

# QUEEN ELIZABETH / EXHIBITION

2017 NEIGHBOURHOOD TRAFFIC REVIEWS

City of Saskatoon  
February 8, 2018

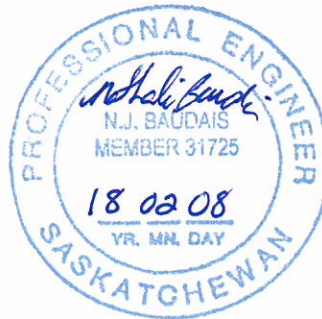
# Queen Elizabeth / Exhibition Neighbourhood Traffic Review

February 8, 2018

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## Acknowledgements

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

- Queen Elizabeth / Exhibition residents
- Queen Elizabeth / Exhibition Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
- City of Saskatoon Environmental Services
- City of Saskatoon Transit
- City of Saskatoon Planning & Development
- City of Saskatoon Public Works
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Mairin Loewen

*Cover Photograph Matt Ramage*

## EXECUTIVE SUMMARY

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides 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 June 2017 to identify traffic concerns and potential solutions within the Queen Elizabeth / Exhibition neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in October 2017.

A summary of recommended improvements for the Queen Elizabeth / Exhibition neighbourhoods is included in **Table ES-1**. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

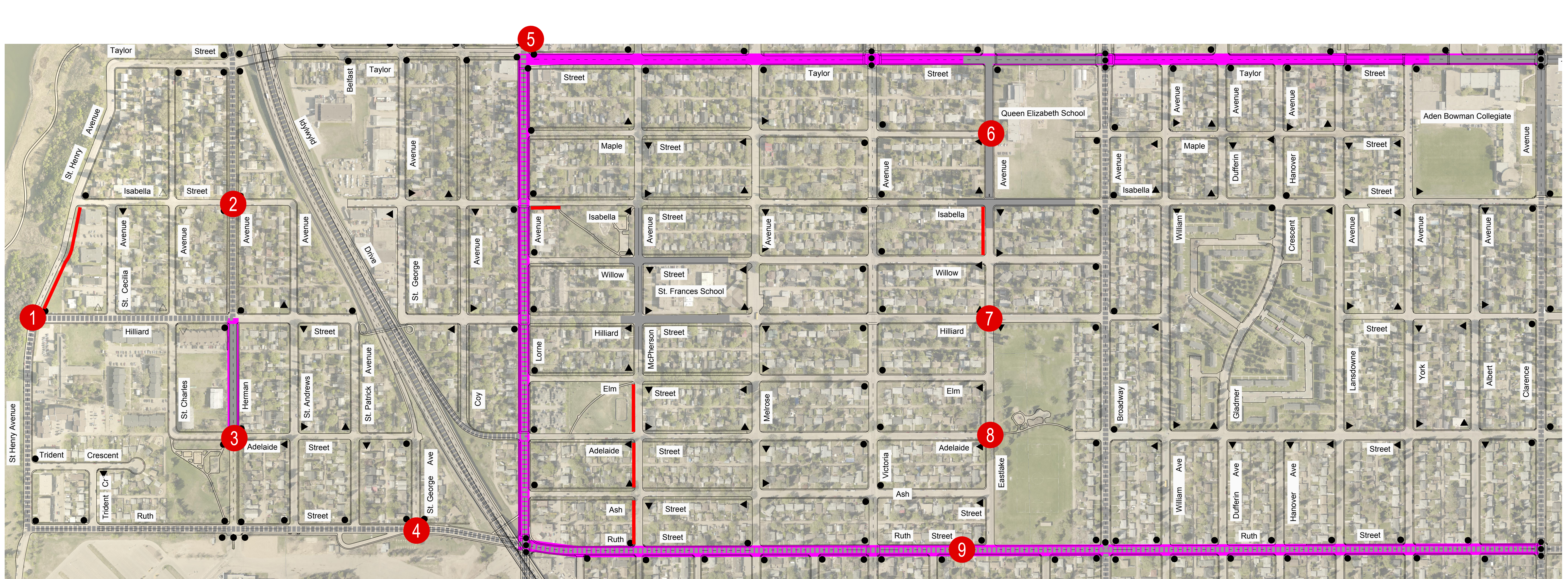
The Queen Elizabeth / Exhibition Traffic Plan is illustrated in **Exhibit ES-1**.

**Table ES-1: Queen Elizabeth / Exhibition Neighbourhood Recommended Improvements**

Item	Location	Recommended Improvement	Justification
1	St. Henry Avenue & Hilliard Street	Median islands	Reduce speed
2	Herman Avenue & Isabella Street	Median island & standard crosswalk on south side	Reduce speed & improve pedestrian safety
3	Herman Avenue & Adelaide Street	15 m parking restrictions on Herman Avenue on northwest (school) & southwest (park) corners	Improve sightlines
4.1	Ruth Street & St. George Avenue	15 m parking restrictions on Ruth Street on northwest corner	Improve sightlines
4.2	Ruth Street & St. George Avenue	Move eastbound-facing Do Not Enter sign & replace with larger sign	Improve visibility of sign to ensure driver compliance
5.1	Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't stopped over crosswalk & enhancing sightlines
5.2	Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	Improve visibility of signage
5.3	Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible location (east of Lorne Avenue approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Provide guidance for expected intersection operations
6	Eastlake Avenue & Maple Street	Curb extensions on northwest & southwest corners	Improve pedestrian safety & ensure parking setbacks
7	Eastlake Avenue & Hilliard Street	Median islands with additional yield signs	Ensure yield signs are visible and improve compliance
8	Eastlake Avenue & Adelaide Street	Median island & zebra crosswalk on north side	Reduce speed & improve pedestrian safety near park
9	Ruth Street	Speed display board (facing eastbound traffic prior to Weaver Park)	Reduce speed near park
10	Ruth Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed

Table ES-I Continued

Item	Location	Recommended Improvement	Justification
11	Taylor Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
12	Lorne Avenue between Ruth Street & Taylor Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
13	Herman Avenue between Hilliard St & Adelaide Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
14	Lane east of St. George Avenue between Taylor Street & Adelaide Street	Traffic count in spring 2018	Determine if traffic volumes are within the acceptable range
15	Lansdowne Avenue - Ruth Street to Adelaide Street	Speed study in Spring 2018	Determine if speeds are within the acceptable range
16	Isabella Street & Lorne Avenue	Traffic count in Spring 2018	Determine if pedestrian improvements are needed
17	Eastlake Avenue	Sidewalk on west side of Eastlake Avenue between Isabella Street & Willow Street	Improve pedestrian safety / connectivity near park & school
18	McPherson Avenue	Sidewalk on west side of McPherson Avenue between Ruth Street & Elm Street	Improve pedestrian safety / connectivity near school
19	Isabella Street	Sidewalk on south side of Isabella Street between Lorne Avenue & pathway into Thornton Park	Improve pedestrian safety / connectivity near park
20	St. Henry Avenue	Sidewalk on east side of St. Henry Avenue between Hilliard Street & Isabella Street	Improve pedestrian safety / connectivity near park



**LEGEND**

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

Exhibit ES-1

# QUEEN ELIZABETH - EXHIBITION TRAFFIC PLAN





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## I INTRODUCTION

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

The Queen Elizabeth / Exhibition neighbourhoods are located south of Taylor Street, west of Clarence Avenue and north of Ruth Street. The land use is mostly residential, with elementary schools on McPherson Avenue (St. Frances School), Herman Avenue (Seventh Day Adventist Christian School), and Eastlake Avenue (Queen Elizabeth School); a highschool on Clarence Avenue (Aden Bowman Collegiate); and parks on Herman Avenue (Exhibition Park), Eastlake Avenue (Weaver Park) and McPherson Avenue (Achs and Thornton Park). There are some commercial properties on the west side of St. Georges Avenue and in the vicinity of the Lorne Avenue and Taylor Street East intersection.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

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

A public meeting was held in April 2017 to identify traffic concerns within the Queen Elizabeth / Exhibition neighbourhoods. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A**.

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

### 2.1 Concern 1 – Speeding and Shortcutting

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

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

- Lorne Avenue
- Taylor Street
- Adelaide Street:
  - Westbound towards Idylwyld Freeway ramp – vehicles also backing onto roadway; driving in wrong direction
  - 300 block (between Victoria Avenue & Melrose Avenue) – street is wider; drivers turn off Victoria Avenue and speed
- Eastlake Avenue
- Ruth Street
- Herman Avenue
- Ash Street
- Trident Crescent – drivers think it's a through street; there's a cul-de-sac sign but drivers must not see it
- North / south lane next to 111 Ash Street

Proposed solutions identified by residents:

- Implement reduced speeds around playgrounds
- Local street speed reduction 40 kph
- Reduced speed limit of 20 kph on residential streets
- More enforcement
- Install 4-way stops
- Extend school zones
- Speed bumps / humps
- Install yield or stop signs
- Install barricade (in back lane)

## 2.2 Concern 2 – Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities, as opposed to driving, reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled *Traffic Control at Pedestrian Crossings – 2004* approved by City Council in 2004.”

Neighbourhood concerns regarding pedestrian safety were raised at the following locations:

- Lorne Avenue & Taylor Street – bus stop on southwest corner obstructs crosswalk and driver’s view; difficult for pedestrians to cross; people advancing out of turn making it unsafe for pedestrians
- Taylor Street – drivers passing on right when driver in front is stopped for pedestrian to cross
- Taylor Street & Lansdowne Avenue – pedestrian safety concern crossing to library, school and pool
- Taylor Street & St. George Avenue – block access to sidewalk and ramp; pedestrian safety concerns; school bus stop nearby so lots of kids crossing
- Adelaide Street & Herman Avenue – difficult for pedestrians to cross
- Eastlake Avenue – during warmer seasons with soccer, etc. it’s a major safety concern with kids and balls entering Eastlake Ave between parked cars
- Ruth Street & St. Henry Avenue – difficult for pedestrians to cross during events
- Ruth Street & Herman Avenue

- Ruth Street & Eastlake Avenue
- Herman Avenue & Isabella Street
- Herman Avenue & Hilliard Street
- Herman Avenue & Adelaide Street
- Isabella Street & McPherson Avenue – should be a crosswalk on the other side of the street to align with sidewalks

Proposed solutions identified by residents:

- Paint zebra crosswalks
- Install pedestrian light (i.e. pedestrian actuated signal or active pedestrian corridor)

### 2.3 Concern 3 – Traffic Control

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

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

An all-way stop must meet the conditions for traffic volumes, collision history, and a balanced volume from each leg to operate sufficiently.

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

- Lorne Avenue & Taylor Street – offset intersection causes strange driver behavior; unclear and hard to see; people are advancing out of turn making it unsafe for drivers
- Eastlake Avenue – drivers ignoring north / south yield signs
- Eastlake Avenue & Hilliard Street – yield compliance is low
- Ruth Street & St. George Avenue – one-way is unclear from Ruth Street; difficult to make southbound left turn
- Taylor Street & Herman Avenue – close southbound direction
- Maple Street & Melrose Avenue – drivers failing to yield at yield sign & speeding through intersection

Proposed solutions identified by residents:

- Install 3-way or 4-way stop

## 2.4 Concern 4 – Parking

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

Neighbourhood concerns regarding parking were raised at the following locations:

- Adelaide Street & Herman Avenue
- Eastlake Avenue & Hilliard Street
- Eastlake Avenue & Maple Street – lots of parking during school drop-off / pick up times
- Ruth Street & St. George Avenue

## 2.5 Concern 5 – Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Trees obstructing driver sightlines:
  - Herman Avenue & Hilliard Street
  - Isabella Street & Melrose Avenue
- Ice & drainage issues:
  - Lorne Avenue & Ruth Street
  - Elm Street between Lorne Avenue & McPherson Avenue (north side)
  - Lorne Avenue between Elm Street & Adelaide Street
  - Taylor Street & St. George Avenue
- Damaged sidewalks:
  - Ste. Cecilia Avenue between Adelaide Street & Hilliard Street (west side)
- Potholes & paving issues:
  - Diefenbaker Park
- Other:
  - Hilliard Street & Idylwyld Drive pedestrian bridge - re-bar showing, erosion, poles missing



## 2.6 Concern 6 – Active Transportation

Neighbourhood concerns regarding active transportation (including cyclist and pedestrian connectivity) were:

- Lorne Avenue – Share the Road signs and sharrows are needed to remind drivers; bike lane ending near the south exit to the Exhibition grounds is frustrating
- Curb extensions can be tough for cyclists
- Missing sidewalks:
  - Eastlake Avenue between Isabella Street & Willow Street (west side)
  - McPherson Avenue
  - Melrose Avenue
  - Victoria Avenue
  - St. Henry Avenue between Hilliard Street & Isabella Street
  - Isabella Street near the apartments on St. Henry Avenue; between Lorne Avenue & McPherson Avenue
  - Hilliard Street – small portion north of Sunnyside Adventist Care Centre
- Missing pedestrian ramps – area surrounding Sunnyside Adventist Care Centre

## 2.7 Concern 7 – Major Intersections & Corridors

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

Neighbourhood concerns regarding major intersections were raised at the following locations:

- Taylor Street & Clarence Avenue – lane designations need review; signal phasing for left turns or protected left turn phase needed
- Taylor Street & Broadway Avenue – lane designations need review; signal phasing for left turns or protected left turn phase needed
- Ruth Street & Broadway Avenue – traffic signals may help

## 2.8 Concern 8 – Events at Prairieland & Diefenbaker Park

Exclusive to the Exhibition area are the impacts on traffic and parking caused by events held at Prairieland and Diefenbaker Park, such as The Ex (August), Folkfest (August) and Canada Day celebrations. Neighbourhood concerns regarding Prairieland & Diefenbaker Park include:

- Events are getting bigger and busier
- Entrances to the site are from neighbourhood streets (i.e. Ruth St). Why not Lorne Avenue only? Causes high traffic on Ruth Street and St. Henry Avenue.
- Concerns with drinking and driving
- Ruth Street, St. Henry Avenue, St. George Avenue & St. Andrews Avenue are effected by parking
- Speeding on St. Henry Avenue, Herman Avenue & St. Patrick Avenue
- Area surrounding Prairieland – congested street parking during events (blocking driveways, etc.)
- Signs on the property direct traffic to use St. Henry Avenue rather than Lorne Avenue

## 3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

### 3.1 Methodology

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

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

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

### 3.2 Traffic Volume and Speed Assessments

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

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

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

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

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

**Table 3-2: Speed Studies and Average Daily Traffic Counts (2017)**

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
North-south lane next to 111 Ash Street	Ash Street & Adelaide Street	Lane	20	NA
Eastlake Avenue	Elm Street & Adelaide Street	Local	580	49.1
Adelaide Street	Victoria Avenue & Melrose Avenue		175	43.0
Ash Street	Near McPherson Avenue		280	37.0
St. Henry Avenue	South of Hilliard Street		2,420 (counted during the Ex)	52.1
Adelaide Street	Near Coy Avenue	Local (leading to ramp)	2,880	49.5
Herman Avenue	Hilliard Street & Adelaide Street	Minor collector	1,535	Regular - 48.8 School - 39.5
Herman Avenue	Hilliard Street & Isabella Street		1,450	52.8
Lorne Avenue	Hilliard Street & Willow Street	Minor arterial	6,965	55.9
Taylor Street	Hanover Avenue & Lansdowne Avenue		8,180	54.2
Ruth Street	Melrose Avenue & Underwood Avenue		7,780	54.9

### 3.3 Traffic Control Assessments

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

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

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

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

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

Results of the studies are shown in **Table 3-3** and **Table 3-4**.

