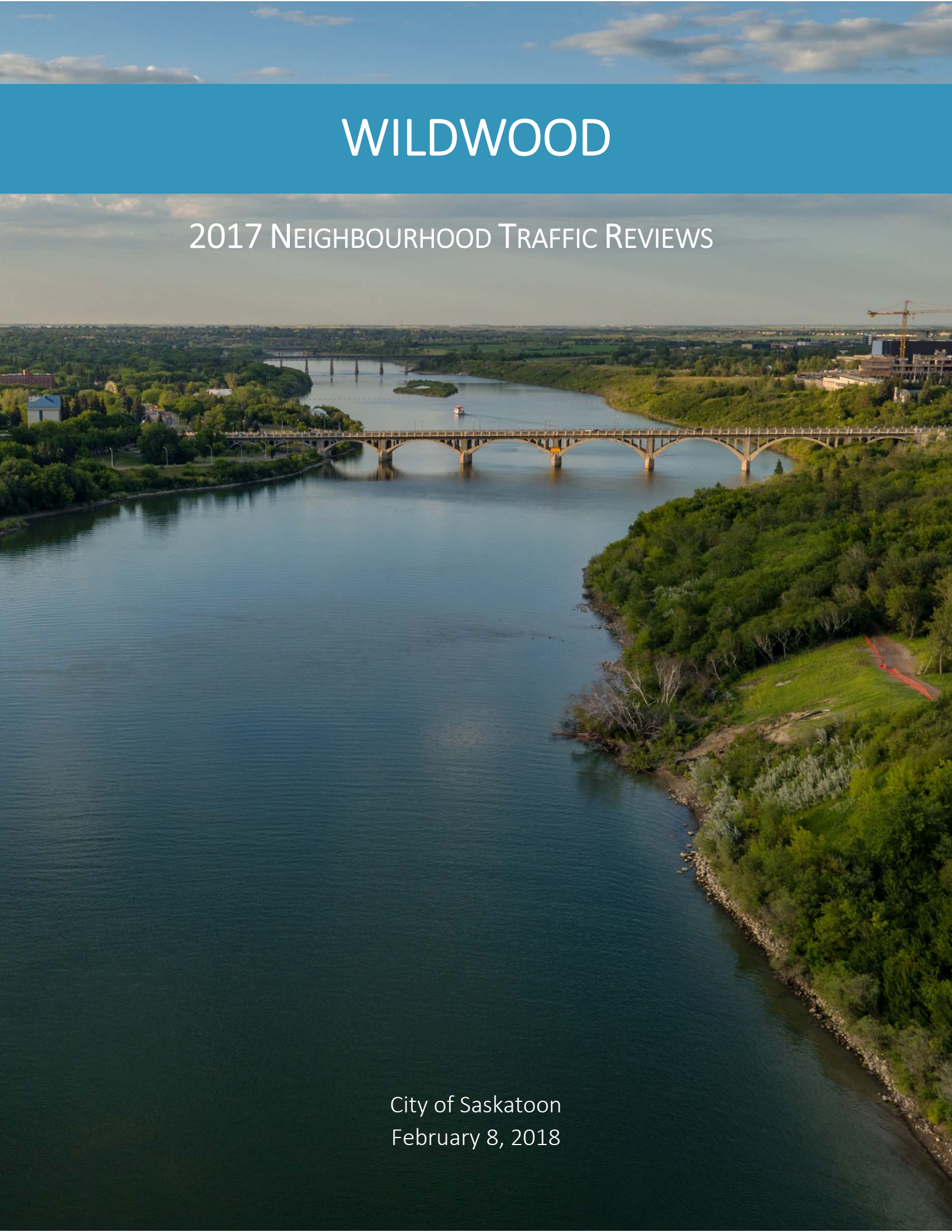


# WILDWOOD

## 2017 NEIGHBOURHOOD TRAFFIC REVIEWS



City of Saskatoon  
February 8, 2018

# Wildwood Neighbourhood Traffic Review

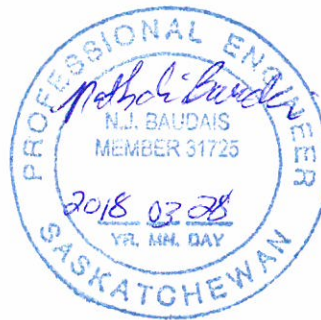
February 8, 2018

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- City of Saskatoon Transit
- City of Saskatoon Planning & Development
- City of Saskatoon Roadways & Operations
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Bev Dubois

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

A summary of recommended improvements for the Wildwood neighbourhood is included in **Table ES-1**. The summary identifies the locations, recommended improvements, and a schedule for implementation. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the *Traffic Calming Guidelines and Tools* document, the time frame may range from short-term (1 to 2 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.

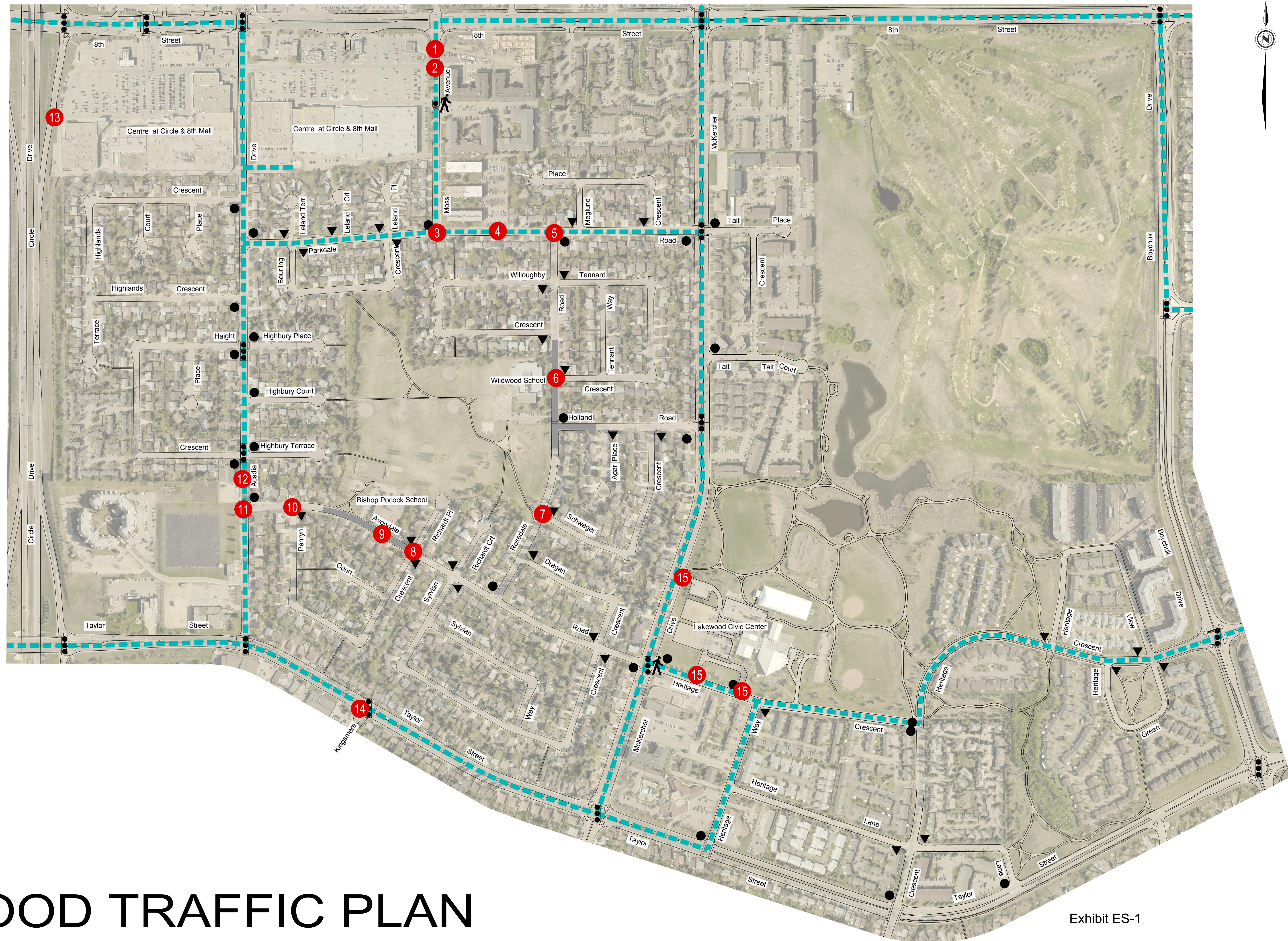
The Wildwood Traffic Plan is illustrated in **Exhibit ES-1**.

