240		
12:30	193	387							3	1,161		
12:45	270	463										
13:00	235	505	4				4	4	4	2,020		
13:15	195	430	4				4	4	8	3,440		
<b>Noon Totals</b>	<b>1,598</b>		<b>19</b>				<b>19</b>					
14:00												
14:15												
14:30												
14:45												
15:00	196	196	5				5	5	5	980		
15:15	262	458	5				5	5	10	4,580		
15:30	304	566	4				4	4	9	5,094		
15:45	292	596	5				5	5	9	5,364		
16:00	304	596	4				4	4	9	5,364		
16:15	328	632	3				3	3	7	4,424		
16:30	327	655	3				3	3	6	3,930		
16:45	380	707							3	2,121		
17:00		380										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
<b>PM Totals</b>	<b>2,393</b>		<b>29</b>				<b>29</b>					
<b>Totals</b>	<b>4,824</b>		<b>52</b>				<b>52</b>					
			100%				100%					
			<b>North Crosswalk =</b>				<b>29</b>	<<< install crosswalk on this side of the int.				
			<b>South Crosswalk =</b>				<b>23</b>					

**SUMMARY**

Total Warranted PC Points:    or    / period  
Highest PC point value:    5,364    at  
Average PC point value:    3,070  
No. of periods warranted:



## APPENDIX D: TRAFFIC SIGNAL ASSESSMENTS

### Traffic Signal Warrants

#### 108th Street West & Egbert Avenue

Main Street (name)	108th St W	Direction (EW or NS)	EW
Side Street (name)	Egbert Ave	Direction (EW or NS)	NS
Quadrant / Int #		Comments	

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Jan 3, Tues
Count Date:	2016 Oct 4, Tues
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStreet Signal (m)	# of Thru Lanes
108th St W	WB				1			340	1
108th St W	EB				1			1,340	1
Egbert Ave	NB				1				
Egbert Ave	SB				1				

Are the Egbert Ave NB right turns significantly impeded by through movements? (y/n) **n**

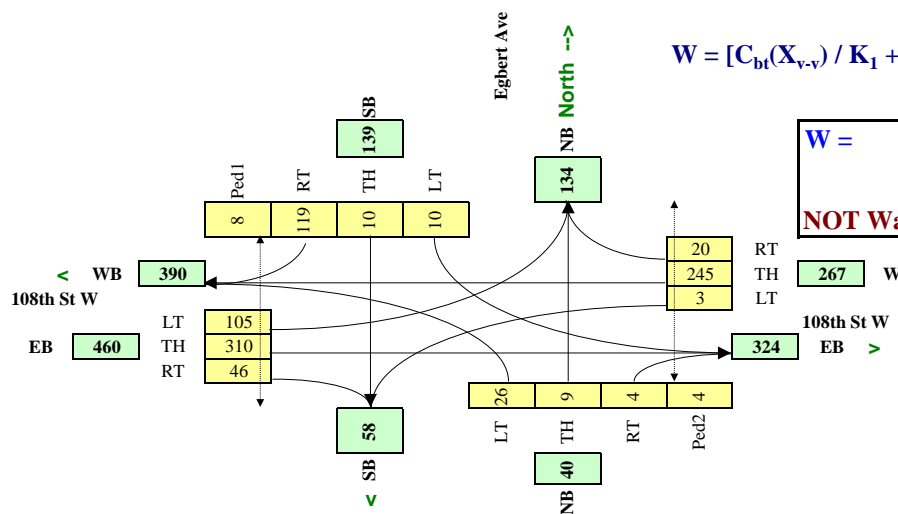
Are the Egbert Ave SB right turns significantly impeded by through movements? (y/n) **n**

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
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)
108th St W	EW	50	2.0%	y	0.0
Egbert Ave	NS		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	30	1	1	4	5	184	1	393	4	18	153	20	9	5	0	5
8:00 - 9:00	41	14	5	10	12	180	4	291	14	55	242	35	6	6	0	28
11:30 - 12:30	25	5	5	10	12	56	3	174	15	80	238	31	14	6	4	16
12:30 - 13:30	20	13	7	14	9	94	2	212	13	74	253	33	1	1	1	4
16:00 - 17:00	24	9	3	10	12	98	1	209	34	196	491	65	6	4	0	8
17:00 - 18:00	17	14	5	12	11	101	4	192	38	204	483	90	9	2	0	6
<b>Total (6-hour peak)</b>	<b>157</b>	<b>56</b>	<b>26</b>	<b>60</b>	<b>61</b>	<b>713</b>	<b>15</b>	<b>1,471</b>	<b>118</b>	<b>627</b>	<b>1,860</b>	<b>274</b>	<b>45</b>	<b>24</b>	<b>5</b>	<b>67</b>
<b>Average (6-hour peak)</b>	<b>26</b>	<b>9</b>	<b>4</b>	<b>10</b>	<b>10</b>	<b>119</b>	<b>3</b>	<b>245</b>	<b>20</b>	<b>105</b>	<b>310</b>	<b>46</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>11</b>

#### Average 6-hour Peak Turning Movements



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

W =	55	45	10
		Veh	Ped
<b>NOT Warranted</b>			

267	WB
-----	----

**Central Avenue & Reid Road**

Main Street (name)	Central Ave	Direction (EW or NS)	NS
Side Street (name)	Reid Rd	Direction (EW or NS)	EW
Quadrant / Int #		Comments	

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2017 Jan 9, Mon
Count Date:	2016 Nov 22, Tues
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStrea m Signal (m)	# of Thru Lanes
Central Ave	NB		1				1	460	1
Central Ave	SB		1			1		330	2
Reid Rd	WB				1				
Reid Rd	EB				1				