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

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Taylor Street & Lansdowne Avenue	907	9,250	1	Criteria met. Continue to Step 2.
Taylor Street & St. George Avenue	313	3,170	1	Criteria NOT met.
Eastlake Avenue & Hilliard Street	92	950	0	Criteria NOT met.
Eastlake Avenue & Maple Street	100	1,010	0	Criteria NOT met.
Ruth Street & St. Henry Avenue	232	2,320	0	Criteria NOT met.
Ruth Street & Eastlake Avenue	673	6,730	0	Criteria met. Continue to Step 2.
Ruth Street & St. George Avenue	970	10,570	0	Criteria met. Continue to Step 2.
Herman Avenue & Isabella Street	165	2,040	0	Criteria NOT met.
Herman Avenue & Hilliard Street	187	1,960	1	Criteria NOT met.
Herman Avenue & Adelaide Street	185	1,950	0	Criteria NOT met.

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Taylor Street & Lansdowne Avenue	13% (no)	310 m (yes)	All-way stop not warranted.
Ruth Street & Eastlake Avenue	5% (no)	180 m (no)	
Ruth Street & St. George Avenue	37% (yes)	165 m (no)	

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

### 3.4 Pedestrian Assessments

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

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

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

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

**Table 3-5: Pedestrian Assessments**

Location	Number of Pedestrians Crossing During Peak Hours	Results
Taylor Street & Lansdowne Avenue	26	Pedestrian Devices Not Warranted.
Taylor Street & St. George Avenue	6	
Eastlake Avenue & Hilliard Street (crossing east-west)	25	
Eastlake Avenue & Hilliard Street (crossing north-south)	20	
Eastlake Avenue & Maple Street	102	
Ruth Street & St. Henry Avenue	0	
Ruth Street & Eastlake Avenue	6	
Ruth Street & St. George Avenue	0	
Herman Avenue & Isabella Street	21	
Herman Avenue & Hilliard Street	9	
Herman Avenue & Adelaide Street	1	

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



### 3.5 Collision Analysis

The most recently available five year collision data (2012 to 2016) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections with two or more collisions per year within Queen Elizabeth / Exhibition include:

- Clarence Avenue & Isabella Street
- Clarence Avenue & Adelaide Street
- Lorne Avenue & Adelaide Street
- Ruth Street & Herman Avenue
- Ruth Street & St. George Avenue
- Ruth Street & Melrose Avenue
- Ruth Street & Victoria Avenue
- Taylor Street - McPherson Avenue to Melrose Avenue (midblock/driveways)

In this case, higher trends are noted along Clarence Avenue, Loren Avenue, Ruth Street and Taylor Street, which is expected as these are arterial roadways with high traffic volumes.

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

## 4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

### 4.1 Methodology

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

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

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

### 4.2 Speeding and Shortcutting

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

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

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

<b>Location</b>	<b>Recommended Improvement</b>	<b>Justification</b>
St. Henry Avenue & Hilliard Street	Median islands	Reduce speed
Herman Avenue & Isabella Street	Median island on south side	Reduce speed
Eastlake Avenue & Adelaide Street	Median island on north side	Reduce speed near park
Ruth Street	Speed display board (facing eastbound traffic prior to Weaver Park)	Reduce speed near park
Ruth Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
Taylor Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
Lorne Avenue between Ruth Street & Taylor Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
Herman Avenue between Hilliard Street & Adelaide Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
Lane east of St. George Avenue between Taylor Street & Adelaide Street	Traffic count in spring 2018	Determine if traffic volumes are within the acceptable range
Lansdowne Avenue - Ruth Street to Adelaide Street	Speed study in Spring 2018	Determine if speeds are within the acceptable range

### 4.3 Pedestrian Safety

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

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

Location	Recommended Improvement	Justification
Herman Avenue & Isabella Street	Standard crosswalk on south side	Improve pedestrian safety
Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't stopped over crosswalk & enhancing sightlines
Eastlake Avenue & Maple Street	Curb extensions on northwest & southwest corners	Improve pedestrian safety near school
Eastlake Avenue & Adelaide Street	Zebra crosswalk on north side	Improve pedestrian safety near park
Isabella Street & Lorne Avenue	Traffic count in Spring 2018	Determine if pedestrian improvements are needed
Eastlake Avenue	Sidewalk on west side of Eastlake Avenue between Isabella Street & Willow Street	Improve pedestrian safety / connectivity near park & school
McPherson Avenue	Sidewalk on west side of McPherson Avenue between Ruth Street & Elm Street	Improve pedestrian safety / connectivity near school
Isabella Street	Sidewalk on south side of Isabella Street between Lorne Avenue & pathway into Thornton Park	Improve pedestrian safety / connectivity near park
St. Henry Avenue	Sidewalk on east side of St. Henry Avenue between Hilliard Street & Isabella Street	Improve pedestrian safety / connectivity near park
York Avenue	Sidewalk on east side between Isabella Street & 8th Street	Improve pedestrian safety / connectivity
Ruth Street	Multi-use path on north side between Eastlake Avenue & lane east of Weaver Park and sidewalk between lane east of Weaver Park & Broadway Avenue	Improve pedestrian safety / connectivity near park

## 4.4 Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in **Table 4-3**.

**Table 4-3: Recommended Improvements – Intersection Safety**

Location	Recommended Improvement	Justification
Ruth Street & St. George Avenue	Move eastbound-facing Do Not Enter sign & replace with larger sign	Improve visibility of sign to ensure driver compliance
Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	Improve visibility of signage
Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible location (east of Lorne Avenue approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Provide guidance for expected intersection operations
Eastlake Avenue & Hilliard Street	Median islands with additional yield signs	Ensure yield signs are visible and improve compliance

## 4.5 Parking

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

**Table 4-4: Recommended Improvements – Parking**

Location	Recommended Improvement	Justification
Herman Avenue & Adelaide Street	15m parking restrictions on Herman Avenue on northwest (school) & southwest (park) corners	Improve sightlines
Ruth Street & St. George Avenue	15m parking restrictions on Ruth Street on northwest corner	Improve sightlines

#### 4.6 Follow Up Consultation – Presentation of Traffic Management Plan

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

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

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

## 5 STAGE 4: IMPLEMENTATION

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

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Queen Elizabeth / Exhibition are likely to take place in spring / summer 2018.

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

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement & Speed Display Boards Cost Estimate
- Table 5-3: Additional Traffic Counts Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Sidewalks / Multi-Use Paths Cost Estimate
- Table 5-6: Total Cost Estimate

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

Location	Device (# of Devices)	Cost Estimate	Time Frame
Eastlake Avenue & Adelaide Street	Median Island (1) & Zebra Crosswalk (1)	\$1,100	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Eastlake Avenue & Hilliard Street	Median Island (2) & Yield sign (2)	\$1,500	
Eastlake Avenue & Maple Street	Curb Extension (2)	\$1,500	
Ruth Street & St. George Avenue	No Parking sign (1)	\$250	
Ruth Street & St. George Avenue	Do Not Enter sign (1)	\$250	
Lorne Avenue & Taylor Street	Lane designation pavement markings (2)	\$100	
Herman Avenue & Isabella Street	Median Island (1) & Standard crosswalk (1)	\$1,250	
Herman Avenue & Adelaide Street	No Parking sign (2)	\$500	
St. Henry Avenue & Hilliard Street	Median Island (1)	\$750	
<b>Total</b>		<b>\$7,200</b>	

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

Location	Device	Cost Estimate	Time Frame
Ruth Street	Speed Display Board (1)	\$0 (funded through Speed Program)	1 to 2 years
Ruth Street between Lorne Avenue & Clarence Avenue	Forward peak hour speed data to Saskatoon Police Service for enforcement	\$0 (funded by Saskatoon Police Service)	
Taylor Street between Lorne Avenue & Clarence Avenue	Forward peak hour speed data to Saskatoon Police Service for enforcement	\$0 (funded by Saskatoon Police Service)	
Lorne Avenue between Ruth Street & Taylor Street	Forward peak hour speed data to Saskatoon Police Service for enforcement	\$0 (funded by Saskatoon Police Service)	
Herman Avenue between Hilliard Street & Adelaide Street	Forward peak hour speed data to Saskatoon Police Service for enforcement	\$0 (funded by Saskatoon Police Service)	
<b>Total</b>		<b>\$0</b>	



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

Location	Device (# of Devices)	Cost Estimate	Time Frame
Lane east of St. George Avenue between Taylor Street & Adelaide Street	7-day Average Daily Traffic & Speed Study	\$0 (funded through Traffic Counting Program)	1 to 2 years
Lansdowne Avenue - Ruth Street to Adelaide Street	7-day Average Daily Traffic & Speed Study	\$0 (funded through Traffic Counting Program)	
Isabella Street & Lorne Avenue	Peak Hour Turning Movement Count	\$200	
<b>Total</b>		<b>\$200</b>	

**Table 5-4: Permanent Traffic Calming Cost Estimate**

Location	Device (# of Devices)	Cost Estimate	Time Frame
Eastlake Avenue & Adelaide Street	Median Island (1)	\$5,000	3 to 5 years
Eastlake Avenue & Hilliard Street	Median Island (2)	\$10,000	
Eastlake Avenue & Maple Street	Curb Extension (2)	\$180,000	
Herman Avenue & Isabella Street	Median Island (1)	\$5,000	
St. Henry Avenue & Hilliard Street	Median Island (1)	\$5,000	
<b>Total</b>		<b>\$205,000</b>	

**Table 5-5: Sidewalks / Multi-Use Paths Cost Estimate**

<b>Location</b>	<b>Device (# of Devices)</b>	<b>Length (metres)</b>	<b>Cost Estimate</b>	<b>Time Frame</b>
Eastlake Avenue	Sidewalk on west side of Eastlake Avenue between Isabella Street & Willow Street	80	\$35,200	5 years plus
McPherson Avenue	Sidewalk on west side of McPherson Avenue between Ruth Street & Elm Street	240	\$105,600	
Isabella Street	Sidewalk on south side of Isabella Street between Lorne Avenue & pathway into Thornton Park	50	\$22,000	
St. Henry Avenue	Sidewalk on east side of St. Henry Avenue between Hilliard Street & Isabella Street	190	\$83,600	
York Avenue	Sidewalk on east side between Isabella Street & 8th Street	215	\$94,600	
Ruth Street	Sidewalk between lane east of Weaver Park & Broadway Avenue	45	\$19,800	
Ruth Street	Multi-use path on north side between Eastlake Avenue & lane east of Weaver Park	125	\$55,000	
<b>Total</b>		<b>945</b>	<b>\$415,800</b>	

**Table 5-6: Total Cost Estimate**

Category	Time Frame		
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)	Long Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$7,200	NA	NA
Speed Enforcement & Speed Display Boards	\$0	NA	NA
Additional Traffic Counts	\$200	NA	NA
Permanent Traffic Calming	NA	\$205,000	NA
Sidewalks / Multi-Use Paths	NA	NA	\$415,800
<b>Total</b>	<b>\$7,400</b>	<b>\$205,000</b>	<b>\$415,800</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$7,400**. The total cost estimate for the median and long-term improvements (permanent traffic calming, sidewalks and multi-use paths) is **\$620,800**.

Resulting from the neighbourhood traffic review is a list of recommended improvements, including the location and justification as summarized in **Table 5-7**.