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

<b>Item</b>	<b>Location</b>	<b>Recommendation</b>	<b>Reason</b>
1	Tim Hortons driveway on Moss Ave	Discuss driveway modification with property owner	Improve traffic safety
2	1035 Moss Avenue driveways	No parking signs	Improve sightlines
3	Moss Avenue & Parkdale Road	No parking signs on northwest corner	Improve sightlines
4	100 m east of Moss Avenue & Parkdale Road	Speed display board facing westbound traffic	Reduce speed
5	Parkdale Road & Rosedale Road	Relocate the standard crosswalk from Parkdale Road & Meglund Crescent to the east leg of this intersection and install curb extension	Reduce speed & improve pedestrian safety
6	Rosedale Road & Tennant Crescent	Make temporary curb extension permanent	Reduce speed & improve pedestrian safety
7	Rosedale Road & Schwager Crescent	Curb extension on south leg	Reduce speed & improve pedestrian safety
8	Avondale Road & Richardt Place	Tree trimming and zebra crosswalk	Improve sightlines & pedestrian safety
9	Bishop Pocock School entrance on Avondale Road	No stopping signs and zebra crosswalk	Improve pedestrian safety
10	Avondale Road & Penryn Crescent (west)	No parking signs on east leg	Improve traffic safety
11	Acadia Drive & Avondale Road	Tree trimming	Improve sightlines
12	50 m south of Acadia Drive & Haight Crescent (south)	Speed display board facing northbound traffic	Reduce speed
13	Circle Drive northbound off-ramp	Relocate the "Mall Traffic Only" sign and install lane pavement marking	Improve guidance for drivers
14	Taylor Street & Kingsmere Boulevard	Oversized "No U Turn" Sign for eastbound traffic	Improve compliance
15	Lakewood Civic Centre driveways	Accessibility ramps	Improve pedestrian safety

**LEGEND**

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



# WILDWOOD 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 Wildwood neighbourhood.

The Wildwood neighbourhood is bound by Taylor Street East to the south, Boychuk Drive to the east, Circle Drive to the west and 8<sup>th</sup> Street East to the north. The land use is mostly residential, with schools on Avondale Road (Bishop Pocock School) and Rosedale Road (Wildwood School).

The neighbourhood traffic review includes four stages:

- **Stage 1** - Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon online discussion.
- **Stage 2** - Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** - Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council for approval.
- **Stage 4** - Implement the proposed measures in 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 May of 2017 to identify traffic concerns within the Wildwood neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes are provided in **Appendix A**.

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

### 2.1 Concern 1 – Speeding and Shortcutting

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

Concerns for speeding and shortcutting were identified at the following locations:

- Local & collector streets:
  - Parkdale Road
  - Moss Avenue
  - Rosedale Road
  - Avondale Road
- Arterial streets:
  - 8<sup>th</sup> Street east of McKercher Drive
  - 8<sup>th</sup> Street & McKercher Drive
  - Acadia Drive

Proposed solutions identified by residents:

- Parkdale Road - speed display board should be installed on Parkdale Road
- 8<sup>th</sup> Street & McKercher Drive - reduce speed limit to 50 kph since it is a residential area

## 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.”

Concerns regarding pedestrian safety were raised at the following locations:

- Bus mall entrance on Acadia Drive – confusion and conflict with cars, pedestrians and buses
- McKercher Drive & Avondale Road – pedestrian actuated signal red phase is too long
- 8<sup>th</sup> Street & Moss Avenue
  - Traffic islands are not accessible
  - Pedestrian phase for crossing 8<sup>th</sup> Street is too short
- Avondale Road
  - Children are crossing street in front of school without crosswalk
  - A mid-block crosswalk is required

Proposed solutions identified by residents:

- Parkdale Road – a zebra crosswalk is required on Parkdale Road
- Parkdale Road & Leland Place – a standard crosswalk is required
- Parkdale Road & Moss Avenue – curb extension and pedestrian actuated signal is needed
- 8<sup>th</sup> Street & Luther Place – pedestrian crosswalk should be installed at the median opening
- Boychuk Drive & Herold Road – install crosswalk

### 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 must have a balanced volume from each leg to operate sufficiently.

Proposed solutions identified by residents:

- Moss Avenue & Parkdale Road - needs a traffic signal or 3-way stop
- McKercher Drive & Avondale Road - needs a traffic signal as turning onto McKercher Drive is difficult
- Acadia Drive & Avondale Road - needs a traffic signal as turning onto Acadia Drive is difficult

### 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.

Concerns regarding parking were at the following locations:

- Moss Avenue & Parkdale Road - sightlines are blocked by parked vehicles on the northwest corner and northeast corner
- Penryn Crescent & Avondale Road (west) - the street is too narrow because vehicles are parking too close to the median island

Proposed solutions identified by residents:

- 1035 Moss Avenue (Providence Apartment) - restrict parking beside the driveways due to the poor sightlines

## 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).

Concerns regarding maintenance were identified at the following locations:

- Parkdale Road - very icy during the winter
- Sobey's driveway on 8<sup>th</sup> Street - trees obstruct the sightlines
- Heritage Crescent - street name signs are blocked by trees
- Richardt Place & Avondale Road - overgrown trees obstruct the sightlines
- Wildwood school park on Rosedale Road - snow clearing is not done in the winter

## 2.6 Concern 6 – Major Intersections & Corridors

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

Concerns regarding major intersections were identified at the following locations:

- 8<sup>th</sup> Street east of McKercher Drive
  - speed limit is inconsistent
  - speeding
- 8<sup>th</sup> Street & Moss Avenue - traffic islands are not accessible
- 8<sup>th</sup> Street & McKercher Drive - traffic islands are not accessible
- Circle Drive exit ramp onto 8<sup>th</sup> Street - "Mall Traffic Only" sign is not at the right location and it confuses motorists
- Kingsmere Boulevard & Taylor Street - the "No Left Turns" sign is too small
- 8<sup>th</sup> Street & Luther Place – U-turns at the median opening are dangerous

Proposed solutions identified by residents:

- Circle Drive – build multi-use trail along Circle Drive

## 3 STAGE 2: DEVELOPMENT OF DRAFT TRAFFIC PLAN

### 3.1 Methodology

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

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

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



### 3.2 Traffic Volume and Speed Assessments

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

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

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

Vehicle speeds were measured to determine the 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Wildwood neighbourhood is 50 kph, except for school zones where the speed limit is reduced to 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 a concern by residents 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)
Moss Avenue	8 <sup>th</sup> Street & Parkdale Road	collector	3,975	49
Parkdale Road	Moss Avenue & Rosedale Road		2,610	55
Rosedale Road	Holland Road & Schwager Crescent		795	60
Avondale Road	Rosedale Road & Dragan Crescent		1,010	54
Acadia Drive	Parkdale Road & Highlands Crescent	minor arterial	9,180	56
8 <sup>th</sup> Street	McKercher Drive & Boychuk Drive	major arterial	18,955	69
Taylor Street	Heritage Crescent & Heritage Way		11,465	57

### 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**.

**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
Moss Avenue & Parkdale Road	449 (no)	5210 (no)	1 (no)	All-Way Stop Not Warranted

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 pedestrian 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 is provided in **Table 3-4**.

**Table 3-4: Pedestrian Assessments**

Location	Number of Pedestrians Crossing During Peak Hours	Results
Moss Avenue & Parkdale Road	21	Pedestrian Device Not Warranted

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

### 3.5 Traffic Signal Assessments

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

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

Pedestrian and traffic data is collected during the five peak hours of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 4:00 pm to 6:00 pm.

If a traffic signal is not warranted, additional measures to improve safety (i.e. parking restrictions, oversized stop signs) may be considered. A summary of the traffic signal assessments is provided in **Table 3-5**.

**Table 3-5: Traffic Signal Assessments**

Location	Traffic Signal Warrant Points	Results
Acadia Drive & Avondale Road	28	Traffic Signal Not Warranted
McKercher Drive & Avondale Road	38	
Moss Avenue & Parkdale Road	13	

Details of the traffic signal assessments are provided in **Appendix E**.

### 3.6 Collision Analysis

The most recently available five-year collision data (2011 to 2015) 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. Locations with two or more collisions per year include:

- 8<sup>th</sup> Street & Acadia Drive
- 8<sup>th</sup> Street & Moss Avenue
- 8<sup>th</sup> Street & McKercher Drive
- 8<sup>th</sup> Street & Boychuk Drive
- Acadia Drive & Parkdale Road
- Acadia Drive & Taylor Street
- Parkdale Road & McKercher Drive
- Avondale Road & McKercher Drive
- Kingsmere Boulevard & Taylor Street
- McKercher Drive & Taylor Street
- Boychuk Drive & Briarwood Road
- Boychuk Drive & Taylor Street

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

## 4 STAGE 3: PRESENTATION OF TRAFFIC PLAN

### 4.1 Methodology

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

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

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

### 4.2 Speeding and Shortcutting

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

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

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

Location	Recommended Improvement	Justification
Parkdale Road & Rosedale Road	Curb extension	Reduce speed
100 m east of Moss Avenue & Parkdale Road	Speed display board facing westbound traffic	Reduce speed
Rosedale Road & Tennant Crescent	Make temporary curb extension permanent	Reduce speed & improve pedestrian safety
Rosedale Road & Schwager Crescent	Curb extension on south leg	Reduce speed & improve pedestrian safety
50 m south of Acadia Drive & Haight Crescent (south)	Speed display board facing northbound traffic	Reduce speed

### 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
Avondale Road & Richardt Place	Tree trimming and zebra crosswalk	Improve sightlines & pedestrian safety
Bishop Pocock School entrance on Avondale Road	No stopping signs and zebra crosswalk	Improve pedestrian safety
Lakewood Civic Centre driveways	Accessibility ramps	Improve pedestrian safety

### 4.4 Intersection Safety

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

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

Location	Recommended Improvement	Justification
Tim Hortons driveway on Moss Avenue	Discuss driveway modification with property owner	Improve traffic safety
Taylor Street & Kingsmere Boulevard	Oversized “No U Turn” sign for eastbound traffic	Improve intersection safety

## 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
1035 Moss Avenue driveways	No parking signs	Improve sightlines
Moss Avenue & Parkdale Road	No parking signs on northwest corner	Improve sightlines
Avondale Road & Penryn Crescent (west)	No parking signs on east leg	Improve traffic safety

## 4.6 Follow Up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting on December 5, 2017. Meeting minutes are provided in **Appendix G**. 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 H**. Additional issues raised during the follow-up meeting are outlined in **Appendix I**. Recommendations were added to the list of improvements, if necessary.