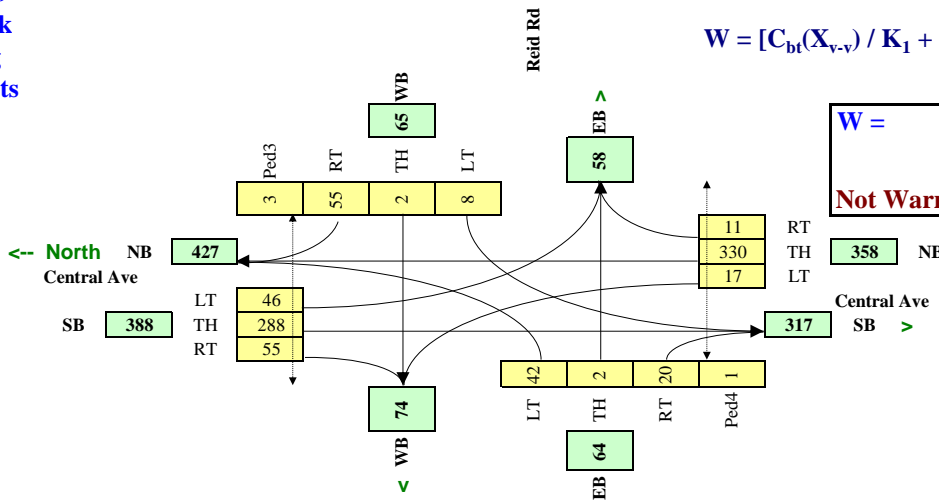
Are the Reid Rd WB right turns significantly impeded by through movements? (y/n) **n**  
 Are the Reid Rd EB right turns significantly impeded by through movements? (y/n) **n**

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Central Ave	NS	50	2.0%	y	0.0
Reid Rd	EW			y	

Traffic Input	NB			SB			WB			EB			Ped1	Ped2	Ped3	Ped4
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	NS W Side	NS E Side	EW N Side	EW S Side
7:00 - 8:00	10	364	5	12	125	19	7	1	85	54	2	30	8	0	0	0
8:00 - 9:00	11	376	1	22	203	31	14	6	105	63	4	25	9	0	3	2
11:30 - 12:30	22	302	8	0	223	43	6	2	32	25	0	15	4	0	2	0
12:30 - 13:30	11	275	11	27	236	45	7	1	35	31	1	12	1	0	0	1
16:00 - 17:00	28	346	23	101	455	91	7	0	35	34	2	19	11	0	7	4
17:00 - 18:00	22	315	16	112	486	99	9	1	37	45	0	21	4	0	3	1
<b>Total (6-hour peak)</b>	<b>104</b>	<b>1,978</b>	<b>64</b>	<b>274</b>	<b>1,728</b>	<b>328</b>	<b>50</b>	<b>11</b>	<b>329</b>	<b>252</b>	<b>9</b>	<b>122</b>	<b>37</b>	<b>0</b>	<b>15</b>	<b>8</b>
<b>Average (6-hour peak)</b>	<b>17</b>	<b>330</b>	<b>11</b>	<b>46</b>	<b>288</b>	<b>55</b>	<b>8</b>	<b>2</b>	<b>55</b>	<b>42</b>	<b>2</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>1</b>

**Average 6-hour Peak Turning Movements**



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

<b>W =</b>	<b>38</b>	<b>35</b>	<b>3</b>
		<b>Veh</b>	<b>Ped</b>
<b>Not Warranted - Vs &lt; 75</b>			