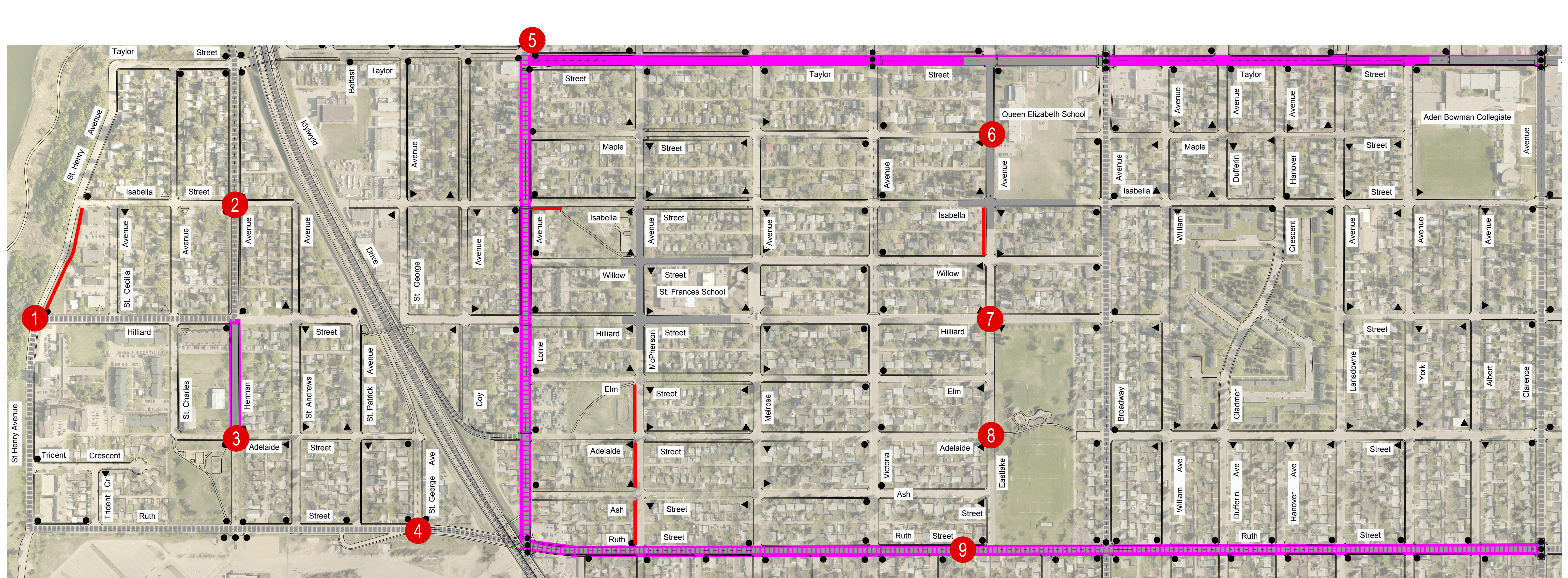
The resulting recommended Queen Elizabeth / Exhibition Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

**Table 5-7: Queen Elizabeth / Exhibition Neighbourhood Recommended Improvements**

<b>Item</b>	<b>Location</b>	<b>Recommended Improvement</b>	<b>Justification</b>
1	St. Henry Avenue & Hilliard Street	Median islands	Reduce speed
2	Herman Avenue & Isabella Street	Median island & standard crosswalk on south side	Reduce speed & improve pedestrian safety
3	Herman Avenue & Adelaide Street	15 m parking restrictions on Herman Ave on northwest (school) & southwest (park) corners	Improve sightlines
4.1	Ruth Street & St. George Avenue	15 m parking restrictions on Ruth St on northwest corner	Improve sightlines
4.2	Ruth Street & St. George Avenue	Move eastbound-facing Do Not Enter sign & replace with larger sign	Improve visibility of sign to ensure driver compliance
5.1	Lorne Avenue & Taylor Street	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't stopped over crosswalk & enhancing sightlines
5.2	Lorne Avenue & Taylor Street	Move street name blades to same posts as stop signs	Improve visibility of signage
5.3	Lorne Avenue & Taylor Street	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Provide guidance for expected intersection operations
6	Eastlake Avenue & Maple Street	Curb extensions on northwest & southwest corners	Improve pedestrian safety & ensure parking setbacks
7	Eastlake Avenue & Hilliard Street	Median islands with additional yield signs	Ensure yield signs are visible and improve compliance
8	Eastlake Avenue & Adelaide Street	Median island & zebra crosswalk on north side	Reduce speed & improve pedestrian safety near park
9	Ruth Street	Speed display board (facing eastbound traffic prior to Weaver Park)	Reduce speed near park
10	Ruth Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
11	Taylor Street between Lorne Avenue & Clarence Avenue	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed

**Table 5-7 Continued**

12	Lorne Avenue between Ruth Street & Taylor Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
13	Herman Avenue between Hilliard Street & Adelaide Street	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed
14	Lane east of St. George Avenue between Taylor Street & Adelaide Street	Traffic count in spring 2018	Determine if traffic volumes are within the acceptable range
15	Lansdowne Avenue - Ruth Street to Adelaide Street	Speed study in Spring 2018	Determine if speeds are within the acceptable range
16	Isabella Street & Lorne Avenue	Traffic count in Spring 2018	Determine if pedestrian improvements are needed
17	Eastlake Avenue	Sidewalk on west side of Eastlake Ave between Isabella St & Willow St	Improve pedestrian safety / connectivity near park & school
18	McPherson Avenue	Sidewalk on west side of McPherson Ave between Ruth St & Elm St	Improve pedestrian safety / connectivity near school
19	Isabella Street	Sidewalk on south side of Isabella St between Lorne Ave & pathway into Thornton Park	Improve pedestrian safety / connectivity near park
20	St. Henry Avenue	Sidewalk on east side of St. Henry Ave between Hilliard St & Isabella St	Improve pedestrian safety / connectivity near park



**LEGEND**

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

# QUEEN ELIZABETH - EXHIBITION TRAFFIC PLAN



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

**Queen Elizabeth / Exhibition Neighbourhood  
Traffic Review  
Thursday, April 27, 2017, 7:00 – 9:00 P.M.  
St. Frances School (2141 McPherson Ave)**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Justine Marcoux, Mariniel Flores, Chelsea Lanning

Councillor Loewen attended.

Agenda

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

Presentation from Transportation Division – Queen Elizabeth / Exhibition  
Neighbourhood Traffic Review

(Presented by Justine Marcoux – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Queen Elizabeth / Exhibition Review Schedule
- Sources of Information
- Concerns Received
- Examples of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

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



#### Study Area:

- Taylor St (north), Clarence Ave (east), Ruth St (south), river (west)

#### Timeline for Queen Elizabeth / Exhibition Review:

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

#### Sources of Information:

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

#### Concerns Received:

- Lorne Ave & Ruth St – issues with 4-way stop; plans to install traffic signals later this year
- Speeding – Ruth, Taylor, Lorne Ave Eastlake, Herman Ave, Adelaide St (westbound towards on ramp to Idylwyld Freeway), off-ramp from Idylwyld Freeway / St. George Ave (also concerns for driving wrong direction & trucks)
- Pedestrian Safety – Lansdowne & Taylor St (crossing to school, library, pool), entire length of Taylor St and Lorne Ave (vehicles passing on right in parking lane when driver is stopped for pedestrian)
- Parking – Maple St (congestion due to school, blocking driveway fire hydrants etc.), congested street parking during events at Prairieland and Diefenbaker Park (blocking driveways, etc.)
- Schools – Queen Elizabeth (at pick-up/drop-off times there are too many vehicles parked and it's unsafe for kids to cross)
- Missing sidewalks – Isabella St (lots of pedestrians from apartments on St. Henry Ave to bus stop on Herman Ave); St. Henry Ave

#### Traffic Calming Devices (Examples of devices used in Saskatoon):

1. Speed Display Boards
2. Raised Median Island – narrows road; provides center refuge for pedestrians
3. Curb Extensions – narrows road
4. Roundabouts
5. Diverter – used to address high traffic volumes
6. Right-in/right-out island - used to address high traffic volumes
7. Directional Closure – restrict movements onto the street from one direction
8. Raised median through intersection – restrict movements
9. Full closure

#### Pedestrian Devices:

1. Standard crosswalk
2. Zebra crosswalk (striped pavement markings)
3. Active pedestrian corridor (flashing yellow lights)
4. Pedestrian-activated signals

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

#### Small Group Discussions

- Breakout into small groups to discuss traffic concerns in Queen Elizabeth / Exhibition and potential solutions

#### Group 1: Mariniel Flores

- Herman Ave between Taylor St & Ruth St (across from the park) – speeding in both directions and pedestrian safety concerns (including speeding buses that are behind schedule starting at 6:30 am); install speed bumps or yield sign in north-south directions (in addition to stop signs) at Adelaide St / switch orientation of stop signs at all intersections; close southbound at Taylor St & Herman Ave; reduced speed zones by parks/playgrounds (40 kph) or all residential streets city-wide; extend school zone to Ruth St
  - Herman Ave & Isabella St – pedestrian safety issue; switch orientation of stop signs; pedestrian lights; pedestrian actuated signal
  - Herman Ave & Hilliard St – trees obstructing; increase the size of the stop sign or install a 4-way stop; pedestrian lights needed
  - Herman Ave & Adelaide St – pedestrian light needed
  - Herman Ave - set up speed study between Hilliard St & Isabella St
- Eastlake Ave – high speed bypass; vehicles go eastbound left turn onto Eastlake Ave and northbound left turn onto Taylor St; should be a reduced speed zone (40 kph) by any parks/playgrounds; extend school zone
  - Eastlake Ave & Hilliard St – view is obstructed and yield compliance is low; too much parking; traffic violations (vehicles don't yield due to texting and speeding; enforcement needed; install a 4-way stop; no narrowing (i.e. traffic calming)
  - Eastlake Ave - set up speed study between Hilliard St & Elm St
- Ruth St – high traffic volumes and loud vehicles; speeding from Broadway Ave to Lorne Ave because it connects to freeway
  - Ruth St & Eastlake Ave – pedestrian safety issues; pedestrian light needed
  - Ruth St & St. George Ave – install 3-way stop during Exhibition only or should be there all the time; difficult to make southbound left turn; poor visibility due to parking
- Speeding and texting are the problem; more enforcement is needed

## Group 2: Chelsea Lanning

- Clarence Ave & Taylor St – lane designations; signal phasing for left turns; protected left turns
- Broadway Ave & Taylor St – lane designations; signal phasing for left turns; protected left turns
- Missing sidewalks:
  - Eastlake Ave between Isabella St & Willow St (west side)
  - McPherson Ave
  - Melrose Ave
  - Victoria Ave
  - St. Henry Ave
- Victoria Ave & Taylor St – ensure crosswalk gets re-painted
- Isabella St & Melrose Ave – trees and sightline issues
- Taylor St & Lorne Ave – offset intersection causes strange driver behaviour; unclear and hard to see; difficult for pedestrians to cross; paint zebra crosswalks
- Ruth St & St. Henry Ave – difficult for pedestrians to cross during events
- Herman Ave & Adelaide St – difficult for pedestrians to cross; difficult to see due to parking
- Herman Ave & Ruth St – difficult for pedestrians to cross
- St. George Ave – one-way is unclear from Ruth St
- Lorne Ave & Ruth St:
  - Winter sidewalk issue; melt & poor drainage causes ice; it's a bus stop; right turn only or close it possibly
  - Traffic signals should have a turn phase northbound to westbound; implement landscaping on northwest corner
- Elm St between Lorne Ave & McPherson Ave (north side) – ice and drainage issues
- Lorne Ave between Elm St & Adelaide St – ice and drainage issues
- Off ramp from Idylwyld Freeway & Ruth St – one-way unclear; fast moving traffic coming this way from Lorne Ave intersection; making a left turn is really difficult; traffic signals at Lorne & Ruth should be timed to allow gaps
- General:
  - Curb extensions can be tough for cyclists
  - Playground zones – why don't we have them?
  - Local street speed reduction 40 kph
- Events at Prairieland & Diefenbaker Park:
  - Events are getting bigger and busier
  - Entrances to their parking lots come onto neighbourhood streets. Why not Lorne Ave?
  - Concerns with drinking and driving
  - Ruth St, St. Henry Ave, St. George Ave, St. Andrews Ave effected by parking
  - Speeding on St. Henry Ave, Herman Ave, St. Patrick Ave

- Off ramp to Circle Drive South from Lorne Ave - may be backed up creating an unsafe left turn situation; large trucks making wide right turns northbound to eastbound here
- Lorne Ave bike lane ends is frustrating. Share the Road signs & sharrows to help remind drivers

### Group 3: Justine Marcoux

- Lorne Ave & Ruth St and surrounding intersections:
  - Lorne & Ruth – will there be a “buses only lane”? How many lanes will be on each approach?
  - Difficult to make southbound left turn onto Circle Dr on ramp from Lorne Ave; traffic is always backed up from Lorne / Ruth 4-way stop
  - Difficult to make left turn from St. George Ave; traffic is backed up from Lorne / Ruth 4-way stop and there are no gaps for traffic heading westbound
- Lorne Ave – difficult to see 2<sup>nd</sup> set of lights when you come off Circle Drive South going northbound
- Lorne Ave & Taylor St – bus stop on southwest corner creates obstructs driver’s view as well as parking
- Hilliard St & Idylwyld Dr pedestrian bridge – maintenance needed; re-bar showing, erosion, etc.
- Taylor St & Kilburn Ave / St. George Ave – pedestrian safety concerns; school bus stop nearby
- Diefenbaker Park – potholes, etc.; roadway/parking lot maintenance always needed (funding to pave road as well as expand existing parking as part of Optimist Hill)
- Herman Ave – speeding north of the school zone between Hilliard & Taylor St. Parked vehicles (particularly large trucks) makes visibility worse
- Taylor St & St. George Ave – northwest corner issues in spring with mud/ice buildup; blocks access to sidewalk and ramp
- Adelaide St & on ramp to Idylwyld Freeway – vehicles backing up onto roadway; driving in wrong direction

### Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 27/17
3. Additional public input via City on-line Community Engagement webpage no later than May 27/17 <http://shapingsaskatoon.ca/discussions>
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

## Question & Answer

Resident: Who would talk to about widening Herman Ave?