The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways & Operations and Transit) to gather comments and concerns. General support for the recommendations 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 Wildwood 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:** Pedestrian Ramps Cost Estimate
- **Table 5-4:** Permanent Traffic Calming Cost Estimate
- **Table 5-5:** Total Cost Estimate

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

Location	Device (# of Devices)	Cost Estimate	Time Frame
Parkdale Road & Rosedale Road	Curb extension (2) Standard crosswalk	\$1,000 \$250	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
Rosedale Road & Schwager Crescent	Curb extension (2)	\$1,000	
1035 Moss Avenue driveways	No parking signs (2)	\$500	1 to 2 years
Moss Avenue & Parkdale Road	No parking sign (1)	\$250	
Avondale Road & Richardt Place	Zebra crosswalk (1) Tree trimming	\$250 \$250	
Bishop Pocock School entrance on Avondale Road	No stopping signs (4) Zebra crosswalk (1)	\$1,000 \$250	
Avondale Road & Penryn Crescent (west)	No Parking signs (2)	\$500	
Circle Drive northbound off-ramp	"Mall Traffic Only" sign Pavement marking	\$250 \$250	
Taylor Sreet & Kingsmere Boulevard	Oversized "No U Turn" Sign (1)	\$250	
Acadia Drive & Avondale Road	Tree trimming	\$250	
<b>Total</b>		<b>\$6,250</b>	

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

Location	Device	Cost Estimate	Time Frame
100 m east of Moss Avenue & Parkdale Road	Speed Display Board	\$0 (funded through Speed Program)	1 to 2 years
50 m south of Acadia Drive & Haight Crescent (south)	Speed Display Board	\$0 (funded through Speed Program)	
<b>Total</b>		<b>\$0</b>	

**Table 5-3: Pedestrian Ramps Cost Estimate**

Location	Device	Cost Estimate	Time Frame
Lakewood Civic Centre driveways	Accessibility ramps (6)	\$21,000	3 to 5 years
<b>Total</b>		<b>\$21,000</b>	

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

Location	Device (# of Devices)	Cost Estimate	Time Frame
Parkdale Road & Rosedale Road	Curb extension (2)	\$90,000	3 to 5 years
Rosedale Road & Schwager Crescent	Curb extension (2)	\$90,000	
Rosedale Road & Tennant Crescent	Curb extension (2)	\$90,000	
<b>Total</b>		<b>\$270,000</b>	

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

Category	Time Frame	
	Short-Term (1 to 2 years)	Medium-Term (3 to 5 years)
Signs, Pavement Markings & Temporary Traffic Calming	\$6,250	NA
Speed Enforcement & Speed Display Boards	\$0 (funded through Speed Program)	NA
Pedestrian Ramps	NA	\$21,000
Permanent Traffic Calming	NA	\$270,000
<b>Total</b>	<b>\$6,250</b>	<b>\$291,000</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is **\$6,250**. The total cost estimate for medium-term improvements (permanent traffic calming and pedestrian ramps) is **\$291,000**.

The list of recommended improvements resulting from the neighbourhood traffic review, including the location and justification, is summarized in **Table 5-6**.

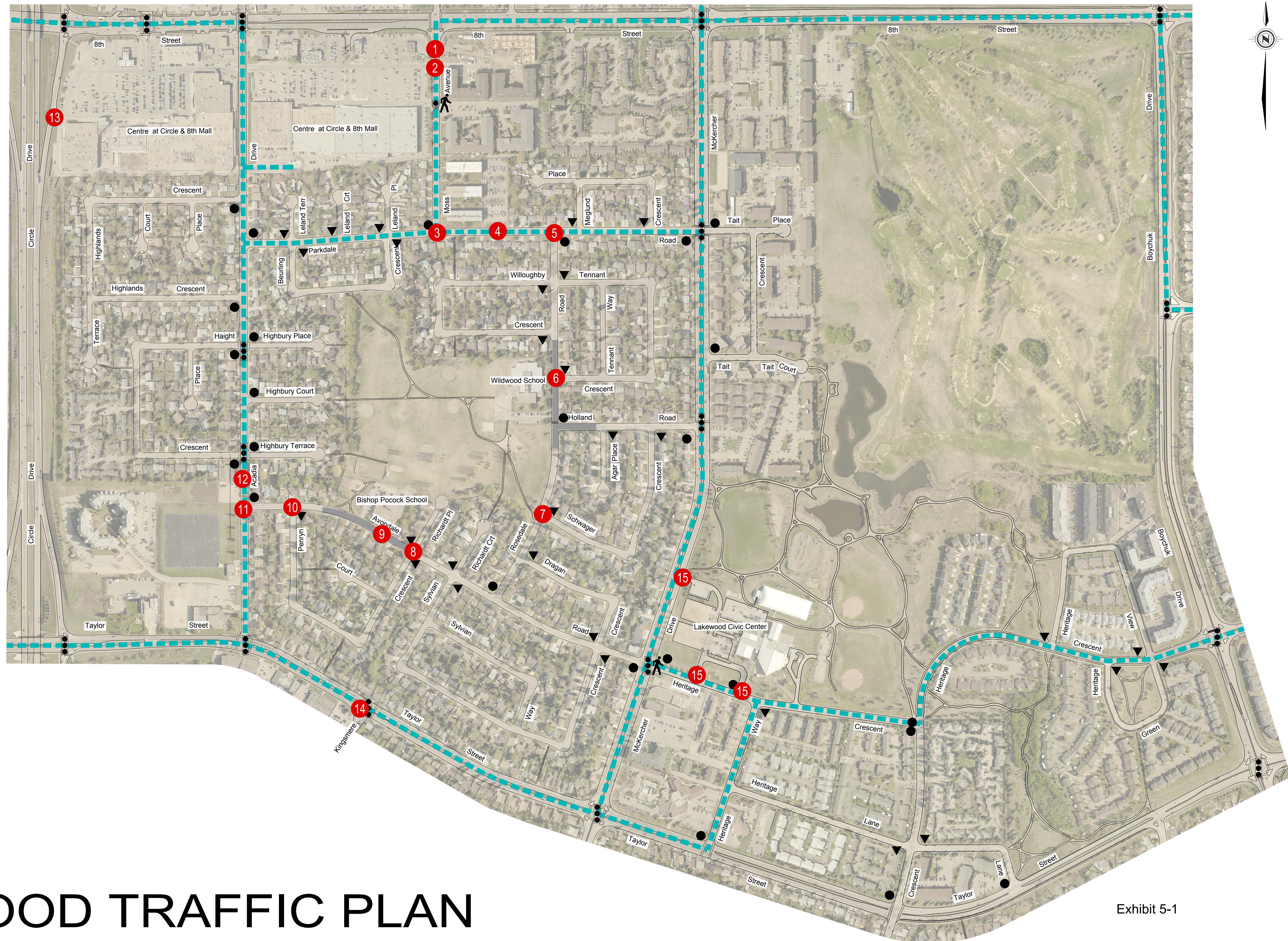
The recommended Wildwood Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.