## 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)
115th St	Central Ave	SKN5-8	19	19	14	11	10	73	10	34	5	15
Central Ave	College Dr	SKN8-2	17	7	10	15	14	63	14	8	2	13
105th St	Central Ave	SKN7-4	8	10	8	5	5	36	5	13	3	7
Central Ave	Reid Rd / Rossmo Rd	SKN5-36	3	5	6	6	7	27	7	15	4	5
108th St	Egbert Ave	SKM6-3	5	4	5	2	8	24	8	15	5	5
108th St	Central Ave	SKN6-1	1	5	6	6	2	20	2	4	1	4
105th St	McKercher Dr	SKO8-45	6	3	3	2	6	20	6	2	0	4
109th St	Central Ave	SKN6-2	5	3	5	3	3	19	3	1	0	4
Central Ave	Gray Ave	SKN6-9	4	2	6	2	5	19	5	5	2	4
Central Ave	900 109th St - 110th St	SKN6-3	3	4	4	4	1	16	1	0	0	3
Central Ave	112th St - Gray Ave	SKN6-8	3	2	7	2	1	15	1	0	0	3
103rd St	Central Ave	SKN7-11	2	3	2	4	4	15	4	7	2	3
Rutherford Cr	400	SKM5-45	5	3	3	2	1	14	1	0	0	3
Rutherford Way	800	SKM5-46	2	0	2	6	2	12	2	2	0	2
109th St	Central Ave - Egbert Ave	SKM6-4	3	3	3	1	2	12	2	2	1	2
112th St	Central Ave	SKN6-12	6	2	1	2	1	12	1	2	0	2
112th St	Egbert Ave	SKM6-10	3	3	3	0	2	11	2	10	1	2
Central Ave	300 - 400 Central Pl - 105th St	SKN7-5	3	1	2	4	1	11	1	1	0	2
105th St E	Central Ave - Jessop Ave (East Of RR)	SKN7-6	0	1	6	1	3	11	3	0	0	2
111th St	Central Ave - Violet Ave	SKM6-38	1	3	1	2	3	10	3	0	0	2
Central Ave	800 108th St - 109th St	SKN6-7	1	1	3	4	1	10	1	0	0	2
Central Ave	1100 111th St - 112th St	SKN6-13	2	2	3	1	1	9	1	3	0	2
Central Ave	Attridge Dr - Rossmo Rd	SKN5-27	1	1	3	0	3	8	3	3	2	2
Central Ave	1000 110th St - 111th St	SKN6-5	1	3	1	1	2	8	2	2	0	2
Central Ave	200 103rd St - 104th St	SKN7-7	1	2	2	1	2	8	2	1	0	2
108th St	Bryans Ave	SKM6-17	3	1	1	0	2	7	2	4	2	1
Egbert Ave	104th St - 105th St	SKM7-5	1	1	1	4	0	7	0	0	0	1
116th St	Central Ave	SKN5-23	1	0	1	3	2	7	2	3	1	1
110th St	Central Ave	SKN6-4	1	2	0	4	0	7	0	2	0	1
104th St	Central Ave	SKN7-10	1	1	3	1	1	7	1	1	0	1
103rd St E	Central Ave - Jessop Ave	SKN7-18	2	3	1	1	0	7	0	2	0	1
105th St E	Central Ave - Jessop Ave (West Of RR)	SKN7-22	0	0	2	5	0	7	0	1	0	1
107th St	Central Ave	SKN7-25	2	3	2	0	0	7	0	6	0	1
108th St	Circle Dr Overpass	SKL6-10	1	1	0	2	2	6	2	0	0	1
108th St	Egbert Ave - Rita Ave	SKM6-11	0	2	1	1	2	6	2	0	0	1
109th St	Bryans Ave - Rita Ave	SKM6-42	0	0	2	3	1	6	1	0	0	1
112th St	Egbert Ave - Violet Ave	SKM6-9	1	1	1	0	3	6	3	0	0	1
Central Ave	Powe St	SKN5-13	0	3	2	1	0	6	0	2	0	1
Central Ave	116th St - Birch Cr	SKN5-20	0	2	1	0	3	6	3	0	0	1
Central Ave	500 105th St - 106th St	SKN7-3	0	1	1	2	2	6	2	0	0	1
108th St	Exit Ramp Onto Circle Dr	SKL6-8	2	3	0	0	0	5	0	0	0	1
115th St	Central Ave - Rayner Ave	SKM5-1	1	0	2	1	1	5	1	2	0	1
Reid Rd	Reid Rd 100 E Leg	SKM5-19	1	0	2	1	1	5	1	2	1	1
115th St	Rayner Ave	SKM5-2	2	1	0	1	1	5	1	0	0	1
Reid Rd	800 Reid Terr - Reid Rd	SKM5-24	3	2	0	0	0	5	0	1	0	1
108th St	Central Ave - Egbert Ave	SKM6-28	1	2	0	0	2	5	2	2	1	1
109th St	Egbert Ave	SKM6-5	0	3	0	0	2	5	2	4	1	1
Central Ave	115th St - Powe St	SKN5-14	0	1	0	2	2	5	2	1	0	1
111th St	Central Ave	SKN6-6	2	0	1	0	2	5	2	1	0	1
Packham Ave	103rd St - 105th St	SKN7-24	0	3	0	2	0	5	0	1	0	1
105th St E	Jessop Ave - Packham Ave	SKN7-32	0	2	1	0	2	5	2	1	0	1
103rd St E	Jessop Ave - Packham Ave	SKN8-47	0	2	0	2	1	5	1	2	0	1
108th St	To Circle Ramp	SKL6-12	4	0	0	0	0	4	0	0	0	1
108th St	Circle Off Ramp W Int	SKL6-8	0	1	1	1	1	4	1	0	0	1
Reid Rd	Reid Terr	SKM5-16	2	0	1	1	0	4	0	1	0	1
115th St	Rutherford Cr	SKM5-42	1	2	0	0	1	4	1	1	0	1
Rutherford Lane	Mid Block	SKM5-43	3	0	0	0	1	4	1	1	0	1
Rutherford Cr	100	SKM5-44	2	1	1	0	0	4	0	1	0	1
108th St	Rita Ave	SKM6-12	1	0	1	1	1	4	1	0	0	1
108th St	Bryans Ave - Rita Ave	SKM6-16	1	2	1	0	0	4	0	0	0	1
111th St	Bryans Ave	SKM6-19	0	2	1	0	1	4	1	3	0	1
110th St	Central Ave - Violet Ave	SKM6-32	0	0	3	1	0	4	0	1	0	1
112th St	Central Ave - Violet Ave	SKM6-34	1	0	1	0	2	4	2	0	0	1
110th St	100 Egbert Ave - Violet Ave	SKM6-54	0	1	0	1	2	4	2	0	0	1
109th St	Rita Ave	SKM6-66	2	1	1	0	0	4	0	4	0	1
108th St	Central Ave - Moran Ave	SKM6-83	0	3	0	0	1	4	1	2	0	1
107th St W	Central Ave - Moran Ave	SKM7-16	0	1	0	0	3	4	3	0	0	1
Egbert Ave	102nd St - 104th St	SKM7-26	0	1	2	1	0	4	0	0	0	1
Central Ave	116th St - Powe St	SKN5-30	1	2	0	0	1	4	1	0	0	1
Central Ave	600 106th St - 107th St	SKN7-1	1	0	2	1	0	4	0	0	0	1
105th St	Jessop Ave	SKN7-15	2	1	0	0	1	4	1	1	0	1
Central Ave	700 107th St - 108th St	SKN7-2	1	1	1	0	1	4	1	0	0	1