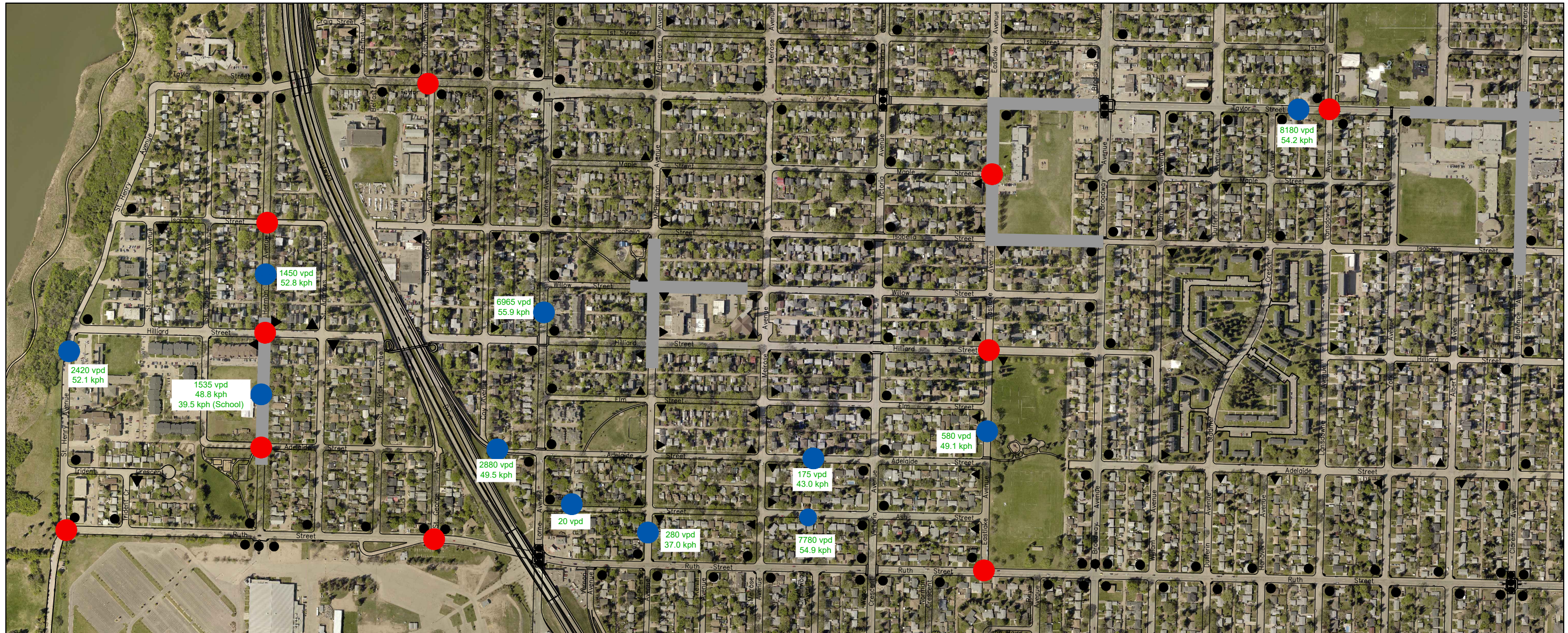
City: We would take that into consideration with this review.

Resident: Does the City have anything about traffic control measures that will work? Do you get consensus on measures?

City: We install temporary devices first so we can assess if it's working. Also consider effectiveness not just by measuring speed reduction, but also by pedestrian safety. As far as enforcement, we do forward our speed data to police to help them with enforcement (i.e. time of day / day of week when most speeding is occurring).

Resident: I like the alternating yield signs that were installed throughout the neighbourhood. Not sure if I agree with the school zones.

## APPENDIX B: TRAFFIC DATA COLLECTION



**LEGEND**

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

# EXHIBITION/ QUEEN ELIZABETH TRAFFIC DATA

## APPENDIX C: ALL-WAY STOP ASSESSMENTS



## All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

Step 1:

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Taylor St & Lansdowne Ave	13% - Condition NOT met	No – Condition met	Conditions NOT met.
Taylor St & St. George Ave	13% - Condition NOT met	Yes – Condition NOT met	
Eastlake Ave & Hilliard St	27% - Condition NOT met	No – Condition met	
Eastlake Ave & Maple St	10% - Condition NOT met	No – Condition met	
Ruth St & St. Henry Ave	27% - Condition met	No – Condition met	Conditions met. Continue to Step 2.
Ruth St & Eastlake Ave	5% - Condition NOT met	Yes – Condition NOT met	Conditions NOT met.
Ruth St & St. George Ave	37% - Condition NOT met	Yes – Condition NOT met	
Herman Ave & Isabella St	13% - Condition NOT met	No – Condition met	
Herman Ave & Hilliard St	25% - Condition NOT met	No – Condition met	
Herman Ave & Adelaide St	15% - Condition NOT met	No – Condition met	

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

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
Ruth St & St. Henry Ave	0 – Condition NOT met	232 – Condition NOT met	2,320 – Condition NOT met	Three-way stop NOT warranted.



## APPENDIX D: PEDESTRIAN DEVICE ASSESSMENTS

## Appendix D: Pedestrian Device Assessments

### Taylor St & Lansdowne Ave:

**Location & Roadway Classification:** Taylor St & Lansdowne Ave - minor arterial & local  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Sep 20/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** zebra & PC  
**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** 310 m

**Location:** Clarence Ave

**Type:** TS

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>26</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>2,660</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>31</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>3,068</b>				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	14	56	7	51									1
8:15	7	53	8	68									2
8:30	24	66	17	100									1
8:45	13	73	9	56									1
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>58</b>	<b>248</b>	<b>41</b>	<b>275</b>									<b>5</b>
11:30	5	60	2	45									
11:45	9	60	7	58									
12:00	14	49	2	66									
12:15	11	64	6	59									1
12:30	12	64	2	45									
12:45	6	52	9	63									1
13:00	8	74	3	51									1
13:15	8	53	8	53									
<b>Noon Totals</b>	<b>73</b>	<b>476</b>	<b>39</b>	<b>440</b>									<b>3</b>
14:00													
14:15													
14:30													
14:45													
15:00	9	47	4	69									1
15:15	20	75	5	80									5
15:30	15	86	7	92									2
15:45	22	80	3	57	1								1
16:00	13	81	3	67	3								1
16:15	14	83	5	77									
16:30	14	82	6	92	2								1
16:45	30	82	6	92									1
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>137</b>	<b>616</b>	<b>39</b>	<b>626</b>	<b>6</b>								<b>12</b>
<b>Totals</b>	<b>268</b>	<b>1,340</b>	<b>119</b>	<b>1,341</b>	<b>6</b>								<b>20</b>
<b>West Crosswalk =</b>								<b>6</b>	<b>East Crosswalk =</b>				<b>20</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides			Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	
7:00										
7:15										
7:30										
7:45										
8:00	128	128	1				1	1	1	128
8:15	136	264	2				2	2	3	792
8:30	207	343	1				1	1	3	1,029
8:45	151	358	1				1	1	2	716
9:00		151							1	151
9:15										
9:30										
9:45										
<b>AM Totals</b>	<b>622</b>		<b>5</b>				<b>5</b>			
11:30	112									
11:45	134	246								
12:00	131	265								
12:15	140	271	1				1	1	1	271
12:30	123	263							1	263
12:45	130	253	1				1	1	1	253
13:00	136	266	1				1	1	2	532
13:15	122	258							1	258
<b>Noon Totals</b>	<b>1,028</b>		<b>3</b>				<b>3</b>			
14:00										
14:15										
14:30										
14:45										
15:00	129	129	1				1	1	1	129
15:15	180	309	5				5	5	6	1,854
15:30	200	380	2				2	2	7	2,660
15:45	162	362	2				2	2	4	1,448
16:00	164	326	4				4	4	6	1,956
16:15	179	343							4	1,372
16:30	194	373	3				3	3	3	1,119
16:45	210	404	1				1	1	4	1,616
17:00		210							1	210
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>1,418</b>		<b>18</b>				<b>18</b>			
<b>Totals</b>	<b>3,068</b>		<b>26</b>				<b>26</b>			
			100%				100%			
			<b>West Crosswalk =</b>			<b>6</b>				
			<b>East Crosswalk =</b>			<b>20</b>				

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

**Taylor St & St. George Ave:**

**tion & Roadway Classification:** Taylor St & St. George Ave - minor arterial & local  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Sep 20/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:**

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

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

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

85th percentile (check one)

Posted Limit

**Distance to nearest protected crosswalk** 185 m

**Location:** Lorne Ave

**Type:** all-way stop

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

**Duration of pedestrian count** 5 hrs

Elementary:	6	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	270	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	14		
Vehicles passing through crosswalk(s):	1,386				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	1	38	5	10									
8:15	1	36	6	18									2
8:30	7	40	5	21									
8:45	7	54	5	24									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>16</b>	<b>168</b>	<b>21</b>	<b>73</b>									<b>2</b>
11:30	4	33	7	18									
11:45	3	46	13	23									
12:00	7	29	6	19									
12:15	1	35	4	10									2
12:30	3	38	5	16									
12:45	2	41	7	19									2
13:00	1	46	1	18									
13:15	2	31	5	14									
<b>Noon Totals</b>	<b>23</b>	<b>299</b>	<b>48</b>	<b>137</b>									<b>4</b>
14:00													
14:15													
14:30													
14:45													
15:00	4	29	7	17									
15:15	5	33	6	20									
15:30	7	40	8	28									
15:45	11	54	4	16									
16:00	6	46	1	20									
16:15	4	49	4	20									
16:30	14	40	5	22									
16:45	5	44	12	20									
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>56</b>	<b>335</b>	<b>47</b>	<b>163</b>									
<b>Totals</b>	<b>95</b>	<b>802</b>	<b>116</b>	<b>373</b>									<b>6</b>
					<b>West Crosswalk =</b>				<b>East Crosswalk =</b>				<b>6</b>



Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides			Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	
7:00										
7:15										
7:30										
7:45										
8:00	54	54								
8:15	61	115	2				2	2	230	
8:30	73	134						2	268	
8:45	90	163								
9:00		90								
9:15										
9:30										
9:45										
<b>AM Totals</b>	<b>278</b>		<b>2</b>				<b>2</b>			
11:30	62									
11:45	85	147								
12:00	61	146								
12:15	50	111	2				2	2	222	
12:30	62	112						2	224	
12:45	69	131	2				2	2	262	
13:00	66	135						2	270	
13:15	52	118								
<b>Noon Totals</b>	<b>507</b>		<b>4</b>				<b>4</b>			
14:00										
14:15										
14:30										
14:45										
15:00	57	57								
15:15	64	121								
15:30	83	147								
15:45	85	168								
16:00	73	158								
16:15	77	150								
16:30	81	158								
16:45	81	162								
17:00		81								
17:15										
17:30										
17:45										
18:00										
18:15										
18:30										
18:45										
19:00										
19:15										
19:30										
19:45										
20:00										
20:15										
20:30										
20:45										
<b>PM Totals</b>	<b>601</b>									
<b>Totals</b>	<b>1,386</b>		<b>6</b>				<b>6</b>			
			100%				100%			
			<b>West Crosswalk =</b>							
			<b>East Crosswalk =</b>			<b>6</b>				

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

**Eastlake Ave & Hilliard St (crossing east/west):**

**Location & Roadway Classification:** Eastlake Ave & Hilliard St - local & local  
**Date of Count:** Day of wk: Thurs Mth, Day, Yr: Sep 21/17  
**Weather:** fair  
**Traffic Control Devices:** yield sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

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

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

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** \_\_\_\_\_ m

**Location:** Hilliard St

**Type:** yield signs

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>25</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>231</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>14</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>286</b>				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	5	1	6	4	2								
8:15	3	1	7		3								3
8:30	4	3	10	3									
8:45	8	4	8	4									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>20</b>	<b>9</b>	<b>31</b>	<b>11</b>	<b>5</b>								<b>3</b>
11:30	3	2	7	2									
11:45	5	5	4	2	3								
12:00	3	3	4	2									1
12:15	2		6	4									1
12:30	3	1	2										
12:45	2		3		1								
13:00	5	2											
13:15	3	2	3	1	1								
<b>Noon Totals</b>	<b>26</b>	<b>15</b>	<b>29</b>	<b>11</b>	<b>5</b>								<b>2</b>
14:00													
14:15													
14:30													
14:45													
15:00	3	1	9	6	1								
15:15	6	3	5	2	5								
15:30	8	2	6	1	1								1
15:45	9	2	6	3									
16:00	6	4	7	1	1								
16:15	6	4	1	1									
16:30	10	2	4	2									
16:45	3	1	8	2									1
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>51</b>	<b>19</b>	<b>46</b>	<b>18</b>	<b>8</b>								<b>2</b>
<b>Totals</b>	<b>97</b>	<b>43</b>	<b>106</b>	<b>40</b>	<b>18</b>								<b>7</b>
<b>North Crosswalk =</b>								<b>18</b>	<b>South Crosswalk =</b>				<b>7</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.		
7:00											
7:15											
7:30											
7:45											
8:00	16	16	2				2	2	2	32	
8:15	11	27	6				6	6	8	216	
8:30	20	31							6	186	
8:45	24	44									
9:00		24									
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>71</b>		<b>8</b>				<b>8</b>				
11:30	14										
11:45	16	30	3				3	3	3	90	
12:00	12	28	1				1	1	4	112	
12:15	12	24	1				1	1	2	48	
12:30	6	18							1	18	
12:45	5	11	1				1	1	1	11	
13:00	7	12							1	12	
13:15	9	16	1				1	1	1	16	
<b>Noon Totals</b>	<b>81</b>		<b>7</b>				<b>7</b>				
14:00											
14:15											
14:30											
14:45											
15:00	19	19	1				1	1	1	19	
15:15	16	35	5				5	5	6	210	
15:30	17	33	2				2	2	7	231	
15:45	20	37							2	74	
16:00	18	38	1				1	1	1	38	
16:15	12	30							1	30	
16:30	18	30									
16:45	14	32	1				1	1	1	32	
17:00		14							1	14	
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>134</b>		<b>10</b>				<b>10</b>				
<b>Totals</b>	<b>286</b>		<b>25</b>				<b>25</b>				
			100%				100%				
			<b>North Crosswalk =</b>				<b>18</b>	<b>&lt;&lt;&lt; install crosswalk on this side of the int.</b>			
			<b>South Crosswalk =</b>				<b>7</b>				

**Eastlake Ave & Hilliard St (crossing north/south):**

**Location & Roadway Classification:** Eastlake Ave & Hilliard St - local & local  
**Date of Count:** Day of wk: Thurs Mth, Day, Yr: Sep 21/17  
**Weather:** fair  
**Traffic Control Devices:** yield signs  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

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

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

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** 180 m

**Location:** Victoria Ave

**Type:** stop sign

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>Total Warranted PC Points:</b>	<b>or</b>	<b>/ period</b>
<b>High School:</b>	<b>Highest PC point value:</b>	<b>at</b>	
<b>Adult:</b>	<b>Active Ped Corridor Points:</b>		
<b>Senior:</b>	<b>Pedestrian Actuated Signal Points: 13</b>		
<b>Vehicles passing through crosswalk(s):</b>			