**Table 5-6: Wildwood Neighbourhood Recommended Improvements**

<b>Item</b>	<b>Location</b>	<b>Recommendation</b>	<b>Reason</b>
1	Tim Hortons driveway on Moss Ave	Discuss driveway modification with property owner	Improve traffic safety
2	1035 Moss Avenue driveways	No parking signs	Improve sightlines
3	Moss Avenue & Parkdale Road	No parking signs on northwest corner	Improve sightlines
4	100 m east of Moss Avenue & Parkdale Road	Speed display board facing westbound traffic	Reduce speed
5	Parkdale Road & Rosedale Road	Relocate the standard crosswalk from Parkdale Road & Meglund Crescent to the east leg of this intersection and install curb extension	Reduce speed & improve pedestrian safety
6	Rosedale Road & Tennant Crescent	Make temporary curb extension permanent	Reduce speed & improve pedestrian safety
7	Rosedale Road & Schwager Crescent	Curb extension on south leg	Reduce speed & improve pedestrian safety
8	Avondale Road & Richardt Place	Tree trimming and zebra crosswalk	Improve sightlines & pedestrian safety
9	Bishop Pocock School entrance on Avondale Road	No stopping signs and zebra crosswalk	Improve pedestrian safety
10	Avondale Road & Penryn Crescent (west)	No parking signs on east leg	Improve traffic safety
11	Acadia Drive & Avondale Road	Tree trimming	Improve sightlines
12	50 m south of Acadia Drive & Haight Crescent (south)	Speed display board facing northbound traffic	Reduce speed
13	Circle Drive northbound off-ramp	Relocate the "Mall Traffic Only" sign and install lane pavement marking	Improve guidance for drivers
14	Taylor Street & Kingsmere Boulevard	Oversized "No U Turn" Sign for eastbound traffic	Improve compliance
15	Lakewood Civic Centre driveways	Accessibility ramps	Improve pedestrian safety

**LEGEND**

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



# WILDWOOD TRAFFIC PLAN

APPENDIX A: PUBLIC MEETING #1 – MAY 11, 2017 MINUTES

**Wildwood Neighbourhood Traffic Review**  
**Thursday May 11, 2017, 7:00 PM – 9:00 PM**  
**Bishop Pocock Elementary School**

**Agenda**

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

**1. Welcome & Introductions**

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

Councillor Dubois statement

**2. Presentation from Transportation Division – Wildwood Neighbourhood Traffic Review**

(Presented by Lanre Akindipe, P.Eng, Transportation Engineer)

Presentation Outline

- Neighbourhood Traffic Review Process
- Wildwood Review Schedule
- Sources of Information
- Past Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices
- Corridor Reviews & Major Intersection Reviews

Neighbourhood Traffic Review Process

- August 2013 – New process was adopted
- Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
- 2014 – Reviewed 11 neighbourhoods
- 2015 – Reviewed 8 neighbourhoods
- 2016 – Reviewed 8 neighbourhoods
- 2017 – Dundonald, Erindale / Arbor Creek, Wildwood, Silverwood Heights, Richmond Heights / North Park, Pleasant Hill, Buena Vista / Exhibition / Queen Elizabeth.

Wildwood Review Schedule

- Stage 1 – Identify issues & possible solutions through community consultation (May to Fall 2017)
- Stage 2 – Develop a draft traffic plan
- Stage 3 – Present draft traffic plan to community for feedback (Fall 2017)
- Stage 4 – Implement changes over time (Beginning Spring 2018)

Sources of Information

- Past studies
- Emails, Phone calls
- Feedback from public consultation
- Traffic Counts & Assessments
- Collision Analysis

Past Concerns Received

- Speeding - Parkdale Road, Avondale Road, Moss Avenue, Taylor Street, Rosedale Road.
- Safety & Visibility Concerns – Mall entrance / exit, Moss Ave & Parkdale Road, Avondale Road & Acadia Drive, Driveways on Moss Avenue, Parkdale Road & Rosedale Road.
- Signage – Mall entrance / exit on Acadia Drive, Circle Drive exit on 8th Street.

#### Traffic Calming Devices

- Speed Display Board
- Curb Extension
- Raised Median Island
- Roundabout
- Diverter
- Directional Closure
- Raised Median Through Intersection
- Full Closure
- Pedestrian Devices
- Standard Crosswalk
- Zebra Crosswalk
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

#### Corridor Reviews & Major Intersection Reviews

- Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews addresses local and collector streets within neighbourhoods
- Recommendations will be identified and projects will be prioritized for funding approval
- Report will be presented to City Council

### 3. Small Group Discussions

Residents were divided into small groups to discuss traffic concerns in Wildwood neighbourhood and potential solutions

#### **Group 1: Chelsea Lanning (City Facilitator)**

- Speeding, Tailgating & Noise on Main Roads (Acadia Drive, Parkdale Road)
- There should be a speed reduction to 50kph on 8th street between Moss & McKercher.
- U – Turn on 8th street at the entrance to the apartments just east of Moss (Luther Place) is a problem including increased noise.
- Acadia Drive & Mall entrance – through movements should be restricted from the mall site (E – W movements). Worried that the mall developments will make situation worse.
- Concerns with the bus mall entrance. Confusing and potential conflict with cars, pedestrians and buses. There should be a better pedestrian facility to the bus mall.
- McKercher & 8th Street – Bus stop location and trees including the pork chop island on the North West corner creates a problem. Eliminate pork chop islands.
- A more visible zebra crossing is needed on Parkdale Road.
- At Parkdale Road & Moss Avenue, Speeding is a great concern and it is a problem crossing the intersection. A bulb out or the installation of a Pedestrian Actuated Signal will help.
- Restrict Parking from the new apartments (Providence Apts) at 8th Street (eastside).
- Pedestrian crossings on McKercher and Avondale Road – the red phase is too long.



- School zone visibility (in general) – we like the central signs, but it will be better if it could be made more visible.
- Parkdale Road is being used as an alternative to 8th Street.
- Poor visibility from Moss Avenue onto Parkdale (mostly on the west side). Restrict parking on the Northwest corner.
- Tree trimming at Sobey's driveway make pedestrians hard to see (walking eastbound on North side)
- Signage at Heritage Crescent is covered by trees.
- Porkchops at 8th Street and Moss Avenue aren't accessible.
- The median at Penryn & Avondale – gets hit sometimes. Cars may be parking too close thereby making it too narrow.
- There should be a Speed Board on Parkdale Road.
- Possible traffic light location at Moss Avenue & Parkdale Road.

**Group 2: Marina Melchiorre (City Facilitator)**

- The northbound no parking sign on Moss Avenue at the "providence" should be moved south.
- Speeding concerns on 8th Street going East after McKercher Drive.
- There should be a Crosswalk at Luther Place where there is a median opening.
- Speeding on 8th Street
- The pedestrian crosswalk time at 8th Street and Moss Avenue is too short
- Add Multiuse Trail along Circle Drive
- Multiuse Pathway cycling connection between Highbury place, court, terrace and Avondale connecting to Central Avenue
- No sidewalks on driveway in front of Lakeview
- At Boychuk and Herold, add a crosswalk from Southside to the Northside
- Something needs to be done to the Access in and out of the mall at Acadia – pedestrians and cyclist.
- Is traffic signal warranted at Parkdale Road and Moss Avenue?
- U turns at Luther Place is a problem

**Group 3: Goran Lazic (City Facilitator)**

- At Moss Avenue and Parkdale Road, visibility restricted by parked vehicles at stop sign
- Speeding on Parkdale Road between McKercher Drive and Acadia Drive.
- At 8th Street & McKercher Drive, there are lots of speeding through the intersection. Reduce the speed to 50km/hr since it is also residential. It is a high collision location and there are lots of motorcycles that are too loud. Enforcement is needed.
- At Kingsmere & Taylor Street, the no left turn sign is too small
- "Mall Traffic only" sign at the exit from Circle and 8th Street exit is confusing. Other lanes are not marked.
- At Avondale Road, kids are crossing in front of the school and there is no crosswalk midblock. A crosswalk needs to be added.
- At Avondale Road, Parents are dropping off kids out on the street. Overgrown trees at Richardt Place and Avondale. No Parking and residential permit for residents on Avondale across from the School.
- The sandwich board sign are not in the middle but on the side.
- At Moss Avenue & Parkdale, there are visibility and parking issues especially for vehicles going southbound and turning left.

- At Avondale Road, there are no crosswalks for kids and they have to go to the next intersection to cross.
- There is a safety concern for northbound left turn traffic at Kingsmere and Taylor Street.

**\*\*\*Other comments, concerns, pictures, write-ups and documents were typed and printed and they were handed over to the facilitators for further information.\*\*\***

### **Other Concerns**

- Around “Park view” condos, they swathed the grass in the fall which works better than the rotary mower.
- Snow removal on Park trails that are currently crusher dust southwest of the golf course to provide a walking path and shortcut through.
- Snow clearing along Wildwood School Park on Rosedale Road isn’t done in the winter months.
- Snow clearing on Taylor Street
- Very icy on Parkdale Road during the winter months going down the hill
- Street name signs are not visible or missing and they are too small.
- There should be advanced signs for lane closures

### **4. Next Steps**

(Presented by Lanre Akindipe, Transportation Engineer)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 11, 2017
3. Additional public input via City on-line Community Engagement webpage no later than May 4, 2017 at <http://shapingsaskatoon.ca/discussions/wildwood-neighbourhood-traffic-review>
4. Traffic & pedestrian data collection, analysis
5. Develop recommendations and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft Traffic Plan
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to Transportation Committee
9. Present Traffic Plan to City Council for approval

### **5. Large Group Discussion – Questions & Answers**

#### **Question/Comment 1:**

- **Resident:** How do you count pedestrian demand that might exist at a location if the location is not currently being used because it is unsafe? They would like to use the location but they can’t because it is unsafe most especially where you have schools?
- **City’s response:** Traffic counts are conducted throughout the year and for safety issues, they are looked at a bit differently than just a traffic count. We also use our engineering judgement to determine the need for an improvement or safety measures. We also work with schools and principals to address safety concerns in schools.