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)
105th St	Packham Ave	SKN7-26	1	0	1	2	0	4	0	2	0	1
106th St	Central Ave	SKN7-9	1	0	2	0	1	4	1	1	1	1
103rd St	Packham Ave	SKN8-48	0	1	0	0	3	4	3	4	3	1
105th St E	500 Mc Kercher Dr - Packham Ave	SKO8-49	0	0	2	1	1	4	1	0	0	1
115th St	Preston Ave	SKL5-3	1	1	0	0	1	3	1	0	0	1
115th St	Egbert Ave	SKM5-10	0	2	0	0	1	3	1	0	0	1
Reid Way	500 Reid Rd - Reid Rd	SKM5-29	1	0	2	0	0	3	0	0	0	1
111th St	Rita Ave	SKM6-14	0	0	2	1	0	3	0	2	0	1
112th St	Rita Ave	SKM6-15	0	2	0	1	0	3	0	3	0	1
108th St	100 W Egbert Ave - Moran Ave	SKM6-2	0	0	0	1	2	3	2	0	0	1
109th St	Bryans Ave	SKM6-26	1	1	0	0	1	3	1	1	0	1
113th St	Egbert Ave	SKM6-27	2	1	0	0	0	3	0	2	0	1
111th St	Violet Ave	SKM6-31	0	0	1	2	0	3	0	0	0	1
Egbert Ave	1300 - 1400 113th St - 115th St	SKM6-71	0	1	2	0	0	3	0	1	0	1
109th St	Bryans Ave - Lanyon Ave	SKM6-88	1	1	0	0	1	3	1	1	0	1
105th St W	Central Ave - Egbert Ave	SKM7-10	0	0	1	1	1	3	1	1	0	1
104th St W	O'Neil Cr - O'Neil Cr	SKM7-15	0	1	1	0	1	3	1	1	1	1
117th St / Birch Cr	Central Ave	SKN5-9	0	0	1	2	0	3	0	1	0	1
Central Ave	1200 112th St - 113th St	SKN6-32	2	0	1	0	0	3	0	0	0	1
Central Ave	Gray Ave - Tracks	SKN6-67	1	1	1	0	0	3	0	0	0	1
Jessop Ave	103rd St - 105th St	SKN7-8	3	0	0	0	0	3	0	1	0	1
Aspen Pl	Midblock	SKO8-52	0	0	1	1	1	3	1	0	0	1
108th St	Circle Dr Off Ramp	SKL6-7	0	0	0	1	1	2	1	0	0	0
108th St	Circle On Ramp E Int	SKL6-9	0	0	1	0	1	2	1	0	0	0
Thompson Ave	116th St - 117th St	SKM5-12	1	0	1	0	0	2	0	0	0	0
Adolph Cr / Reid Way	Reid Rd	SKM5-14	0	0	0	1	1	2	1	2	1	0
Reid Terr	700	SKM5-23	0	0	2	0	0	2	0	0	0	0
Reid Rd 100	Central Pl - Reid Rd 800	SKM5-25	0	0	1	0	1	2	1	0	0	0
Adolf Cr S	Reid Rd	SKM5-30	0	1	0	1	0	2	0	0	0	0
115th St	Egbert Ave - Rayner Ave	SKM5-4	1	1	0	0	0	2	0	0	0	0
Powe St	Central Ave - Rayner Ave	SKM5-5	0	0	2	0	0	2	0	2	0	0
112th St	Violet Ave	SKM6-1	0	2	0	0	0	2	0	2	0	0
108th St	Bryans Ave - Lanyon Ave	SKM6-20	1	0	1	0	0	2	0	0	0	0
108th St	Lanyon Ave	SKM6-21	1	1	0	0	0	2	0	0	0	0
111th St	Lanyon Ave	SKM6-22	0	1	0	0	1	2	1	0	0	0
113th St	Bryans Ave - Rita Ave	SKM6-39	0	2	0	0	0	2	0	0	0	0
Lanyon Ave	108th St - 109th St	SKM6-45	0	1	1	0	0	2	0	0	0	0
113th St	Rita Cr	SKM6-64	1	0	0	1	0	2	0	1	0	0
113th St	Egbert Ave - Rita Ave	SKM6-68	1	0	1	0	0	2	0	0	0	0
113th St	Rita Ave	SKM6-69	2	0	0	0	0	2	0	0	0	0
109th St	Lanyon Ave	SKM6-80	0	1	0	0	1	2	1	0	0	0
Lanyon Ave	111th St - 112th St	SKM6-87	1	0	0	0	1	2	1	0	0	0
110th St	Violet Ave	SKM6-89	0	0	1	0	1	2	1	0	0	0
104th St	Egbert Ave	SKM7-14	0	0	0	1	1	2	1	1	1	0
107th St	Moran Ave	SKM7-2	0	2	0	0	0	2	0	2	0	0
O'Neil Cr	102nd St - 104th St	SKM7-22	0	0	0	1	1	2	1	0	0	0
104th St W	Egbert Ave - Gardiner Ave	SKM7-38	0	1	0	0	1	2	1	0	0	0
102nd St	Gardiner Ave	SKM7-48	2	0	0	0	0	2	0	0	0	0
Central Ave	115th St - Gray Ave	SKN6-22	0	0	0	2	0	2	0	0	0	0
Central Ave	1200 112th St - Tracks	SKN6-32	0	0	0	1	1	2	1	0	0	0
103rd St E	Jessop Ave	SKN7-13	0	0	0	0	2	2	2	2	2	0