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

**Eastlake Ave & Maple St:**

Location & Roadway Classification: Eastlake Ave & Maple St - local & local  
 Date of Count: Day of wk: Wed Mth, Day, Yr: Sep 20/17  
 Weather: fair  
 Traffic Control Devices: yield sign  
 Current Pedestrian Control: zebra crosswalks  
 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) 30 km/h  
 85th percentile (check one)  
 Posted Limit  
 Distance to nearest protected crosswalk 110 m  
 Location: Taylor St  
 Type: stop sign  
 Is the orientation of this crosswalk(s) N-S? n (y or n)  
 Duration of pedestrian count 5 hrs

Elementary:	102	Total Warranted PC Points:		or	/ period
High School:		Highest PC point value:	1,375	at	
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	10		
Vehicles passing through crosswalk(s):	330				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	10		6	2	1								
8:15	6		11	4	3								3
8:30	12		15	1	11								2
8:45	16		9	2	7								5
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>44</b>		<b>41</b>	<b>9</b>	<b>22</b>								<b>10</b>
11:30	5		9	1	3								
11:45	7		4	1	8								
12:00	4		6	5	3								14
12:15	13		9		7								4
12:30	6		4	2	2								
12:45	5		8	3	1								
13:00	4		3	1	1								
13:15	3		4										
<b>Noon Totals</b>	<b>47</b>		<b>47</b>	<b>13</b>	<b>25</b>								<b>18</b>
14:00													
14:15													
14:30													
14:45													
15:00	5		11	5	2								2
15:15	10		6	6	4								5
15:30	9		8	2	4								1
15:45	6		5	1	1								
16:00	5		9	2									
16:15	9		2										5
16:30	4		7		2								1
16:45	9		5	3									
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>57</b>		<b>53</b>	<b>19</b>	<b>13</b>								<b>14</b>
<b>Totals</b>	<b>148</b>		<b>141</b>	<b>41</b>	<b>60</b>								<b>42</b>

North Crosswalk = 60

South Crosswalk = 42

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	18	18	1				1	1	1	18	
8:15	21	39	6				6	6	7	273	
8:30	28	49	13				13	13	19	931	
8:45	27	55	12				12	12	25	1,375	
9:00		27							12	324	
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>94</b>		<b>32</b>				<b>32</b>				
11:30	15		3				3	3			
11:45	12	27	8				8	8	11	297	
12:00	15	27	17				17	17	25	675	
12:15	22	37	11				11	11	28	1,036	
12:30	12	34	2				2	2	13	442	
12:45	16	28	1				1	1	3	84	
13:00	8	24	1				1	1	2	48	
13:15	7	15							1	15	
<b>Noon Totals</b>	<b>107</b>		<b>43</b>				<b>43</b>				
14:00											
14:15											
14:30											
14:45											
15:00	21	21	4				4	4	4	84	
15:15	22	43	9				9	9	13	559	
15:30	19	41	5				5	5	14	574	
15:45	12	31	1				1	1	6	186	
16:00	16	28							1	28	
16:15	11	27	5				5	5	5	135	
16:30	11	22	3				3	3	8	176	
16:45	17	28							3	84	
17:00		17									
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>129</b>		<b>27</b>				<b>27</b>				
<b>Totals</b>	<b>330</b>		<b>102</b>				<b>102</b>				
			100%				100%				
			<b>North Crosswalk =</b>				<b>60</b>	<b>&lt;&lt;&lt; install crosswalk on this side of the int.</b>			
			<b>South Crosswalk =</b>				<b>42</b>				



**Ruth St & St. Henry Ave:**

**Location & Roadway Classification:** Ruth St & St. Henry Ave  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Jun 21/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

**Is there a physical median in this crosswalk(s)?** 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:** Herman Ave

**Type:** 4-way stop

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>Total Warranted PC Points:</b>	<b>or</b>	<b>/ period</b>
<b>High School:</b>	<b>Highest PC point value:</b>	<b>at</b>	
<b>Adult:</b>	<b>Active Ped Corridor Points:</b>		
<b>Senior:</b>	<b>Pedestrian Actuated Signal Points: 22</b>		
<b>Vehicles passing through crosswalk(s): 482</b>			

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	2	3	3										
8:15	6	5	3										
8:30	3	5	3										
8:45	6	10	6										
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>17</b>	<b>23</b>	<b>15</b>										
11:30	4	17	10										
11:45	5	11	6										
12:00	4	6	11										
12:15	9	10	6										
12:30	5	14	8										
12:45	4	10	5										
13:00	9	9	11										
13:15	12	7	4										
<b>Noon Totals</b>	<b>52</b>	<b>84</b>	<b>61</b>										
14:00													
14:15													
14:30													
14:45													
15:00	6	13	6										
15:15	8	17	5										
15:30	5	13	5										
15:45	3	18	20										
16:00	10	9	8										
16:15	6	15	16										
16:30	3	13	4										
16:45	6	15	6										
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>47</b>	<b>113</b>	<b>70</b>										
<b>Totals</b>	<b>116</b>	<b>220</b>	<b>146</b>										
					<b>North Crosswalk =</b>				<b>South Crosswalk =</b>				

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					Factored Counts		P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides									
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	8	8										
8:15	14	22										
8:30	11	25										
8:45	22	33										
9:00		22										
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>55</b>											
11:30	31											
11:45	22	53										
12:00	21	43										
12:15	25	46										
12:30	27	52										
12:45	19	46										
13:00	29	48										
13:15	23	52										
<b>Noon Totals</b>	<b>197</b>											
14:00												
14:15												
14:30												
14:45												
15:00	25	25										
15:15	30	55										
15:30	23	53										
15:45	41	64										
16:00	27	68										
16:15	37	64										
16:30	20	57										
16:45	27	47										
17:00		27										
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>230</b>											
<b>Totals</b>	<b>482</b>											

#DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0!

North Crosswalk =

South Crosswalk =

**Ruth St & Eastlake Ave:**

**Location & Roadway Classification:** Ruth & Eastlake - arterial & local  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Jun 13/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

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

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

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** 180 m

**Location:** Broadway Ave

**Type:** 4-way stop

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>6</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>718</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>2,648</b>				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	West Crosswalk				East Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	11	49		52										
8:15	5	59		77										
8:30	5	67		71										
8:45	11	50		52										
9:00														
9:15														
9:30														
9:45														
<b>AM Totals</b>	<b>32</b>	<b>225</b>		<b>252</b>										
11:30	4	51		52									2	
11:45	2	41		48										
12:00	4	40		65										
12:15	5	45		46										
12:30	5	47		65										
12:45	7	47		46										
13:00	10	37		56										
13:15	4	43		63										
<b>Noon Totals</b>	<b>41</b>	<b>351</b>		<b>441</b>									<b>2</b>	
14:00														
14:15														
14:30														
14:45														
15:00	6	57		70										
15:15	8	63		81										
15:30	9	78		87										
15:45	11	64		99										
16:00	4	64		97	2									
16:15	12	47		90										
16:30	6	81		85	2									
16:45	15	67		105										
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>71</b>	<b>521</b>		<b>714</b>	<b>4</b>									
<b>Totals</b>	<b>144</b>	<b>1,097</b>		<b>1,407</b>	<b>4</b>								<b>2</b>	
					<b>West Crosswalk =</b>				<b>4</b>	<b>East Crosswalk =</b>				<b>2</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C.		Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides					Factored Counts				Warrant
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	Points		
7:00												
7:15												
7:30												
7:45												
8:00	112	112										
8:15	141	253										
8:30	143	284										
8:45	113	256										
9:00		113										
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>509</b>											
11:30	107		2				2	2				
11:45	91	198						2	396			
12:00	109	200										
12:15	96	205										
12:30	117	213										
12:45	100	217										
13:00	103	203										
13:15	110	213										
<b>Noon Totals</b>	<b>833</b>		<b>2</b>				<b>2</b>					
14:00												
14:15												
14:30												
14:45												
15:00	133	133										
15:15	152	285										
15:30	174	326										
15:45	174	348										
16:00	165	339	2				2	2	678			
16:15	149	314						2	628			
16:30	172	321	2				2	2	642			
16:45	187	359						2	718			
17:00		187										
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>1,306</b>		<b>4</b>				<b>4</b>					
<b>Totals</b>	<b>2,648</b>		<b>6</b>				<b>6</b>					
			100%				100%					
			<b>West Crosswalk =</b>				<b>4</b>	<<< install crosswalk on this side of the int.				
			<b>East Crosswalk =</b>				<b>2</b>					

**Ruth St & St. George Ave:**

**Location & Roadway Classification:** Ruth St & St. George Ave - arterial & local  
**Date of Count:** Day of wk: Thurs Mth, Day, Yr: Jun 8/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

**Number of travel lanes passing through the crosswalk(s)** 4 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** 160 m

**Location:** Lorne Ave

**Type:** TS

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>Total Warranted PC Points:</b>	<b>or</b>	<b>/ period</b>
<b>High School:</b>	<b>Highest PC point value:</b>	<b>at</b>	
<b>Adult:</b>	<b>Active Ped Corridor Points:</b>		
<b>Senior:</b>	<b>Pedestrian Actuated Signal Points:</b> <b>20</b>		
<b>Vehicles passing through crosswalk(s):</b> <b>2,688</b>			

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	56	66		43									
8:15	35	66		46									
8:30	44	18		39									
8:45	32	31		38									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>167</b>	<b>181</b>		<b>166</b>									
11:30	25	26		26									
11:45	52	26		44									
12:00	45	35		33									
12:15	42	24		58									
12:30	33	29		99									
12:45	35	26		58									
13:00	46	22		44									
13:15	36	27		39									
<b>Noon Totals</b>	<b>314</b>	<b>215</b>		<b>401</b>									
14:00													
14:15													
14:30													
14:45													
15:00	52	40		45									
15:15	55	40		50									
15:30	51	43		52									
15:45	52	43		48									
16:00	73	50		36									
16:15	79	38		48									
16:30	70	41		48									
16:45	84	72		34									
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>516</b>	<b>367</b>		<b>361</b>									
<b>Totals</b>	<b>997</b>	<b>763</b>		<b>928</b>									
					<b>West Crosswalk =</b>				<b>East Crosswalk =</b>				



Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					Factored Counts		P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides									
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	165	165										
8:15	147	312										
8:30	101	248										
8:45	101	202										
9:00		101										
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>514</b>											
11:30	77											
11:45	122	199										
12:00	113	235										
12:15	124	237										
12:30	161	285										
12:45	119	280										
13:00	112	231										
13:15	102	214										
<b>Noon Totals</b>	<b>930</b>											
14:00												
14:15												
14:30												
14:45												
15:00	137	137										
15:15	145	282										
15:30	146	291										
15:45	143	289										
16:00	159	302										
16:15	165	324										
16:30	159	324										
16:45	190	349										
17:00		190										
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>1,244</b>											
<b>Totals</b>	<b>2,688</b>											

#DIV/0! #DIV/0! #DIV/0! #DIV/0! #DIV/0!

West Crosswalk =

East Crosswalk =

**Herman Ave & Isabella St:**

**Location & Roadway Classification:** Herman Ave & Isabella St - collector & local  
**Date of Count:** Day of wk: Wed Mth, Day, Yr: Jun 8/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

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

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

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** 500 m

**Location:** Ruth St

**Type:** 4-way stop

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>21</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>790</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>29</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>675</b>				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	North Crosswalk				South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	8	3	21	4										
8:15	15	2	29	5										
8:30	13	1	20	5									3	
8:45	9	2	23	4										
9:00														
9:15														
9:30														
9:45														
<b>AM Totals</b>	<b>45</b>	<b>8</b>	<b>93</b>	<b>18</b>									<b>3</b>	
11:30	7		12	1										
11:45	16		9	1										
12:00	12	2	18	2										
12:15	11	1	14	1										
12:30	13	1	8	2										
12:45	12	2	11	2										
13:00	8	4	12											
13:15	5	3	9	1									1	
<b>Noon Totals</b>	<b>84</b>	<b>13</b>	<b>93</b>	<b>10</b>									<b>1</b>	
14:00														
14:15														
14:30														
14:45														
15:00	12		10	1										
15:15	22	3	20	1										
15:30	22		20	3									3	
15:45	23	2	9		2								5	
16:00	13	2	15	3	1									
16:15	21	1	23	4									1	
16:30	22		14	1									1	
16:45	27	1	14	2	4									
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>162</b>	<b>9</b>	<b>125</b>	<b>15</b>	<b>7</b>								<b>10</b>	
<b>Totals</b>	<b>291</b>	<b>30</b>	<b>311</b>	<b>43</b>	<b>7</b>								<b>14</b>	
					<b>North Crosswalk =</b>				<b>7</b>	<b>South Crosswalk =</b>				<b>14</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					Factored Counts		P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods
			Total Both Sides									
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	36	36										
8:15	51	87										
8:30	39	90	3				3	3	3	270		
8:45	38	77							3	231		
9:00		38										
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>164</b>		<b>3</b>				<b>3</b>					
11:30	20											
11:45	26	46										
12:00	34	60										
12:15	27	61										
12:30	24	51										
12:45	27	51										
13:00	24	51										
13:15	18	42	1				1	1	1	42		
<b>Noon Totals</b>	<b>200</b>		<b>1</b>				<b>1</b>					
14:00												
14:15												
14:30												
14:45												
15:00	23	23										
15:15	46	69										
15:30	45	91	3				3	3	3	273		
15:45	34	79	7				7	7	10	790		
16:00	33	67	1				1	1	8	536		
16:15	49	82	1				1	1	2	164		
16:30	37	86	1				1	1	2	172		
16:45	44	81	4				4	4	5	405		
17:00		44							4	176		
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>311</b>		<b>17</b>				<b>17</b>					
<b>Totals</b>	<b>675</b>		<b>21</b>				<b>21</b>					
			100%				100%					
			<b>North Crosswalk =</b>				<b>7</b>					
			<b>South Crosswalk =</b>				<b>14</b>					