#### **List of Representatives**

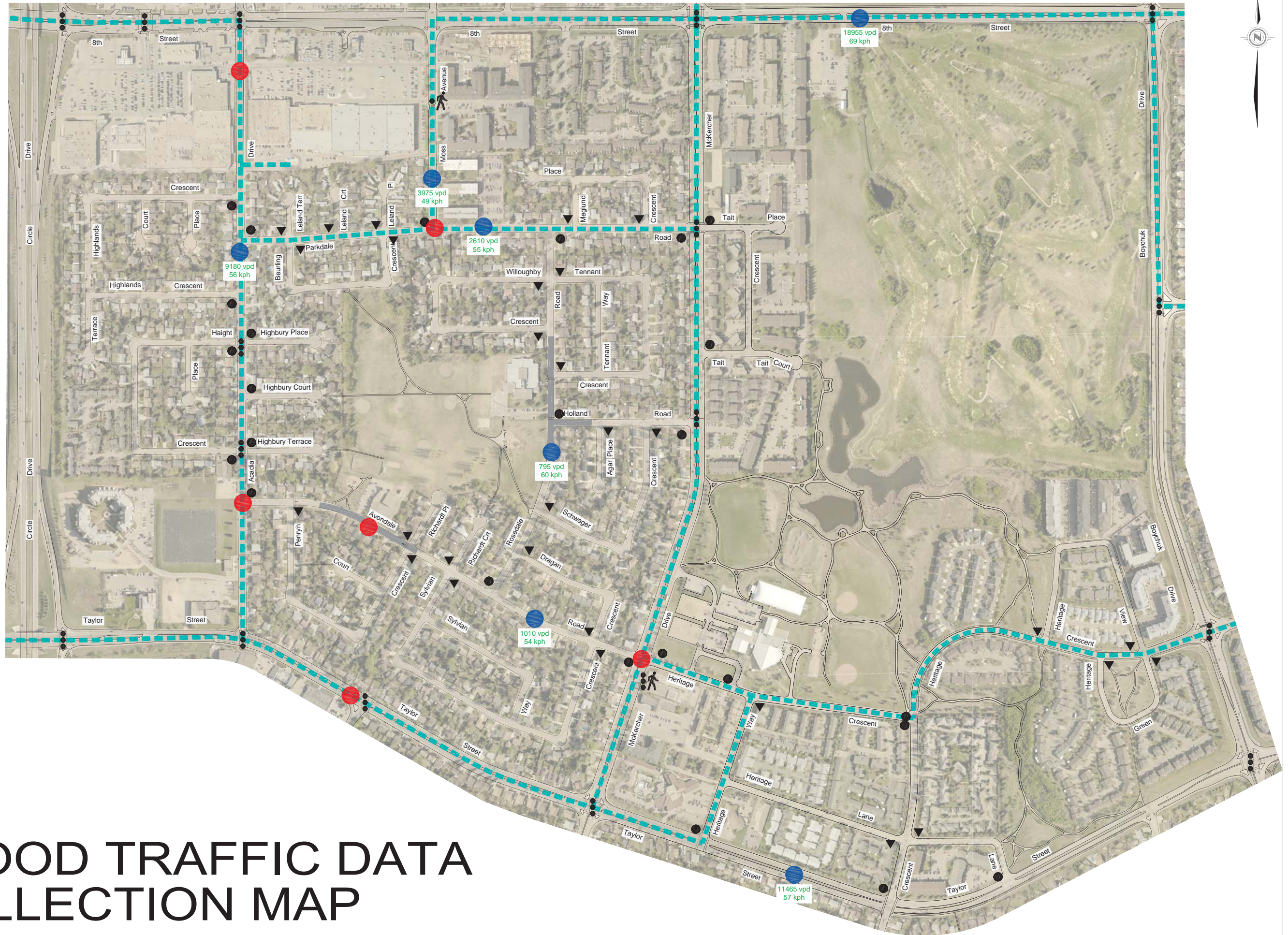
- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Chelsea Lanning – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Goran Lazic – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer

- Marina Melchiorre– City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Councillor Dubois, Ward 9 Councillor

## APPENDIX B: TRAFFIC DATA COLLECTION

**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
- TRAFFIC + PEDESTRIAN COUNT MOVEMENT COUNT (INTERSECTION)
- SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 786 vpd → NUMBER OF VEHICLES PER DAY
- 47 kph → 85th PERCENTILE SPEED



# WILDWOOD TRAFFIC DATA COLLECTION MAP

## 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
Moss Avenue & Parkdale Road	40.57% – Condition met	No – Condition met	Conditions met. Continue to Step 2.

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
Moss Avenue & Parkdale Road	1 – Criteria NOT met	449 – Criteria NOT met	5210 – Criteria NOT met	All-Way Stop Not Warranted

## APPENDIX D: PEDESTRIAN DEVICE ASSESSMENTS





**Moss Avenue & Parkdale Road**

Prepared By: Yang Li Date: September, 2017

Location and Roadway Classification: Collector & Collector

Date of Count: Day of wk: Wednesday Mth, Day, Yr: 06, 21, 2017

Weather: \_\_\_\_\_

Traffic Control Devices: one way stop

Current Pedestrian Control: Standard crosswalk

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

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

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

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

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 460 m

Location: Parkdale Road & McKecher Drive

Type: Actuated pedestrian signal

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

Duration of pedestrian count 7 hrs

Elementary: \_\_\_\_\_ Total Warranted PC Points: \_\_\_\_\_ or \_\_\_\_\_ / period

High School: \_\_\_\_\_ Highest PC point value: **444** at

Adult: **21** Active Ped Corridor Points: \_\_\_\_\_

Senior: \_\_\_\_\_ Pedestrian Actuated Signal Points: **29**

Vehicles passing through crosswalk(s): **1,979**

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

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

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00													
7:15													
7:30													
7:45													
8:00	26	50		11				2					
8:15	33	55		16				1					
8:30	36	34		17				3					
8:45	28	47		25						1			
9:00													
9:15													
9:30													
9:45													
<b>AM Totals</b>	<b>123</b>	<b>186</b>		<b>69</b>						<b>1</b>			
11:30	34	27		16				1					
11:45	43	26		18				1					
12:00	48	20		22				2					
12:15	48	27		23									
12:30	41	42		21									
12:45	59	27		14				2					
13:00	52	27		21									
13:15	42	23		27				1					
<b>Noon Totals</b>	<b>367</b>	<b>219</b>		<b>162</b>									
14:00													
14:15													
14:30													
14:45													
15:00	47	28		26									
15:15	57	26		22									
15:30	36	27		29				1					
15:45	57	35		25				3					
16:00	43	30		32				1					
16:15	53	30		27									
16:30	46	34		32				2					
16:45	37	31		43									
17:00													
17:15													
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20:00													
20:15													
20:30													
20:45													
<b>PM Totals</b>	<b>376</b>	<b>241</b>		<b>236</b>				<b>20</b>		<b>1</b>			
<b>Totals</b>	<b>866</b>	<b>646</b>		<b>467</b>				<b>20</b>		<b>1</b>			
					<b>West Crosswalk = 20</b>				<b>East Crosswalk = 1</b>				

## APPENDIX E: TRAFFIC SIGNALS ASSESSMENTS

# City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Acadia Drive	Direction (EW or NS)	NS
Side Street (name)	Avondale Road	Direction (EW or NS)	EW
Quadrant / Int #		Comments	YL
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jan 22, Mon
Count Date:	2018 Jan 09, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Acadia Drive	NB			1			1		1
Acadia Drive	SB		1						1
Avondale Road	WB	1					1		
Avondale Road	EB								

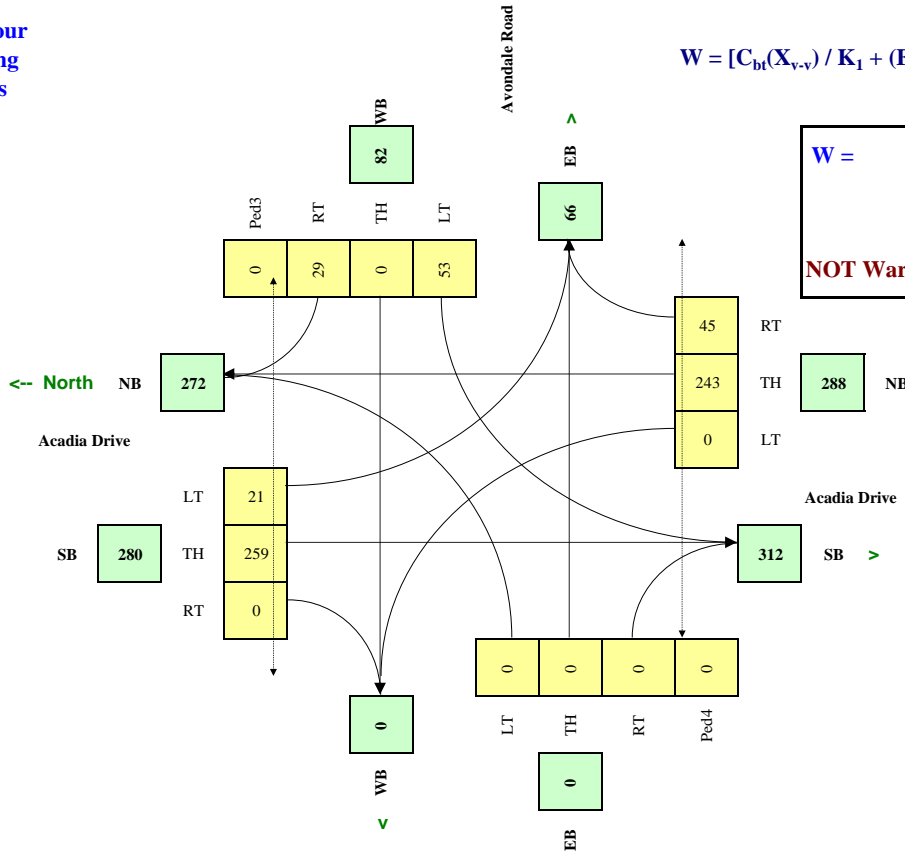
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (v/n)	Median (m)
Acadia Drive	NS	50	3.0%	y	
Avondale Road	EW		3.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		135	11	2	140		61		26					5		
8:00 - 9:00		291	48	21	242		91		39					6		
11:30 - 12:30		257	37	24	211		32		24					0		
12:30 - 13:30		227	16	17	275		45		30					4	1	
16:00 - 17:00		289	76	29	349		41		23					6		
17:00 - 18:00		260	80	32	339		47		31					2		1
<b>Total (6-hour peak)</b>	<b>0</b>	<b>1,459</b>	<b>268</b>	<b>125</b>	<b>1,556</b>	<b>0</b>	<b>317</b>	<b>0</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>1</b>
<b>Average (6-hour peak)</b>	<b>0</b>	<b>243</b>	<b>45</b>	<b>21</b>	<b>259</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>