Central Ave	100 103rd St - College Dr	SKN7-16	0	1	1	0	0	2	0	0	0	0
Central Ave	Central Pl	SKN7-20	1	1	0	0	0	2	0	0	0	0
115th St	Circle Dr to Preston Ave	SKL5-2	0	0	1	0	0	1	0	0	0	0
108th St	Circle Dr On Ramp	SKL6-12	0	0	0	0	1	1	1	0	0	0
108th St	Circle Dr On Ramp	SKL6-9	0	1	0	0	0	1	0	0	0	0
117th St	Greig Ave	SKM5-17	0	0	1	0	0	1	0	1	0	0
Reid Rd	117th St to Reid Rd 800	SKM5-18	1	0	0	0	0	1	0	0	0	0
Reid Rd	300 Reid Rd - Adolph Way	SKM5-26	1	0	0	0	0	1	0	0	0	0
Reid Rd	600 Adolph Cr - Reid Terr	SKM5-28	0	0	0	0	1	1	1	0	0	0
Adolph Cr	300	SKM5-33	0	0	0	1	0	1	0	0	0	0
Adolph Cr	Adolph Cr	SKM5-36	0	0	1	0	0	1	0	0	0	0
117th St W	Reid Rd	SKM5-37	0	0	1	0	0	1	0	0	0	0
Adolph Cr	100 Adolph Way - Reid Rd	SKM5-38	0	0	0	0	1	1	1	1	1	0
Reid Rd	Adolph Cr - 117th St	SKM5-39	0	0	0	0	1	1	1	0	0	0
Bryans Ave	1300 113th St - Rita Cr	SKM6-104	0	1	0	0	0	1	0	0	0	0
110th St	Bryans Ave - Lanyon Ave	SKM6-107	1	0	0	0	0	1	0	0	0	0
111th St	200 W Rita - Egbert Ave	SKM6-29	0	0	0	0	1	1	1	0	0	0
112th St	Bryans Ave - Rita Ave	SKM6-35	0	1	0	0	0	1	0	0	0	0
111th St	Bryans Ave - Lanyon Ave	SKM6-37	0	0	1	0	0	1	0	1	0	0
Egbert Ave	800 108th St - 109th St	SKM6-40	0	1	0	0	0	1	0	0	0	0
110th St	Lanyon Ave	SKM6-44	0	0	0	0	1	1	1	1	1	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 Collisions Only (2011 - 2015)	Right Angle, Left Turn Collisions Only (2015)	Average Number of Collisions (2011 - 2015)
111th St	Bryans Ave - Rita Ave	SKM6-47	0	0	0	1	0	1	0	0	0	0
Egbert Ave	900 109th St - 110th St	SKM6-58	0	0	1	0	0	1	0	0	0	0
111th St	Egbert Ave - Violet Ave	SKM6-6	0	0	0	1	0	1	0	0	0	0
113th St	Lanyon Ave	SKM6-60	0	1	0	0	0	1	0	1	0	0
112th St	Bryans Ave	SKM6-63	1	0	0	0	0	1	0	1	0	0
111th St	Egbert Ave	SKM6-7	1	0	0	0	0	1	0	0	0	0
113th St	Bryans Ave	SKM6-72	0	0	0	0	1	1	1	0	0	0
110th St	Bryans Ave - Rita Ave	SKM6-74	0	1	0	0	0	1	0	0	0	0
Egbert Ave	1200 112th St - 113th St	SKM6-75	0	0	1	0	0	1	0	0	0	0
Rita Cr	0 - 50	SKM6-78	0	0	0	1	0	1	0	0	0	0
Rita Cr	108th St - Bryans Ave	SKM6-79	0	1	0	0	0	1	0	0	0	0
Bryans Ave	109th St - 110th St	SKM6-93	0	1	0	0	0	1	0	0	0	0
106th St	Moran Ave	SKM7-1	0	0	1	0	0	1	0	1	0	0
104th St	O'Neil Cr E	SKM7-12	1	0	0	0	0	1	0	0	0	0
104th St	Gardiner Ave	SKM7-21	0	0	0	0	1	1	1	1	1	0
106th St W	100 W Egbert Ave - Moran Ave	SKM7-27	0	0	0	0	1	1	1	0	0	0
105th St W	Egbert Ave - Moran Ave	SKM7-3	0	0	0	1	0	1	0	0	0	0
105th St	Egbert Ave	SKM7-36	1	0	0	0	0	1	0	0	0	0
Gardiner Pl	400	SKM7-42	0	0	0	1	0	1	0	0	0	0
105th St	Moran Ave	SKM7-47	0	0	0	1	0	1	0	0	0	0
Moran Ave	107th St W - 108th St W	SKM7-49	0	0	0	1	0	1	0	0	0	0
O'Neil Cr	63 - 95	SKM7-7	0	1	0	0	0	1	0	0	0	0
104th St W	Central Ave - O'Neil Cr E Leg	SKM7-8	0	0	0	0	1	1	1	0	0	0
Central Ave	115th St - 116th St	SKN5-14	0	0	1	0	0	1	0	0	0	0
Jessop Ave	103rd St - Jessop Ave	SKN7-19	0	0	0	0	1	1	1	0	0	0
107th St	Jessop Ave	SKN7-29	0	0	0	1	0	1	0	0	0	0
Packham Pl	Mid Block	SKN7-33	0	0	0	0	1	1	1	0	0	0
Central Ave	College Dr Off Ramp	SKN8-54	0	1	0	0	0	1	0	0	0	0