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

**Herman Ave & Hilliard St:**

**Location & Roadway Classification:** Herman Ave & Hilliard St - collector & local  
**Date of Count:** Day of wk: Thurs Mth, Day, Yr: Jun 8/17  
**Weather:** fair  
**Traffic Control Devices:** stop sign  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

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

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

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** 330 m

**Location:** Ruth St

**Type:** 4-way stop

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>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>279</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>23</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>727</b>				

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	18	3	11	7									
8:15	12	4	23	15	1								2
8:30	13	5	11	8									
8:45	4	2	16	8									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>47</b>	<b>14</b>	<b>61</b>	<b>38</b>	<b>1</b>								<b>2</b>
11:30	6	2	10	7									
11:45	16	2	8	5									
12:00	12		9	8									
12:15	12	2	17	2									
12:30	14	3	11	2									
12:45	7	1	10	4									
13:00	8	3	7	7	1								
13:15	6	5	11	6									
<b>Noon Totals</b>	<b>81</b>	<b>18</b>	<b>83</b>	<b>41</b>	<b>1</b>								
14:00													
14:15													
14:30													
14:45													
15:00	14	1	13	8									2
15:15	18	4	21	7									1
15:30	20	1	13	8									
15:45	13	1	13	2	1								
16:00	16	3	27	12									
16:15	17	3	20	3									
16:30	20		10	10									
16:45	19	4	15	8									1
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>137</b>	<b>17</b>	<b>132</b>	<b>58</b>	<b>1</b>								<b>4</b>
<b>Totals</b>	<b>265</b>	<b>49</b>	<b>276</b>	<b>137</b>	<b>3</b>								<b>6</b>
<b>North Crosswalk =</b>								<b>3</b>	<b>South Crosswalk =</b>				<b>6</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods		
			Total Both Sides			Factored Counts						
	15 min.	30 min.	Child	Teen	Adult	Senior/ Impaired	Total	15 min.	30 min.			
7:00												
7:15												
7:30												
7:45												
8:00	39	39										
8:15	54	93	3				3	3	279			
8:30	37	91						3	273			
8:45	30	67										
9:00		30										
9:15												
9:30												
9:45												
<b>AM Totals</b>	<b>160</b>		<b>3</b>				<b>3</b>					
11:30	25											
11:45	31	56										
12:00	29	60										
12:15	33	62										
12:30	30	63										
12:45	22	52										
13:00	25	47	1				1	1	47			
13:15	28	53						1	53			
<b>Noon Totals</b>	<b>223</b>		<b>1</b>				<b>1</b>					
14:00												
14:15												
14:30												
14:45												
15:00	36	36	2				2	2	72			
15:15	50	86	1				1	3	258			
15:30	42	92						1	92			
15:45	29	71	1				1	1	71			
16:00	58	87						1	87			
16:15	43	101										
16:30	40	83										
16:45	46	86	1				1	1	86			
17:00		46						1	46			
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>344</b>		<b>5</b>				<b>5</b>					
<b>Totals</b>	<b>727</b>		<b>9</b>				<b>9</b>					
			100%				100%					
			<b>North Crosswalk =</b>				<b>3</b>					
			<b>South Crosswalk =</b>				<b>6</b>					

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

**Herman Ave & Adelaide St:**

**Location & Roadway Classification:** Herman Ave & Adelaide St - collector & local  
**Date of Count:** Day of wk: Thurs Mth, Day, Yr: Jun 8/17  
**Weather:** fair  
**Traffic Control Devices:** stop signs  
**Current Pedestrian Control:** none  
**Other Notes:** \_\_\_\_\_

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

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

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

**85th percentile (check one)**

**Posted Limit**

**Distance to nearest protected crosswalk** 140 m

**Location:** Ruth St

**Type:** 4-way stop

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

**Duration of pedestrian count** 5 hrs

<b>Elementary:</b>	<b>1</b>	<b>Total Warranted PC Points:</b>		<b>or</b>	<b>/ period</b>
<b>High School:</b>		<b>Highest PC point value:</b>	<b>76</b>	<b>at</b>	
<b>Adult:</b>		<b>Active Ped Corridor Points:</b>			
<b>Senior:</b>		<b>Pedestrian Actuated Signal Points:</b>	<b>13</b>		
<b>Vehicles passing through crosswalk(s):</b>	<b>707</b>				

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



Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	14	2	14	4									
8:15	21	2	24	5									
8:30	16		10	6									
8:45	12	2	16	5									
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>63</b>	<b>6</b>	<b>64</b>	<b>20</b>									
11:30	9		12	1									
11:45	13	2	8	1									
12:00	9		12	3									
12:15	8	1	17										
12:30	14		11	4									
12:45	13	1	17	1									
13:00	14		8	1									
13:15	8		8	4									
<b>Noon Totals</b>	<b>88</b>	<b>4</b>	<b>93</b>	<b>15</b>									
14:00													
14:15													
14:30													
14:45													
15:00	18	4	16										
15:15	24	1	20	3									
15:30	19	2	17	2									
15:45	17		21	6									
16:00	15	4	34	4									
16:15	20	4	23	4									
16:30	18		15	2									
16:45	18		19	4									1
17:00													
17:15													
17:30													
17:45													
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>149</b>	<b>15</b>	<b>165</b>	<b>25</b>									<b>1</b>
<b>Totals</b>	<b>300</b>	<b>25</b>	<b>322</b>	<b>60</b>									<b>1</b>
					<b>North Crosswalk =</b>				<b>South Crosswalk =</b>				<b>1</b>

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts					P.C. Warrant Points	Periods Wrnt'd (1=Yes)	Points of Wrnt'd Periods	
			Total Both Sides				Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.		
7:00											
7:15											
7:30											
7:45											
8:00	34	34									
8:15	52	86									
8:30	32	84									
8:45	35	67									
9:00		35									
9:15											
9:30											
9:45											
<b>AM Totals</b>	<b>153</b>										
11:30	22										
11:45	24	46									
12:00	24	48									
12:15	26	50									
12:30	29	55									
12:45	32	61									
13:00	23	55									
13:15	20	43									
<b>Noon Totals</b>	<b>200</b>										
14:00											
14:15											
14:30											
14:45											
15:00	38	38									
15:15	48	86									
15:30	40	88									
15:45	44	84									
16:00	57	101									
16:15	51	108									
16:30	35	86									
16:45	41	76	1				1	1	76		
17:00		41						1	41		
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>354</b>		<b>1</b>				<b>1</b>				
<b>Totals</b>	<b>707</b>		<b>1</b>				<b>1</b>				
			100%				100%				
			<b>North Crosswalk =</b>								
			<b>South Crosswalk =</b>				<b>1</b>				

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

## APPENDIX E: COLLISION ANALYSIS

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
Taylor St	St. Henry Ave	F10-28	3	0	0	0	1
Taylor St	St. Henry Ave to St. Charles Ave	F10-39	1	0	0	0	0
Taylor St	Herman Ave	F10-16	3	0	3	0	1
Taylor St	Herman Ave to Idylwyld ramp	F10-34	1	1	0	0	0
Taylor St	300 block	F10-49	2	0	0	0	0
Taylor St	300 to 400 block	F10-54	1	1	1	1	0
Taylor St	Kilburn Ave	F10-10	1	1	1	1	0
Taylor St	Coy Ave	F10-2	4	1	0	0	1
Taylor St	Coy Ave to Lorne Ave	F10-1	3	0	1	0	1
Taylor St	Lorne Ave	G10-40	6	1	4	0	1
Taylor St	Lorne Ave to McPherson Ave	G10-41	6	3	0	0	1
Taylor St	McPherson Ave	G10-31	7	1	5	0	1
Taylor St	McPherson Ave to Melrose Ave	G10-69	9	1	0	0	2
Taylor St	Melrose Ave	G10-22	3	0	2	0	1
Taylor St	Melrose Ave to Victoria Ave	G10-23	3	0	0	0	1
Taylor St	Victoria Ave	G10-9	7	2	4	1	1
Taylor St	Victoria Ave to Eastlake Ave	G10-10	4	0	1	0	1
Taylor St	Eastlake Ave	G10-1	6	2	5	1	1
Taylor St	Eastlake Ave to Broadway Ave	H10-38	6	1	1	1	1
Taylor St	Broadway Ave to William Ave	H10-65	4	0	3	0	1
Taylor St	William Ave	H10-35	4	1	3	1	1
Taylor St	Dufferin Ave	H10-23	3	1	0	0	1
Taylor St	Hanover Ave	H10-21	5	1	1	0	1
Taylor St	Hanover Ave to Lansdowne Ave	H10-22	1	0	0	0	0
Taylor St	Lansdowne Ave	H10-9	3	1	1	1	1
Taylor St	York Ave	H10-8	5	2	2	1	1
Taylor St	York Ave to Albert Ave	H10-80	1	0	0	0	0
Taylor St	Albert Ave	H10-1	3	2	0	0	1
Taylor St	Albert Ave to Clarence Ave	H10-2	4	2	1	1	1
Isabella St	St. Henry Ave	F11-90	2	0	0	0	0
Isabella St	St. Henry Ave to St. Charles Ave	F11-76	1	0	0	0	0
Isabella St	St. Charles Ave	F11-42	1	0	1	0	0
Isabella St	Herman Ave	F11-15	1	0	0	0	0
Isabella St	St. Andrews Ave	F11-52	1	1	1	1	0
Isabella St	St. George Ave	F11-28	2	1	0	0	0
Isabella St	St. George Ave to Coy Ave	F11-40	1	0	0	0	0
Isabella St	McPherson Ave	G11-38	1	1	0	0	0
Isabella St	McPherson Ave to Melrose Ave	G11-21	3	0	1	0	1
Isabella St	Victoria Ave	G11-9	1	0	0	0	0
Isabella St	Victoria Ave to Eastlake Ave	G11-96	3	1	0	0	1
Isabella St	Eastlake Ave	G11-2	4	0	2	0	1
Isabella St	Eastlake Ave to Broadway Ave	H11-60	3	0	1	0	1
Isabella St	William Ave	H11-22	5	1	4	1	1
Isabella St	Dufferin Ave	H11-57	1	0	0	0	0
Isabella St	Dufferin Ave to Hanover Ave	H11-74	1	0	0	0	0
Isabella St	Hanover Ave	H11-14	3	2	2	2	1
Isabella St	Lansdowne Ave	H11-11	4	1	4	1	1
Isabella St	York Ave	H11-36	2	0	2	0	0
Isabella St	Albert Ave	H11-42	1	0	1	0	0
Isabella St	Albert Ave to Clarence Ave	H11-56	3	0	0	0	1

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
Isabella St	Clarence Ave	J11-35	10	3	2	2	2
Hilliard St	St. Henry Ave	F11-50	1	0	0	0	0
Hilliard St	St. Henry Ave to Ste Cecilia Ave	F11-61	1	0	0	0	0
Hilliard St	Ste Cecilia Ave	F11-75	1	1	0	0	0
Hilliard St	Ste Cecilia Ave to St. Charles Ave	F11-72	1	0	0	0	0
Hilliard St	St. Charles Ave	F11-54	2	0	0	0	0
Hilliard St	St. Charles Ave to Herman Ave	F11-62	3	0	0	0	1
Hilliard St	Herman Ave	F11-12	5	2	1	1	1
Hilliard St	Herman Ave to St. Andrews Ave	F11-30	1	0	0	0	0
Hilliard St	St. Andrews Ave	F11-31	1	0	1	0	0
Hilliard St	Coy Ave to Lorne Ave	F11-82	1	0	1	0	0
Hilliard St	Lorne Ave	G11-30	5	2	2	0	1
Hilliard St	Lorne Ave to McPherson Ave	G11-61	3	1	0	0	1
Hilliard St	McPherson Ave	G11-45	2	0	2	0	0
Hilliard St	McPherson Ave to Melrose Ave	G11-37	2	1	0	0	0
Hilliard St	Melrose Ave	G11-14	1	1	1	1	0
Hilliard St	Victoria Ave	G11-6	3	1	2	1	1
Hilliard St	Victoria Ave to Eastlake Ave	G11-56	3	0	0	0	1
Hilliard St	Eastlake Ave	G11-1	2	0	1	0	0
Hilliard St	Eastlake Ave to Broadway Ave	H11-47	1	0	0	0	0
Hilliard St	Broadway Ave	H11-27	2	1	0	0	0
Hilliard St	William Ave	H11-94	2	1	0	0	0
Gladmer Cres	midblock	H11-46	6	0	0	0	1
Hilliard St	Lansdowne Ave	H11-10	1	0	1	0	0
Hilliard St	York Ave	H11-6	2	0	2	0	0
Hilliard St	Albert Ave to Clarence Ave	J11-33	1	0	0	0	0
Adelaide St	St. Andrews Ave	F11-82	1	0	1	0	0
Adelaide St	St. Andrews Ave to St. Patrick Ave	F11-8	3	0	2	0	1
Adelaide St	St. Patrick Ave	F11-80	1	0	0	0	0
Adelaide St	St. Patrick Ave to St. George Ave	F11-74	1	0	0	0	0
Adelaide St	Coy Ave	F11-47	3	0	0	0	1
Adelaide St	Lorne Ave	G11-27	9	3	3	0	2
Adelaide St	Lorne Ave to McPherson Ave	G11-87	2	0	0	0	0
Adelaide St	McPherson Ave	G11-20	1	0	1	0	0
Adelaide St	McPherson Ave to Melrose Ave	G11-59	1	1	0	0	0
Adelaide St	Melrose Ave	G11-13	2	0	1	0	0
Adelaide St	Victoria Ave to Eastlake Ave	G11-75	1	0	0	0	0
Adelaide St	Eastlake Ave	G11-124	1	0	0	0	0
Adelaide St	Broadway Ave	H11-26	3	0	1	0	1
Adelaide St	William Ave	H11-21	6	1	5	0	1
Adelaide St	Dufferin Ave	H11-17	5	2	2	0	1
Adelaide St	Hanover Ave to Lansdowne Ave	H11-76	1	0	0	0	0
Adelaide St	York Ave	H11-5	2	0	2	0	0
Adelaide St	Albert Ave	H11-2	2	1	1	0	0
Adelaide St	Clarence Ave	J11-31	8	2	4	1	2
Ruth St	St. Henry Ave	F11-66	1	0	0	0	0
Ruth St	St. Henry Ave to Trident Cres	F11-85	1	0	0	0	0
Ruth St	Trident Cres to Herman Ave	F11-36	1	0	0	0	0
Ruth St	Herman Ave	F11-10	8	3	2	0	2