## Average 6-hour Peak Turning Movements

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



W =	28	28	0
		Veh	Ped

NOT Warranted

RESET SHEET

# City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Drive	Direction (EW or NS)	NS
Side Street (name)	Avondale Road	Direction (EW or NS)	EW
Quadrant / Int #		Comments	YL
for Warrant Calculation Results, please hit 'Page Down'			
	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jan 22, Mon
Count Date:	2018 Jan 09, Tue
Date Entry Format:	(yyyy-mm-dd)

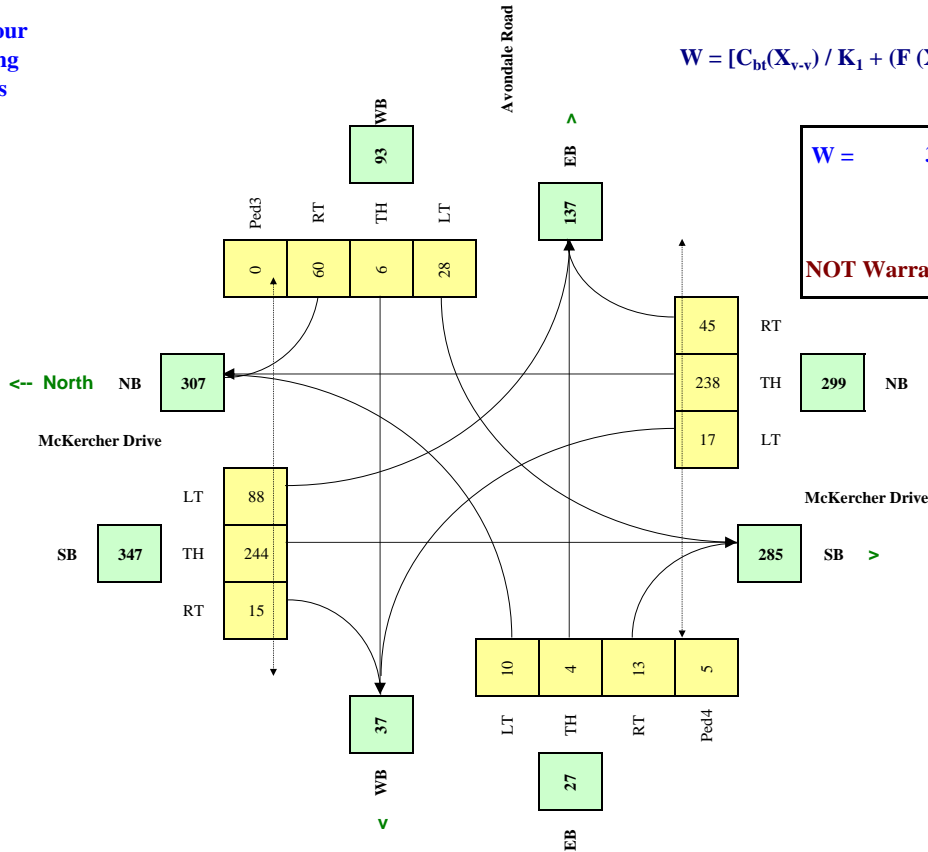
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
McKercher Drive	NB	1		2			1		2
McKercher Drive	SB	1		2			1		2
Avondale Road	WB		1				1		
Avondale Road	EB		1				1		

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (v/n)	Median (m)
McKercher Drive	NS	50	3.0%	y	
Avondale Road	EW		3.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	9	175	27	37	109	8	13	5	40	6	1	3		3	1	3
8:00 - 9:00	26	285	48	57	227	14	16	11	73	14	4	17	1	3		8
11:30 - 12:30	15	189	47	103	200	19	35	5	64	6	6	9		2		4
12:30 - 13:30	22	219	34	104	198	7	30	4	56	12	3	10		1		4
16:00 - 17:00	11	274	57	126	346	16	26	4	63	9	6	18	5	1		7
17:00 - 18:00	16	283	58	101	384	24	47	5	63	11	5	22	1	2	1	3
<b>Total (6-hour peak)</b>	<b>99</b>	<b>1,425</b>	<b>271</b>	<b>528</b>	<b>1,464</b>	<b>88</b>	<b>167</b>	<b>34</b>	<b>359</b>	<b>58</b>	<b>25</b>	<b>79</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>29</b>
<b>Average (6-hour peak)</b>	<b>17</b>	<b>238</b>	<b>45</b>	<b>88</b>	<b>244</b>	<b>15</b>	<b>28</b>	<b>6</b>	<b>60</b>	<b>10</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>

## Average 6-hour Peak Turning Movements



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

W =	38	34	4
		Veh	Ped

**NOT Warranted**

RESET SHEET

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Parkdale Road	Direction (EW or NS)	EW
Side Street (name)	Moss Avenue	Direction (EW or NS)	NS
Quadrant / Int #		Comments	YL
CHECK SHEET			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jan 22, Mon
Count Date:	2018 Jan 09, Tue
Date Entry Format:	(yyyy-mm-dd)

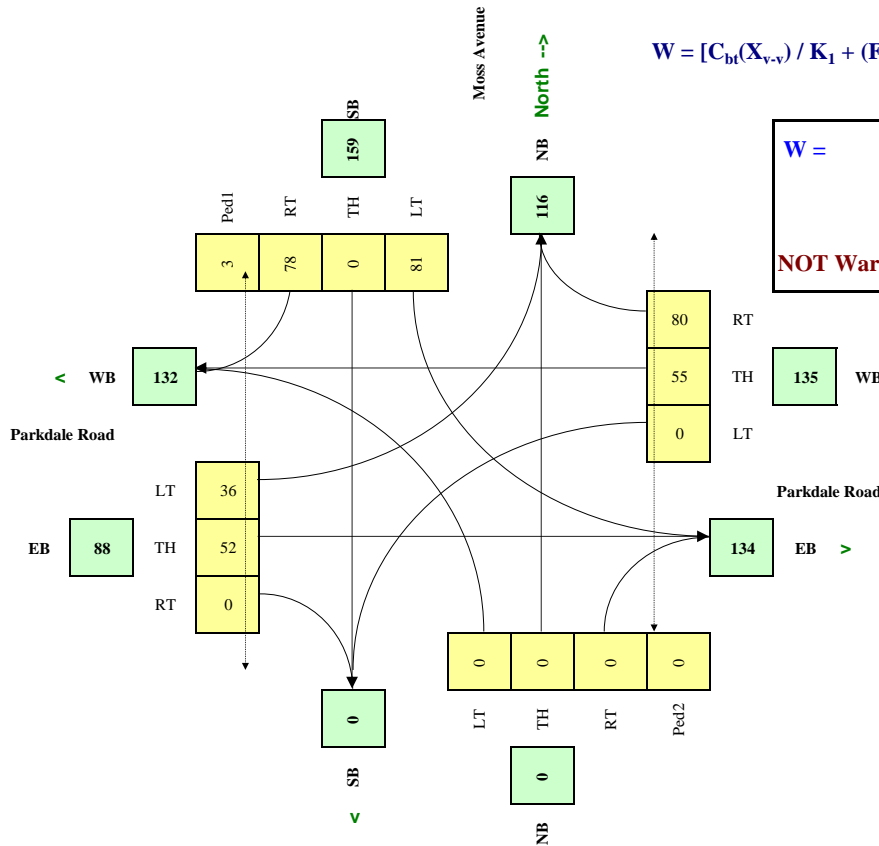
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Parkdale Road	WB			1			1		1
Parkdale Road	EB		1						1
Moss Avenue	NB								
Moss Avenue	SB	1					1		