APPENDIX F: PUBLIC MEETING #2 – JANUARY 19, 2017 MINUTES



**Sutherland Neighbourhood Traffic Review**  
**Tuesday, January 17, 2017, 7:00 PM – 9:00 PM**  
**Sutherland School Library**

**Agenda**

1. Welcome & Introductions
2. Traffic Management Presentation
3. Draft Plan (Table Group) Discussion – Seeking Your Input
4. Next Steps – Where From Here?
5. Questions & Answers

**1. Welcome & Introductions**

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

**2. Traffic Management Presentation – Sutherland Neighbourhood Traffic Review**

(Presented by Mariniel Flores, P.Eng., Transportation Engineer)

- Presentation Outline
  - Neighbourhood Traffic Review Process
  - Sutherland 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 – Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Parkridge, Silverspring, Lakeridge
- Sutherland Review Schedule
  - Stage 1 – Identify issues & possible solutions through community consultation (January 2016 to January 2017)
  - Stage 2 – Develop a draft traffic plan
  - Stage 3 – Present draft traffic plan to community for feedback (January 2017)
  - Stage 4 – Implement changes over time (Beginning Spring 2017)
- What We Heard
  - Speeding Concerns
    - Egbert Ave
    - Rutherford Cres/Way/Lane

- Rita Ave
  - Bryans Ave
  - Lanyon Ave
  - O'Neil Cres
  - Reid Rd
  - 105<sup>th</sup> St
  - 108<sup>th</sup> St
  - 109<sup>th</sup> St
  - 110<sup>th</sup> St
  - 112<sup>th</sup> St
  - 113<sup>th</sup> St
- Shortcutting Concerns
  - Bryans Ave
  - 105<sup>th</sup> St
  - 108<sup>th</sup> St
  - 113<sup>th</sup> St
  - 115<sup>th</sup> St
- Pedestrian Safety & Intersection Concerns
  - 108<sup>th</sup> St & Egbert Ave
  - Rutherford Way & Rutherford Cres
  - 105<sup>th</sup> St & Moran Ave
  - 108<sup>th</sup> St & Rita Ave
  - Egbert Ave & 111<sup>th</sup> St
  - Rita Ave & 110<sup>th</sup> St
  - Intersections along Central Ave (108<sup>th</sup> St, 109<sup>th</sup> St, 110<sup>th</sup> St, 111<sup>th</sup> St, 112<sup>th</sup> St, Gray Ave, 115<sup>th</sup> St, Reid Rd)
- Other Concerns
  - Parking
  - Trees / bushes / portable signs obstructing visibility
  - Sidewalks (missing, repair, maintenance)
  - Road condition
  - Snow removal
  - Excessive vehicle noise
  - Garbage bin locations
  - Attridge Dr & Central Ave
- What We Did
  - Compiled Information Received
    - Past studies
    - Comments from initial meeting
    - Resident responses (phone calls, emails, letters)
    - Comments from Shaping Saskatoon
  - Collected Data
    - 11 intersection/pedestrian counts
    - 17 – 3-day/7-day traffic counts (24 hour) & speed measurements
    - Collision data

- Site Visits / Field Reviews
- Assessed Concerns
- Generated Proposed Recommendations
- What We Propose
  - Standard Crosswalks
  - Stop Sign
  - Raised Median Islands
  - Parking Restrictions
  - Lane Designation Sign
  - Active Pedestrian Corridor

### **3. Draft Plan (Table Group) Discussion**

- 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, P.Eng., Transportation Engineer)

1. Send comments no later than February 17, 2017
2. Additional public input via City on-line Community Engagement webpage no later than February 17, 2017 at <http://shapingsaskatoon.ca/discussions/sutherland-neighbourhood-traffic-review>
3. Additional consultation if required
4. Present Traffic Plan to Transportation Committee
5. Present Traffic Plan to City Council for approval
  - 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.
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. Please let us know if something is not working or needs to be changed or removed.

### **5. Questions & Answers**

Q: When will recommendations 4, 5 and 6 be implemented?

A: As early as the spring but the information will be available on Shaping Saskatoon.

Comment: Traffic lights at 108<sup>th</sup> St and Egbert Ave have been requested a lot and we've always been told there is no money. I hope it will finally be installed. Lighting and pedestrian safety is a big concern at Central Avenue. Lanyon Ave onto 108<sup>th</sup> St is a concern.

Response: Traffic lights at 108<sup>th</sup> St and Egbert Ave are not warranted but we can take another look. If you do not agree with the recommendations, you can reserve up to five minutes to speak during the Transportation Committee and City Council meetings.

Comment: Sutherland is a large bar district. An overpass from McKercher Dr to Berini Dr would help alleviate traffic in Sutherland. I don't necessarily support 108<sup>th</sup> St and Egbert Ave stop because of the carbon footprint. Consider infill.

Comment: We want more pedestrian countdown timers.

Comment: School on 105<sup>th</sup> St currently has one access only. We should keep that in mind moving forward.

Comment: Drivers are parking too close to center medians specifically on Lanyon Ave.

Response: We'll review the locations to ensure there is enough space before installing median islands.

Comment: Traffic signals at 108<sup>th</sup> St and Egbert Ave should be timed to be primarily east-west especially at night. Lanyon Ave has drainage issues. People are parking too close to traffic calming devices.

### **List of Representatives**

- Mitch Riabko, Kathy Dahl – Great Works Consulting
- Mariniel Flores, Lanre Akindipe, Chelsea Lanning, Goran Lazic, Marina Melchiorre – City of Saskatoon, Transportation & Utilities
- Mark Emmons – City of Saskatoon, Community Services