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
Ruth St	Herman Ave to St. Andrews Ave	F11-45	2	0	0	0	0
Ruth St	St. Andrews Ave	F11-7	3	0	1	0	1
Ruth St	St. Andrews Ave to St. Patrick Ave	F11-38	2	1	0	0	0
Ruth St	St. Patrick Ave	F11-32	2	0	1	0	0
Ruth St	St. George Ave	F11-3	10	0	5	0	2
Ruth St	St. George Ave to Lorne Ave	F11-81	2	1	2	1	0
Ruth St	Lorne Ave to Vernon Ave	G11-60	3	1	2	1	1
Ruth St	Vernon Ave	G11-24	4	1	0	0	1
Ruth St	Vernon Ave to McPherson Ave	G11-66	1	0	0	0	0
Ruth St	McPherson Ave	G11-18	3	1	1	1	1
Ruth St	Kelvin Ave	G11-79	1	0	0	0	0
Ruth St	Kelvin Ave to Melrose Ave	G11-43	5	1	0	0	1
Ruth St	Melrose Ave	G11-12	11	3	0	0	2
Ruth St	Victoria Ave	G11-4	15	1	11	0	3
Ruth St	Victoria Ave to Norman Cres	G11-3	6	0	1	0	1
Ruth St	Norman Cres	G11-83	1	0	0	0	0
Ruth St	Eastlake Ave to Royal Ave	G11-91	1	0	0	0	0
Ruth St	Royal Ave	H11-33	1	0	0	0	0
Ruth St	Royal Ave to Broadway Ave	H11-23	4	2	0	0	1
Ruth St	Broadway Ave to William Ave	H11-38	1	0	0	0	0
Ruth St	William Ave	H11-19	1	0	0	0	0
Ruth St	Dufferin Ave	H11-16	5	2	2	1	1
Ruth St	Lansdowne Ave	H11-8	2	0	0	0	0
Ruth St	York Ave	H11-4	3	1	1	1	1
Ruth St	York Ave to Albert Ave	H11-37	1	0	0	0	0
Ruth St	Albert Ave	H11-1	4	1	3	1	1
Ruth St	Albert Ave to Clarence Ave	H11-70	1	0	1	0	0
Ash St	Lorne Ave to McPherson Ave	G11-70	3	1	0	0	1
Ash St	McPherson Ave	G11-19	2	0	0	0	0
Ash St	McPherson Ave to Melrose Ave	G11-46	2	0	0	0	0
Ash St	Victoria Ave	G11-5	1	1	1	1	0
Ash St	Victoria Ave to Eastlake Ave	G11-67	1	0	0	0	0
Ash St	Eastlake Ave	G11-98	1	0	0	0	0
Elm St	McPherson Ave to Melrose Ave	G11-73	2	0	0	0	0
Elm St	Melrose Ave to Victoria Ave	G11-62	1	0	0	0	0
Elm St	Victoria Ave	G11-53	3	1	0	0	1
Willow St	Lorne Ave to McPherson Ave	G11-103	1	1	1	1	0
Willow St	McPherson Ave	G11-71	1	0	1	0	0
Willow St	Melrose Ave to Victoria Ave	G11-39	1	0	1	0	0
Willow St	Victoria Ave	G11-7	1	0	1	0	0
Maple St	Lorne Ave to McPherson Ave	G11-74	2	0	0	0	0
Maple St	McPherson Ave	G11-22	2	1	1	1	0
Maple St	Melrose Ave to Victoria Ave	G11-72	1	0	0	0	0
Maple St	Victoria Ave	G11-64	1	1	0	0	0
Maple St	Victoria Ave to Eastlake Ave	G11-117	2	0	0	0	0
Maple St	William Ave	H11-51	1	0	1	0	0
Maple St	Hanover Ave	H11-15	1	1	1	1	0

Street 1	Street 2	Ugrid	All collisions (2012 - 2016)	All collisions (2016)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
Maple St	Lansdowne Ave	H11-83	3	0	3	0	1
Maple St	Lansdowne Ave to York Ave	H11-39	1	0	0	0	0
Maple St	York Ave	H11-92	1	0	0	0	0
Lorne Ave	Ruth St to Ash St	G11-65	3	1	1	1	1
Lorne Ave	Ash St to Adelaide St	G11-77	4	0	0	0	1
Lorne Ave	Adelaide St to Elm St	G11-29	1	0	0	0	0
Lorne Ave	Elm St to Hilliard St	G11-57	7	1	1	1	1
Lorne Ave	Hilliard St to Willow St	G11-31	1	1	1	1	0
Lorne Ave	Willow St to Isabella St	G11-120	2	1	0	0	0
Lorne Ave	Maple St to Taylor St	G11-34	5	1	0	0	1
Victoria Ave	Willow St to Isabella St	G11-94	1	0	0	0	0
Victoria Ave	Maple St to Taylor St	G11-10	4	1	0	0	1
Broadway Ave	Ruth St to Adelaide St	H11-25	2	0	0	0	0
Broadway Ave	Adelaide St to Hilliard St	H11-41	1	0	0	0	0
Broadway Ave	Isabella St to Maple St	H11-30	4	1	0	0	1
Broadway Ave	Maple St to Taylor St	H11-32	1	0	0	0	0
Clarence Ave	Ruth St to Adelaide St	J11-60	4	0	0	0	1
Clarence Ave	Adelaide St to Hilliard St	J11-32	5	0	0	0	1
Clarence Ave	Hilliard St to Taylor St	J11-34	4	0	0	0	1

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



**Queen Elizabeth / Exhibition Neighbourhood  
Traffic Review  
Thursday, October 5, 2017, 7:00 – 9:00 P.M.  
St. Frances Elementary School  
2141 McPherson Avenue**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Justine Marcoux (Transportation Engineer), Nathalie Baudais (Senior Transportation Engineer),  
Mariniel Flores (Transportation Engineer)

Agenda

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

Presentation from Transportation Division – Queen Elizabeth / Exhibition Neighbourhood Traffic Review  
(Presented by Justine Marcoux - Transportation Engineer)

Presentation Outline:

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

Neighbourhood Traffic Management Program:

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

Study Area:

- Area bound by Taylor St (north), Clarence Ave (east), Ruth St (south), South Saskatchewan River (west)

How We Got Here:

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

## What We Heard:

- Speeding / Short-cutting Concerns:
  - Lorne Ave
  - Taylor St
  - Ruth St
  - Adelaide St
  - Eastlake Ave
  - Herman Ave
  - Ash St
  - Lane north of Ash St
- Pedestrian Safety Concerns:
  - Lorne Ave & Taylor St
  - Taylor St
  - Adelaide St & Herman Ave
  - Eastlake Ave & Maple St
  - Ruth St
  - Herman Ave
  - Missing Sidewalks
  - Missing pedestrian ramps
- Intersection Safety Concerns:
  - Lorne Ave & Taylor St
  - Eastlake Ave & Hilliard St
  - Ruth St & St. George Ave
- Other Concerns:
  - Parking
  - Prairieland Events
  - Maintenance (ie. potholes, drainage, ice buildup, trees)
  - Major intersections

## Lorne Ave & Ruth St – Update:

- Poles are installed
- Wiring to be completed over Thanksgiving weekend
- Mid-October to go in flashing red test phase (ie. 4-way stop)
- Fully-functioning thereafter
- Timing of signals will be monitored and adjusted accordingly
- Pedestrian ramps will be installed this fall or next spring

## What We Did:

- Collected Data:
  - Past studies
  - Comments from initial meeting
  - Resident responses (phone calls, emails, letters)
  - Recorded comments from Shaping Saskatoon discussions
  - 11 Intersection / Pedestrian counts
  - 11 – 7 day traffic count (24 hour) & Average Speed measurements
  - Collision history
- Field Reviews
- Assessed the Issues
- Generated proposed recommendations

## What We Propose:

- Median islands
  - Curb extensions
  - Standard & zebra crosswalks
  - Speed enforcement
  - Speed display board
  - Parking restrictions
  - All-way stops
  - Sidewalks
- **Saskatoon Police Services: 306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.**

## Small Group Discussions

- Breakout into small groups to discuss traffic concerns in Queen Elizabeth / Exhibition and potential solutions

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

## Next Steps

1. Send comments no later than October 26, 2017
2. Additional public input via City on-line Community Engagement webpage no later than October 26, 2017 <http://shapingsaskatoon.ca/discussions>
3. Additional consultation if required
4. Present traffic plan to City Council for approval (Councillor, Community Association & Community Consultant will be notified. Traffic plan is posted online one week prior to Council meeting).
5. What if I don't agree?
  - Contact Councillor, write a letter to Council or request to speak at Council.
6. Implementation to begin Spring 2018 (signs & temporary traffic calming)

## Q&A

Resident: How can I access the information in the final plan if I don't have a computer?

CofS: The Community Association is notified. They will have the information. We can also contact you directly and deliver the report.

Resident: What format will the Community Association receive it in?

CofS: Email notification.

Community Association Rep: We have a facebook page and website. Our newsletter is posted online.

Councillor Loewen: Thank-you for coming. Adding to next steps, typically when these Neighbourhood Traffic Reviews are presented at Council there's no opposition. So if you don't agree please let us know.

**Table Discussions:**

Item	Location	Recommendation	Reason	Nathalie's Group	Mariniel's Group
1	Eastlake Ave & Adelaide St	Median island & zebra crosswalk on north side	Reduce speed & improve pedestrian safety near park		Support for reducing speeding but not sure on median islands because signs get knocked down
2	Eastlake Ave & Hilliard St	Median islands with additional yield signs	Ensure yield signs are visible and drivers are complying	signs get knocked down particularly in winter; suggest 4-way stop	Support for reducing speeding but not sure on median islands because signs get knocked down
3	Eastlake Ave & Maple St	Curb extensions on northwest & southwest corners	Improve pedestrian safety & ensure parking setbacks		Support. Also consider curb extension on school side.
4.1	Ruth St between Lorne Ave & Broadway Ave	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed		
4.2	Ruth St	Speed display board (facing eastbound traffic prior to Weaver Park)	Reduce speed near park		
5.1	Ruth St & St. George Ave	15m parking restrictions on Ruth St on northwest corner	Improve driver sightlines	back lane behind St. George Ave is a shortcut	Support. NE sightlines are also obstructed by trees.
5.2	Ruth St & St. George Ave	Move eastbound-facing Do Not Enter sign & replace with larger sign	Improve visibility of sign to ensure driver compliance		Consider flashing lights.
6	Ruth St & St. Henry Ave	3-way stop	Improve intersection safety		
7	Taylor St between Lorne Ave & Clarence Ave	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed		
8.1	Lorne Ave & Taylor St	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & enhancing sightlines		Support as long as it doesn't block the driveway access. Drivers park in crosswalk sometimes. Suggest traffic signals. Re-design this intersection.
8.2	Lorne Ave & Taylor St	Move street name blades to same posts as stop signs	Reduce driver confusion		
8.3	Lorne Ave & Taylor St	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Reduce driver confusion		Support. Maybe same recommendation for eastbound direction.

Item	Location	Recommendation	Reason	Nathalie's Group	Mariniel's Group
9	Lorne Ave between Ruth St & Taylor St	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed		
10	Herman Ave & Adelaide St	15m parking restrictions on Herman Ave on northwest (school) & southwest (park) corners	Improve driver sightlines		
11	Herman Ave between Hilliard St & Adelaide St	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed	principal has been contacting police directly	
12	Herman Ave & Isabella St	Median island & standard crosswalk on south side	Reduce speed & improve pedestrian safety		Not sure on median island. As long as it's not too narrow.
13	St. Henry Ave & Hilliard St	Median islands	Reduce speed		Speed humps would work better. Median islands must be installed on wide streets.
14.1	St. Henry Ave	Remove yellow centre line	Reinforce street classification (i.e. local)		Not sure if this is necessary. Send speed data to police and illegal trucks using route.
14.2	Taylor St between St. Henry Ave & Saskatchewan Cres W	Remove yellow centre line	Reinforce street classification (i.e. local)		Do not support. Keep centre line.
15	Eastlake Ave	Sidewalk on west side of Eastlake Ave between Isabella St & Willow St	Improve pedestrian safety / connectivity near park & school		
16	McPherson Ave	Sidewalk on west side of McPherson Ave between Ruth St & Elm St	Improve pedestrian safety / connectivity near school		
17	Isabella St	Sidewalk on south side of Isabella St between Lorne Ave & pathway into Thornton Park	Improve pedestrian safety / connectivity near park		
18	St. Henry Ave	Sidewalk on east side of St. Henry Ave between Hilliard St & Isabella St	Improve pedestrian safety / connectivity near park		