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	230,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (v/n)	Median (m)
Parkdale Road	EW	50	3.0%	y	
Moss Avenue	NS		3.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00				39		45		58	94	24	16		0	1		
8:00 - 9:00				59		64		68	118	29	40		6	1	2	
11:30 - 12:30				82		91		38	62	32	47		4		3	
12:30 - 13:30				91		103		54	65	45	38		3		1	
16:00 - 17:00				103		76		58	67	49	85		3		0	
17:00 - 18:00				114		86		53	73	35	87		4		4	
<b>Total (6-hour peak)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>488</b>	<b>0</b>	<b>465</b>	<b>0</b>	<b>329</b>	<b>479</b>	<b>214</b>	<b>313</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>10</b>	<b>0</b>
<b>Average (6-hour peak)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>55</b>	<b>80</b>	<b>36</b>	<b>52</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>

### Average 6-hour Peak Turning Movements



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

<b>W =</b>	<b>13</b>	<b>12</b>	<b>1</b>
	<i>Veh</i>	<i>Ped</i>	

NOT Warranted

RESET SHEET

## APPENDIX F: COLLISION ANALYSIS

Street 1	Street 2	UGRID	2012	2013	2014	2015	2016	Total Number of Collisions (2012 - 2016)	Total Number of Collisions (2016)	Right Angle, Left Turn & Right Turn Collisions Only (2012 - 2016)	Right Angle, Left Turn & Right Turn Collisions Only (2016)	Average Number of Collisions (2012 - 2016)
8th Street	Acadia Drive	SKN9-2	29	24	34	35	38	160	38	58	15	32
Acadia Drive	Highlands Crescent N	SKN10-35	0	1	1	0	1	3	1	2	1	1
Acadia Drive	Parkdale Road	SKN10-13	5	3	1	2	1	12	1	4	1	2
Acadia Drive	Highbury Court	SKN10-20	1	1	0	0	1	3	1	0	0	1
Acadia Drive	Highbury Terr	SKN10-17	2	0	0	0	2	4	2	1	1	1
Acadia Drive	Avondale Road	SKN11-5	1	0	1	1	1	4	1	2	1	1
Acadia Drive	Taylor Street	SKN11-3	7	8	10	12	12	49	12	15	4	10
Parkdale Road	Leland Terr	SKN10-26	0	0	0	0	1	1	1	1	1	0
Moss Avenue	Parkdale Road	SKN10-10	0	2	1	0	1	4	1	1	0	1
Rosedale Road	Parkdale Road	SKN10-11	2	1	0	0	0	3	0	1	0	1
Parkdale Road	McKercher Drive	SKN10-14	1	1	1	3	4	10	4	7	3	2
Holland Road	McKercher Drive	SKN10-27	1	1	2	0	1	5	1	2	0	1
Avondale Road	Penryn Crescent	SKN11-12	1	0	0	0	1	2	1	1	0	0
Rosedale Road	Avondale Road	SKN11-1	0	1	0	0	0	1	0	1	0	0
Avondale Road	Dragan Crescent	SKN11-51	0	0	1	0	0	1	0	0	0	0
Avondale Road	McKercher Drive	SKN11-11	6	1	4	2	2	15	2	13	2	3
Kingsmere Blvd	Taylor Street	SKN11-18	9	5	7	8	6	35	6	9	1	7
McKercher Dr	Taylor Street	SKN11-4	9	7	9	10	8	43	8	19	3	9
Heritage Lane	Heritage Cres	SKO11-10	0	0	0	0	1	1	1	1	1	0
Heritage Way	Heritage Cres	SKO11-15	0	0	0	1	0	1	0	1	1	0
Heritage Cres	Taylor Street	SKO11-2	0	0	0	3	3	6	3	3	3	1
Heritage Lane	Taylor Street	SKO11-5	1	1	0	0	0	2	0	1	0	0
Boychuk Drive	Briarwood Road	SKP11-9	2	2	5	2	0	11	0	3	0	2
Boychuk Drive	Taylor Street	SKP11-2	9	13	13	9	10	54	10	23	4	11
Tait Crescent	Tait Court	SKO10-3	0	0	0	1	0	1	0	0	0	0
Tait Crescent	Tait Place	SKO10-2	1	0	0	0	0	1	0	0	0	0
Moss Avenue	8th Street	SKN9-50	12	11	10	15	7	55	7	25	3	11
McKercher Drive	8th Street	SKN9-32	41	31	38	43	40	193	40	86	16	39
Boychuk Drive	8th Street	SKP9-2	8	15	14	10	17	64	17	25	5	13



APPENDIX G: PUBLIC MEETING #2 – DECEMBER 5, 2017 MINUTES

Item #	Location	Recommendation	Justification	Group 1: Lanre Akindipe	Group 2: Nathalie Baudais	Group 3: Mariniel Flores	Group 4: Mingqing Deng	Group 5: Yang Li
1	Parkdale Rd & Rosedale Rd	Relocate the standard crosswalk from Parkdale Rd & Meglund Cres to the east leg of this intersection and install curb extension	Reduce speed and improve pedestrian safety			Okay		
2	1035 Moss Ave driveway	No Parking signs	Improve sightline			Agree	Having more than 2 parking stalls in order to have sufficient sightline	
3	Tim Hortons driveway on Moss Ave	Discuss driveway modification with property owner	Improve traffic safety			Neutral		
4	Moss Ave & Parkdale Rd	No parking signs on northwest corner	Improve sightline	Enhance pedestrian crosswalk		Parking too close on the east side not west side. Okay		
5	100m east of Moss Ave & Parkdale Rd	Speed display board facing westbound	Reduce speed and improve pedestrian safety			Okay		
6	Rosedale Rd & Tennant Cres	Make temporary curb extension to permanent	Reduce speed and improve pedestrian safety			Okay		
7	Rosedale Rd & Schwager Cres	Curb extension on south leg	Reduce speed and improve pedestrian safety			Don't agree because not in school zone, maybe Dragan or Holland. Zebra crosswalk suggested here, maybe school display board		
8	Avondale Rd & Richardt Pl	Tree trimming and zebra crosswalk	Improve sightline			Okay		upgrade to stop signs
9	Bishop Pocock School entrance on Avondale Rd	Zebra crosswalk	Improve pedestrian safety		Should notify residents in advance	Do we want to cross mid block? Not sure, need curb extension too		Clear the snow both sides of street
10	Avondale Rd & Penryn Cres (west)	No Parking signs	Improve traffic safety			sign is always damaged, car are parking close		
11	Circle Dr northbound off ramp	Relocate the "Mall Traffic Only" sign and correct the pavement marking	Reduce confusion			where is it being relocated? Neutral		
12	Taylor St & Kingsmere Blvd	Oversize No U Turn sign on eastbound	Improve traffic safety		WBL protected turn	Support, overhead signs, icy - need sanding	left turn, add no parking	
13	50m south of Acadia Dr & Haight Cres (south)	Speed display board facing northbound	Reduce speed			Traffic light at Acadia / Avondale		
14	Lakewood Civic Centre Driveways	Accessibility Ramps	Improve pedestrian safety			Support		

**Other Comments**

Group 1: Lanre Akindipe	Group 2: Nathalie Baudais	Group 3: Mariniel Flores	Group 4: Mingqing Deng	Group 5: Yang Li
Holland / Rosedale - zebra crosswalk???	Would like bus stop at civic center south of Avondale, west of Heritage way	Heritage cres curve - 30kpr zone around curve, blind corner, speed display board suggested, might be advisory speed limit	8th St travel too fast	Acadia & mall driveway needs more enforcement
No sidewalk on 8th St from Tim Hortons to Circle Dr	N/S Mckercher lights, red light seems too long for pedestrian crossing E/W, review timings (would like flashing red instead)	want traffic signal at Acadia & Avondale	Pedestrian cross timing not long enough	Acadia Dr & Avondale Rd needs tree trimming
Acadia mall access, vehicles still go through	speeding on Taylor, turning right onto Kingsmere	Mckercher Dr & Avondale - traffic signal	speeding on Taylor St	School drop-off zone redesign - widen it
Pedestrian light at the mall - too fast, adjust the timing	trees replaced after collisions? When will it happen			Speeding on Avondale at Dragan Cres, trees at Dragan Cres
Back alley -safety concern especially for pedestrians at the mall	WBL from Zimmerman to Boychuk light standard in median too close to intersection ( 2m further south might help?)			Heritage Cres between Mckercher and Heritage Way too narrow
No U turns close to median on Taylor St between Kingsmere & Mckercher	visibility of pedestrians at Acadia Dr & bus mall			Mckercher & Avondale needs traffic signal
Heritage Cres - Speeding, Speed display boards needed, 30kph starts but doesn't end, it needs an endpoint	Potential for pedestrian pathway along Circle Dr			Avondale is icy
Enhance pedestrian crosswalk on Heritage	relocate crosswalk from Heritage Way to west of it at # 14			Mckercher Dr - speeding
	Heritage Cres street name sign needs tree trimming			driveway on east side of Mckercher at Holland Rd - people drive on oncoming traffic in order to make southbound left turn into driveway
	Bus stop on Heritage Cres should be moved to the west , at street light (vandalism) too close to corner blocks SBR turns			