**Sutherland Neighbourhood Traffic Review: Table Group Discussions**

Item	Location	Recommendation	Reason	Group 1: Lanre Akindipe	Group 2: Mark Emmons	Group 3: Chelsea Lanning	Group 4: Goran Ladic	Group 5: Marina Melchiorre	Group 6: Mariniel Flores
1	Reid Rd & Adolph Way	Install standard crosswalk on north leg of Reid Rd	Improve pedestrian safety near park	Don't see a need for the recommendation; Less pedestrians	Want curb cuts / rolled curb for accessibility; Group doesn't live in area but sees value in a crosswalk	No problems with any of the recommendations		In favour	60% in favour, 40% not in favour
2	Reid Rd & 117th St	Install standard crosswalk on east leg of Reid Rd	Improve pedestrian safety near park	In favour	Want curb cuts / rolled curb for accessibility; Group doesn't live in area but sees value in a crosswalk			In favour	In favour
3	Reid Rd & Reid Rd	Install standard crosswalk on east leg; Install median island on east leg	Improve pedestrian safety; Reduce shortcutting	Don't understand why or how this will reduce shortcutting; Where is the shortcutting coming from?	Do traffic volumes / speeds warrant a median? Should it be a four-way stop? A stop or a "Do Not Enter" sign is needed coming out of apartments if a sign is not there			In favour	In favour
4	Rutherford Cres / Lanyon Ave & Rutherford Way	Replace yield sign with stop sign	Improve safety	In favour	Should have pedestrian crossing too; Need traffic calming for northbound traffic to protect pedestrians and cyclists (and for getting to the mailboxes)			Need more median islands to calm and slow down northbound traffic before intersection; Shortcutting on Rutherford Way from 108th St to Central Ave; Blind corner	In favour
5	Lanyon Ave & 112th St	Install median island on north leg of Lanyon Ave	Reduce driver speed and shortcutting	In favour	In support; Need parking restrictions near intersections all the way along Lanyon Ave			In favour	In favour
6	108th St near on-ramp	Paint dashed merging bicycle line	Improve transition from bicycle lane to traffic lane for eastbound bicyclists	There is a need for a bicycle path on the overpass (south side)	Need to keep traffic from illegally coming onto 108th St; Maybe jersey barriers; Identify one-way traffic		Issue with multi-use pathway ending on north side	In favour	In favour; Lots of sidewalk riding
7	Bryans Ave & 112th St	Install median island on west leg of 112th St	Reduce driver speed	In favour	Not sure if it is warranted			In favour	In favour
8	Rita Ave & 110th St	Install median island on north leg of Rita Ave	Reduce driver speed	In favour	Narrow access point; Snow removal is an issue (median might be torn out); Important for kids' safety; Maybe should be a crossing light			In favour	In favour; Would like 40 km/hr speed limit
9	108th St & Sutherland House Back Lane	Install "No Parking" signs on south side of 108th St six metres from each side of back lane	Improve safety and sightlines	In favour	In support		Upgrade 108th St & Egbert Ave to full signal	In favour	Speeding; Consult with resident on the west of the back lane; Extend parking restrictions; Car mirrors are side-swiped; Need a "Slow Down" sign
10	105th St & Moran Ave	Install median island on west leg of 105th St	Reduce driver speed	In favour	Same situation as Item 8; Deserves same solution; It is wider though			In favour; Shortcut when train is crossing; Need enforcement; Not sure if median will do anything; Missing sidewalks; Control	In favour
11	Central Ave & 115th St	Install overhead "Right Turn Only Lane" sign and tab; Install overhead "Except Buses" tab in the northbound direction	Improve safety	In favour	Enforcement will be needed; Concerned about traffic backing up; Would rather have a through lane			In favour	In favour; There should be a northbound left-turn arrow onto 115th St
12	Central Ave & 104th St / Central Pt	Install Active Pedestrian Corridor on north leg of Central Ave	Improve pedestrian safety	In favour	In support			In favour	In favour

**Additional Comments**

Item	Location	Comments
1	108th St & Egbert Ave	Parking too close to the intersection; Need a set of full lights; Traffic signals wanted
2	111th St (Central Ave & Egbert Ave)	Speed issues; Lots of speeding
3	Lanyon Ave	Needs sidewalks and better drainage; Road needs to be rebuilt (curb & storm)
4	108th St & Bryans Ave	Difficulty crossing; Zebra crosswalk suggested
5	Central Ave & Reid Rd	Difficulty entering with vehicle; Propose lights; Using 117th St as a shortcut / alternate route; Nobody stops; Should be a pedestrian actuated signal; So many accidents
6	Egbert Ave (115th St to 104th St)	Speeding (City buses mostly) more so from 108th St to 104th St
7	Central Ave (108th St to 113th St)	Poor road lighting; Hard to see pedestrians
8	116th St	Want southbound bus stop on near-side
9	Central Ave & 108th St	Intersection safety; Too tight on southwest corner and for eastbound right-turning vehicles; Sign shows "3" lanes - parking introduced two signs
10	Central Ave & 111th St	Pedestrian issues; Needs pedestrian actuated signals; Bruce's Cycle Works moving across the street so pedestrian corridor/signal is wanted; Dangerous; Potential kids and seniors crossing
11	Central Ave & 112th St	Pedestrian issues; Needs pedestrian actuated signals; Bruce's Cycle Works moving across the street so pedestrian corridor/signal is wanted; Dangerous; Potential kids and seniors crossing
12	Circle Dr (108th St to Attridge Dr)	Continue right lane
13	Attridge Dr & Central Ave	Don't see improvements for eastbound; Worse for the eastbound right lane; Continue lane like 22nd St (Circle Dr by Superstore)
14	Central Ave & Gray Ave	Put a sign; Put in a steel bollard instead of a concrete curb
15	Circle Dr & Attridge Dr	Install posts around the curve
16	Central Ave & Birch Cres	Install parking restrictions on south side; "No Parking" is needed
17	100 block of Birch Cres	Speeding; There are younger families with kids
18	108th St	Excessive speeding; Collision on 300 block in the past; Speed display board suggested
19	Attridge Dr	Speed display board suggested
20	General	Concern with 108th St access to/from south leg of Circle Dr; Transit on Central Ave sits and blocks traffic; Bus should be on Reid Rd