**Additional Concerns:**

<b>Location</b>	<b>Concern</b>
NA	Median islands get hit and aren't visible in winter
School zones	40kph rather than 30kph
Seventh Day Adventist Christian School	School zone should be extended to St. Charles Ave
Herman Ave & Hilliard St	Install crosswalk & median island here instead of Isabella St
NA	Curb extensions could be more challenging for cycling; median islands may be better
Broadway Ave - Isabella St to Taylor St	school zone but no signs
Various	Missing sidewalk gaps
Ruth St & Albert Ave	volumes increased; shortcut to avoid school zones; kids walking on street; no sidewalk & Ruth St is graded; add to enforcement list (Ruth St all the way to Clarence Ave)
Various	Snow clearing issues
Victoria Ave	bridge opening might create shortcutting
Ruth St & Lorne Ave	traffic signal timing during events; scramble phase for pedestrians; right turns are difficult if lots of pedestrians
Major streets (ie. Ruth St, Victoria Ave)	filling in sidewalks should be priority
Ruth St	New trees placed 28" from curb restricts placement of new sidewalk; bus causes damage
York Ave	Is it on sidewalk preservation plans?
York Ave & Isabella St	Tree trimming needed on NW corner
Lansdowne Ave & Adelaide St	Tree trimming needed on SW corner
Willow St & Eastlake Ave	Tree trimming needed
NA	Cyclists must stop at stop signs; more education needed
Sid Buckwold Bridge	Cyclists speeding on pathway
Lansdowne Ave off of Ruth St	Speeding
Isabella St & Lorne Ave	Difficult to get drivers attention to stop; suggest curb extensions so drivers can see pedestrians waiting
Ruth St & Lansdowne Ave	Lots of parked cars; sightlines obstructed creating dangerous intersection; see if parking is too close (ie within 10m); large trucks parking
Taylor St & Arlington Ave	Can't stop on red before turning right because there's a spruce tree; tree trimming needed
McPherson Ave - Willow St to Hilliard St	Sidewalk needed on west side
Taylor St & Belfast Ave	Near Hilltops practice field; lots of kids playing in street; street is wide; drivers drifting while turning; "Kids at play" signs; yellow signs to slow down to improve children safety; speed humps
Lorne Ave & Ruth St (Mac's driveway)	Shortcut through driveway to avoid intersection
Lorne Ave & Ruth St	protected left turn signal phase for northbound needed
8th St intersections	review needed
Various	Residents that don't have driveways park on sidewalk; send parking enforcement
Lansdown Ave near Hanover	Speeding
Victoria Ave - traffic bridge to Taylor St	Bike lane from 8th St and then raised cycle track
Lane parallel to Idylwyld Dr - Taylor St to Adelaide St	Lots of traffic/trucks; block lane with barricades
St Andrews Ave & Isabella St	Speeding around corner; hitting hydrant; install barrier to protect
Idylwyld Dr	Very bright digital billboards (especially at night); turn down brightness of signs



## APPENDIX G: DECISION MATRIX



**Appendix G: Decision Matrix**

Item	Location	Recommendation	Reason	Nathalie's Group	Mariniel's Group	Decision
1	Eastlake Ave & Adelaide St	Median island & zebra crosswalk on north side	Reduce speed & improve pedestrian safety near park		Support for reducing speeding but not sure on median islands because signs get knocked down	Carried. Median islands have been used throughout the Saskatoon and proven effective. Install temporary and remove or adjust accordingly if there are issues with them getting knocked down.
2	Eastlake Ave & Hilliard St	Median islands with additional yield signs	Ensure yield signs are visible and drivers are complying	signs get knocked down particularly in winter; suggest 4-way stop	Support for reducing speeding but not sure on median islands because signs get knocked down	Carried. Median islands have been used throughout the Saskatoon and proven effective. Install temporary and remove or adjust accordingly if there are issues with them getting knocked down. 4-way stop is not warranted.
3	Eastlake Ave & Maple St	Curb extensions on northwest & southwest corners	Improve pedestrian safety & ensure parking setbacks		Support. Also consider curb extension on school side.	Carried. Sightlines are clear on school side with parking lot driveway and No Stopping signs to north side of intersection. Curb extension not needed.
4.1	Ruth St between Lorne Ave & Broadway Ave	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed			Carried
4.2	Ruth St	Speed display board (facing eastbound traffic prior to Weaver Park)	Reduce speed near park			Carried
5.1	Ruth St & St. George Ave	15m parking restrictions on Ruth St on northwest corner	Improve driver sightlines	back lane behind St. George Ave is a shortcut	Support. NE sightlines are also obstructed by trees.	Carried. Tree trimming request was forwarded to Bylaw to follow-up with resident to ensure hedges are trimmed on northeast corner. Traffic count in spring 2018 in back lane east of St. George Ave to determine if shortcutting is an issue.
5.2	Ruth St & St. George Ave	Move eastbound-facing Do Not Enter sign & replace with larger sign	Improve visibility of sign to ensure driver compliance		Consider flashing lights.	Carried. Flashing lights are not used in Saskatoon at this time.
6	Ruth St & St. Henry Ave	3-way stop	Improve intersection safety			Removed. Re-visited all-way stop warrant and this location doesn't warrant a 3-way stop based on low traffic volumes and collisions.
7	Taylor St between Lorne Ave & Clarence Ave	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed			Carried
8.1	Lorne Ave & Taylor St	Move bus stop on the southwest corner further south	Improve pedestrian safety by ensuring buses aren't parked over crosswalk & enhancing sightlines		Support as long as it doesn't block the driveway access. Drivers park in crosswalk sometimes. Suggest traffic signals. Re-design this intersection.	Carried. Driveway access will only be blocked while bus is stopped. Will discuss with business owner prior to installation. Traffic signals not warranted.
8.2	Lorne Ave & Taylor St	Move street name blades to same posts as stop signs	Reduce driver confusion			Carried
8.3	Lorne Ave & Taylor St	Move westbound lane designation sign to more visible location (east of Lorne Ave approaching the intersection) & add pavement markings to show separated lanes for left turn & shared through / right turn lanes	Reduce driver confusion		Support. Maybe same recommendation for eastbound direction.	Carried. The eastbound side is only 13m wide (versus 18m for the westbound side) therefore there's not enough space to separate the lanes.
9	Lorne Ave between Ruth St & Taylor St	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed			Carried
10	Herman Ave & Adelaide St	15m parking restrictions on Herman Ave on northwest (school) & southwest (park) corners	Improve driver sightlines			Carried
11	Herman Ave between Hilliard St & Adelaide St	Provide speed data to Saskatoon Police Service for enforcement	Reduce speed	principal has been contacting police directly		Carried
12	Herman Ave & Isabella St	Median island & standard crosswalk on south side	Reduce speed & improve pedestrian safety		Not sure on median island. As long as it's not too narrow.	Carried. Median islands have been used throughout the Saskatoon and proven effective. Install temporary and remove or adjust accordingly if there are issues with them getting knocked down.
13	St. Henry Ave & Hilliard St	Median islands	Reduce speed		Speed humps would work better. Median islands must be installed on wide streets.	Carried. Speed humps will be piloted at select locations in spring 2018. There were no pilot locations selected within the Queen Elizabeth or Exhibition neighbourhoods. If proven effective they will be added to the traffic calming toolkit and considered on a go forward basis. Median islands will be installed temporary and removed or adjusted if knocked down.
14.1	St. Henry Ave	Remove yellow centre line	Reinforce street classification (i.e. local)		Not sure if this is necessary. Send speed data to police and illegal trucks using route.	Removed. Speed data will be forwarded to Saskatoon Police Service for consideration.
14.2	Taylor St between St. Henry Ave & Saskatchewan Cres	Remove yellow centre line	Reinforce street classification (i.e. local)		Do not support. Keep centre line.	Removed.
15	Eastlake Ave	Sidewalk on west side of Eastlake Ave between Isabella St & Willow St	Improve pedestrian safety / connectivity near park & school			Carried
16	McPherson Ave	Sidewalk on west side of McPherson Ave between Ruth St & Elm St	Improve pedestrian safety / connectivity near school			Carried
17	Isabella St	Sidewalk on south side of Isabella St between Lorne Ave & pathway into Thornton Park	Improve pedestrian safety / connectivity near park			Carried
18	St. Henry Ave	Sidewalk on east side of St. Henry Ave between Hilliard St & Isabella St	Improve pedestrian safety / connectivity near park			Carried



APPENDIX H: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT  
PLAN

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

Location	Concern	Decision
NA	Median islands get hit and aren't visible in winter	Median islands have been used throughout the Saskatoon and proven effective. They're installed temporary and removed or adjusted accordingly if there are issues with them getting knocked down.
School zones	40 kph rather than 30 kph	Documented and will be considered under city-wide school zone review.
Seventh Day Adventist Christian School	School zone should be extended to St. Charles Ave	Requests to extend school zones must be requested through the school board.
Herman Ave & Hilliard St	Install crosswalk & median island here instead of Isabella St	Pedestrian study indicated low pedestrian volume (only 9 pedestrians crossed during five peak hours in comparison to 21 pedestrians at Isabella St which is only 170 m north). No further recommendations.
NA	Curb extensions could be more challenging for cycling; median islands may be better	Documented for future consideration as part of the Active Transportation Plan.
Broadway Ave - Isabella St to Taylor St	school zone but no signs	Broadway Ave is not included in the school zone. This is an error shown on the traffic plan. The final map will be updated.
Various	Missing sidewalk gaps	Like many inner-city neighbourhoods there are a number of missing sidewalk locations. Requests to look at specific locations were considered. Trees are often a major constraint, as sidewalks are not to be considered (in most cases) where there's a tree within 3 metres.
Ruth St & Albert Ave	volumes increased; shortcut to avoid school zones; kids walking on street; no sidewalk & Ruth St is graded; add to enforcement list (Ruth St all the way to Clarence Ave)	Traffic volumes are within acceptable range for minor arterial (i.e. 7,780 vpd). Existing sidewalk on south side of Ruth St between Lorne Ave & Clarence Ave. Add to recommendations "Install Multi-use path on north side between Eastlake Ave & lane east of Weaver Park and sidewalk between lane east of Weaver Park & Broadway Ave". Can't install sidewalk on north side between Broadway Ave & lane east of Hanover Ave due to trees and between York Ave & Albert Ave. Change recommendation "Provide speed data to Saskatoon Police Service for enforcement" on Ruth St between Lorne Ave & Clarence Ave.
Various	Snow clearing issues	Comments will be forwarded to Public Works for further consideration.
Victoria Ave	Bridge opening might create shortcutting traffic signal timing during events; scramble phase for pedestrians; right turns are difficult if lots of pedestrians	Forwarded to project manager for further consideration.
Ruth St & Lorne Ave		Traffic patterns will be monitored at intersection once signals are activated and adjusted accordingly.
Major streets (i.e. Ruth St, Victoria Ave)	filling in sidewalks should be priority	Already on priority list under Sidewalk Retrofit Program.
Ruth St	New trees placed 28" from curb restricts placement of new sidewalk; bus causes damage	Comments noted. Working with Urban Forestry to determine sidewalk locations for future locations.
York Ave	Is it on sidewalk preservation plans?	York Ave is on Sidewalk Retrofit Program's priority list as it is adjacent to a school. Add to recommendations "Install sidewalk on east side between Isabella St & 8th St".
York Ave & Isabella St	Tree trimming needed on NW corner	Yield signs were installed as part of the Traffic Control Retrofit Program and are visible. Tree trimming not needed for the opposing streets.
Lansdowne Ave & Adelaide St	Tree trimming needed on SW corner	Trees / shrubs were trimmed at the time of the site check.
Willow St & Eastlake Ave	Tree trimming needed	Evergreen blocking yield sign on southwest corner. Add to list of locations for trimming.
NA	Cyclists must stop at stop signs; more education needed	Documented for future consideration as part of the Active Transportation Plan.
Sid Buckwold Bridge	Cyclists speeding on pathway	Documented for future consideration as part of the Active Transportation Plan.
Lansdowne Ave off of Ruth St	Speeding	Add to recommendations "Speed study in Spring 2018 to determine if speeds are within the acceptable range"
Isabella St & Lorne Ave	Difficult to get drivers attention to stop; suggest curb extensions so drivers can see pedestrians waiting	Add to recommendations "Traffic count in Spring 2018 to determine if pedestrian improvements are needed"
Ruth St & Lansdowne Ave	Lots of parked cars; sightlines obstructed creating dangerous intersection; see if parking is too close (i.e. within 10 m); large trucks parking	No vehicles parked during site check aside from one crew truck on north east corner and it was 20 m back from intersection. No further recommendations.
Taylor St & Arlington Ave	Can't stop on red before turning right because there's a spruce tree; tree trimming needed	Outside study area. Will review and add to trimming list if needed.
McPherson Ave - Willow St to Hilliard St	Sidewalk needed on west side	Installation would result in significant impacts to trees.
Taylor St & Belfast Ave	Near Hilltops practice field; lots of kids playing in street; street is wide; drivers drifting while turning; "Kids at play" signs; yellow signs to slow down to improve children safety; speed humps	Belfast Ave is outside of study area. Comments will be considered as part of the Buena Vista Neighbourhood Traffic Review.

<b>Location</b>	<b>Concern</b>	<b>Decision</b>
Lorne Ave & Ruth St (Mac's driveway)	Shortcut through driveway to avoid intersection	Traffic signal installations should improve traffic flow at intersection.
Lorne Ave & Ruth St	protected left turn signal phase for northbound needed	Traffic patterns will be monitored at intersection once signals are activated and adjusted accordingly.
8th St intersections	review needed	Need more information and specific locations.
Various	Residents that don't have driveways park on sidewalk; send parking enforcement	Need specific locations.
Lansdowne Ave near Hanover	Speeding	These streets are parallel. Following up with speed study in spring 2018 on Lansdowne Ave near Adelaide St.
Victoria Ave - traffic bridge to Taylor St	Bike lane from 8th St and then raised cycle track	Documented for future consideration as part of the Active Transportation Plan.
Lane parallel to Idylwyld Dr (west side) - Taylor St to Adelaide St	Lots of traffic/trucks; block lane with barricades	Add to recommendations "Traffic volume study in Spring 2018 to determine if volumes are within the acceptable range"
St Andrews Ave & Isabella St	Speeding around corner; hitting hydrant; install barrier to protect	Squared curb on north side of curve should deter drivers (and provide barrier) from hitting hydrant. Speeding would require drivers to go over squared curb as it is a 90 degree turn. No additional barricades needed.
Idylwyld Dr	Very bright digital billboards (especially at night); turn down brightness of signs	Forwarded to Bylaw Inspector to follow-up with sign owners.
Trident Cres	drivers think cul-de-sac is a through-street; there's a sign but it's not visible; move sign to more visible location or install additional sign across the street	Existing cul-de-sac sign is visible approaching northbound. Cannot move sign further east due to large evergreen tree.