## APPENDIX G: DECISION MATRIX

Item	Location	Recommendation	Reason	Group 1: Lanre Akindipe	Group 2: Mark Emmons	Group 3: Chelsea Lanning	Group 4: Goran Lazic	Group 5: Marina Melchiorre	Group 6: Mariniet Flores	Decision	
1	Reid Rd & Adolph Way	Install standard crosswalk on north leg of Reid Rd	Improve pedestrian safety near park	Don't see a need for the recommendation; Less pedestrians	Want curb cuts / rolled curb for accessibility; Group doesn't live in area but sees value in a crosswalk	No problems with any of the recommendations		In favour	60% in favour, 40% not in favour	Carried	
2	Reid Rd & 117th St	Install standard crosswalk on east leg of Reid Rd	Improve pedestrian safety near park	In favour	Want curb cuts / rolled curb for accessibility; Group doesn't live in area but sees value in a crosswalk			In favour	In favour	Carried	
3	Reid Rd & Reid Rd	Install standard crosswalk on east leg; Install median island on east leg	Improve pedestrian safety; Reduce shortcutting	Don't understand why or how this will reduce shortcutting; Where is the shortcutting coming from?	Do traffic volumes / speeds warrant a median? Should it be a four-way stop? A stop or a "Do Not Enter" sign is needed coming out of apartments if a sign is not there			In favour	In favour	Carried	
4	Rutherford Cres / Lanyon Ave & Rutherford Way	Replace yield sign with stop sign	Improve safety	In favour	Should have pedestrian crossing too; Need traffic calming for northbound traffic to protect pedestrians and cyclists (and for getting to the mailboxes)				Need more median islands to calm and slow down northbound traffic before intersection; Shortcutting on Rutherford Way from 108th St to Central Ave; Blind corner	In favour	Carried
5	Lanyon Ave & 112th St	Install median island on north leg of Lanyon Ave	Reduce driver speed and shortcutting	In favour	In support; Need parking restrictions near intersections all the way along Lanyon Ave				In favour	In favour	Carried
6	108th St near on-ramp	Paint dashed merging bicycle line	Improve transition from bicycle lane to traffic lane for eastbound bicyclists	There is a need for a bicycle path on the overpass (south side)	Need to keep traffic from illegally coming onto 108th St; Maybe jersey barriers; Identify one-way traffic		Issue with multi-use pathway ending on north side		In favour	In favour; Lots of sidewalk riding	Carried
7	Bryans Ave & 112th St	Install median island on west leg of 112th St	Reduce driver speed	In favour	Not sure if it is warranted				In favour	In favour	Carried
8	Rita Ave & 110th St	Install median island on north leg of Rita Ave	Reduce driver speed	In favour	Narrow access point; Snow removal is an issue (median might be torn out); Important for kids' safety; Maybe should be a crossing light				In favour	In favour; Would like 40 km/hr speed limit	Carried
9	108th St & Sutherland House Back Lane	Install "No Parking" signs on south side of 108th St six metres from each side of back lane	Improve safety and sightlines	In favour	In support		Upgrade 108th St & Egbert Ave to full signal		In favour	Speeding; Consult with resident on the west of the back lane; Extend parking restrictions; Car mirrors are side-swiped; Need a "Slow Down" sign	Carried
10	105th St & Moran Ave	Install median island on west leg of 105th St	Reduce driver speed	In favour	Same situation as Item 8; Deserves same solution; It is wider though				In favour; Shortcut when train is crossing; Need enforcement; Not sure if median will do anything; Missing sidewalks; Control	In favour	Carried
11	Central Ave & 115th St	Install overhead "Right Turn Only Lane" sign and tab; Install overhead "Except Buses" tab in the northbound direction	Improve safety	In favour	Enforcement will be needed; Concerned about traffic backing up; Would rather have a through lane				In favour	In favour; There should be a northbound left-turn arrow onto 115th St	Carried
12	Central Ave & 104th St / Central Pl	Install Active Pedestrian Corridor on north leg of Central Ave	Improve pedestrian safety	In favour	In support				In favour	In favour	Carried

APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT  
TRAFFIC PLAN



Item	Location	Comments
1	108th St & Egbert Ave	Parking too close to the intersection; Need a set of full lights; Traffic signals wanted
2	111th St (Central Ave & Egbert Ave)	Speed issues; Lots of speeding
3	Lanyon Ave	Needs sidewalks and better drainage; Road needs to be rebuilt (curb & storm)
4	108th St & Bryans Ave	Difficulty crossing; Zebra crosswalk suggested
5	Central Ave & Reid Rd	Difficulty entering with vehicle; Propose lights; Using 117th St as a shortcut / alternate route; Nobody stops; Should be a pedestrian actuated signal; So many accidents
6	Egbert Ave (115th St to 104th St)	Speeding (City buses mostly) more so from 108th St to 104th St
7	Central Ave (108th St to 113th St)	Poor road lighting; Hard to see pedestrians
8	116th St	Want southbound bus stop on near-side
9	Central Ave & 108th St	Intersection safety; Too tight on southwest corner and for eastbound right-turning vehicles; Sign shows "3" lanes - parking introduced two signs
10	Central Ave & 111th St	Pedestrian issues; Needs pedestrian actuated signals; Bruce's Cycle Works moving across the street so pedestrian corridor/signal is wanted; Dangerous; Potential kids and seniors crossing; Want a pedestrian controlled walk light
11	Central Ave & 112th St	Pedestrian issues; Needs pedestrian actuated signals; Bruce's Cycle Works moving across the street so pedestrian corridor/signal is wanted; Dangerous; Potential kids and seniors crossing
12	Circle Dr (108th St to Attridge Dr)	Continue right lane
13	Attridge Dr & Central Ave	Don't see improvements for eastbound; Worse for the eastbound right lane; Continue lane like 22nd St (Circle Dr by Superstore)
14	Central Ave & Gray Ave	Put a sign; Put in a steel bollard instead of a concrete curb
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17	100 block of Birch Cres	Speeding; There are younger families with kids
18	108th St	Excessive speeding; Collision on 300 block in the past; Speed display board suggested
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20	General	Concern with 108th St access to/from south leg of Circle Dr; Transit on Central Ave sits and blocks traffic; Bus should be on Reid Rd