**Wildwood Neighbourhood Traffic Review**  
Tuesday, December 05, 2017, 7:00pm – 9:00pm  
McClure United Church - 4025 Taylor St E

**Agenda**

1. Welcome & Introductions
2. Traffic Management Presentation - Draft Neighbourhood Traffic Plan
3. Draft Plan (small group) Discussion - Seeking Your Input
4. Next Steps - Where From Here?
5. Question/Answers

**1. Welcome & Introductions**

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

Councillor Dubois statement

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

(Presented by Yang Li, Transportation Engineer, Engineer-in-Training)

- Presentation Outline
  - Neighbourhood Traffic Management Program
  - How We Got Here
  - What We Heard
  - What We Did
  - What We Propose
- Neighbourhood Traffic Management Program
  - Address neighbourhood traffic issues on local and collector streets:
    - Speeding concerns
    - Short-cutting concerns
    - Pedestrian safety
    - Intersection safety
- How We Got Here
  - May 2017 – Initial Traffic Meeting
  - May to December – gather feedback, conduct traffic studies, collect data, develop traffic plan
  - December 2017 – Follow Up Traffic Meeting - display proposed traffic plan and gather feedback
- What We Heard
  - Speeding Concerns:
    - Moss Ave
    - Parkdale Rd

- Rosedale Rd
    - Avondale Rd
    - Acadia Dr
  - Pedestrian Safety & Intersection Concerns:
    - Moss Ave & Parkdale Rd
    - Parkdale Rd
    - Avondale Rd
  - Intersection Safety Concerns:
    - Moss Ave & Parkdale Rd
    - Avondale Rd & Richardt Crt
    - Taylor St & Kingsmere Blvd
  - Other Concerns:
    - Parking
    - Maintenance issues
    - Major intersections
- What We Did
  - Compiled Information received:
    - Past Studies
    - Comments from initial meeting
    - Resident responses (phone calls, emails, letters)
    - Comments from Shaping Saskatoon discussions
  - Collected Data:
    - Traffic Studies
    - 5 Intersection / Pedestrian counts
    - 7 – 7 day traffic count (24 hour) & speed measurements
    - ADT studies
    - Collision history
  - Site visits / Field Reviews
  - Assessed the Issues
  - Generated proposed recommendations
- What We Propose
  - Curb Extensions
  - Zebra Crosswalk
  - Speed Display Board
  - Parking restrictions
  - Tree trimming
  - Accessibility ramps

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

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

\*\*\*Refer to separate attachment for small group comments\*\*\*

### **4. Next Steps**

(Presented by Yang Li, Transportation Engineer, Engineer-in-Training)

1. Send comments no later than January 05, 2018
2. Additional public input via Shaping Saskatoon no later than January 05, 2018  
<http://shapingsaskatoon.ca/discussions>
3. Additional consultation if required
4. Present traffic plan to City Council
5. What if I don't agree?
6. Implementation to begin Spring 2018

### **5. Question & Answers**

Residents: Moving transit mall from Circle Mall to 8<sup>th</sup> St?

City: It is part of BRT project on 8<sup>th</sup> St. Engagement will be taking place tomorrow.

Residents: Two Heritage Cres confuse people. Can we change E-W lane to Heritage Rd?

City: We will pass this to Planning Department. We only change signs if incorrect spelling. It is rare due to the impacts to residents.

Residents: How can this happen?

City: It is decided by Planning during concept plan stage.

Residents: We want a traffic light at the intersection of Avondale Rd & Mckercher Dr.

City: We will do a signal study to determine if it's necessary.

Residents: All NTRs done soon. Is there a follow-up? Are you starting all over again?

City: 2018 NTRs were selected and starting in January. We will have some changes when starting over again.

Residents: Speeding on 8<sup>th</sup> St, excess of 60kph. Eastbound vehicles are speeding from 50kph to 60kph to catch traffic light. Want it to be reduced 50kph to Mckercher Dr.

City: More enforcement is needed too. We review speed limit annually and we will look at this location.

Residents: We want to thank the city for the traffic plan.

**List of Representatives:**

- Mitch Riabko, Kathy Dahl – Great Works Consulting
- Lanre Akindipe - A/Senior Transportation Engineer, P.Eng., Transportation & Utilities
- Nathalie Baudais - Senior Transportation Engineer, P.Eng., Transportation & Utilities
- Mariniel Flores - Transportation Engineer, P.Eng., Transportation & Utilities
- Minqing Deng - Transportation Engineer, Engineer-in-Training, Transportation & Utilities
- Yang Li - Transportation Engineer, Engineer-in-Training, Transportation & Utilities
- Councillor Dubois, Ward 9 Councillor

## APPENDIX H: DECISION MATRIX

Item #	Location	Recommendation	Justification	Group 1: Lanre Akindipe	Group 2: Nathalie Baudais	Group 3: Mariniel Flores	Group 4: Mingqing Deng	Group 5: Yang Li	Decision
1	Parkdale Rd & Rosedale Rd	Relocate the standard crosswalk from Parkdale Rd & Meglund Cres to the east leg of this intersection and install curb extension	Reduce speed and improve pedestrian safety			Okay			Carried
2	1035 Moss Ave driveway	No Parking signs	Improve sightline			Agree	Having more than 2 parking stalls in order to have sufficient sightline		Carried
3	Tim Hortons driveway on Moss Ave	Discuss driveway modification with property owner	Improve traffic safety			Neutral			Carried
4	Moss Ave & Parkdale Rd	No parking signs on northwest corner	Improve sightline	Enhance pedestrian crosswalk		Parking too close on the east side not west side. Okay			Carried
5	100m east of Moss Ave & Parkdale Rd	Speed display board facing westbound	Reduce speed and improve pedestrian safety			Okay			Carried
6	Rosedale Rd & Tennant Cres	Make temporary curb extension to permanent	Reduce speed and improve pedestrian safety			Okay			Carried
7	Rosedale Rd & Schwager Cres	Curb extension on south leg	Reduce speed and improve pedestrian safety			Don't agree because not in school zone, maybe Dragan or Holland. Zebra crosswalk suggested here, maybe school display board			Carried
8	Avondale Rd & Richardt Pl	Tree trimming and zebra crosswalk	Improve sightline			Okay		upgrade to stop signs	Carried
9	Bishop Pocock School entrance on Avondale Rd	Zebra crosswalk	Improve pedestrian safety		Should notify residents in advance	Do we want to cross mid block? Not sure, need curb extension too		Clear the snow both sides of street	Carried
10	Avondale Rd & Penryn Cres (west)	No Parking signs	Improve traffic safety			sign is always damaged, car are parking close			Carried
11	Circle Dr northbound off ramp	Relocate the "Mall Traffic Only" sign and correct the pavement marking	Reduce confusion			where is it being relocated? Neutral			Carried
12	Taylor St & Kingsmere Blvd	Oversize No U Turn sign on eastbound	Improve traffic safety		WBL protected turn	Support, overhead signs, icy - need sanding	left turn, add no parking		Carried
13	50m south of Acadia Dr & Haight Cres (south)	Speed display board facing northbound	Reduce speed			Traffic light at Acadia / Avondale			Carried
14	Lakewood Civic Centre Driveways	Accessibility Ramps	Improve pedestrian safety			Support			Carried



APPENDIX I: ADDITIONAL CONCERNS RECEIVED AFTER PRESENTATION OF DRAFT  
PLAN

<b>Item</b>	<b>Location</b>	<b>Comments</b>	<b>Response</b>
1	Heritage Crescent	Rename Heritage Cres to distinguish E-W Heritage Cres and N-S Heritage Cres	There are costs associated with renaming a street. If the City was to rename a portion of Heritage Crescent, everyone affected would have to update their mailing address and contact information (driver's license, health card, utilities, Revenue Canada, etc.) at their own cost. Renaming would be considered if a petition from the Heritage Crescent residents was submitted.
2	Heritage Crescent & Heritage Crescent	Move the bus stop closer to the streetlamp	Moving the transit stop results in a midblock crossing which is not ideal. It would also result in uneven distances from the adjacent transit stops. Saskatoon Transit review the stop location during the planned bus stop audit in 2018.
3	Acadia Drive & Avondale Road	It needs tree trimming	Added to recommendation.
4	McKercher Drive & Avondale Road	It needs traffic signal	Traffic signals are not warranted.
5	Acadia Drive & Avondale Road	It needs traffic signal	Traffic signals are not warranted.
6	McKercher Drive & Avondale Road	Pedestrian actuated signal red phase is too long	Reviewed timing plan and it was deemed adequate based on the pedestrian crossing time required for the intersection.
7	Heritage Crescent	Install 30 kph advisory speed sign	Installed.
8	Holland Road & Rosedale Road	Install zebra crosswalk	Existing zebra crosswalk is in place.
9	8 <sup>th</sup> Street from Tim Hortons to Circle Drive	Needs sidewalks	To be considered as part of Active Transportation Implementation Program.
10	Heritage Crescent	Enhance pedestrian crosswalk	Field observations found that pedestrians were able to cross safely without a long delay before vehicles stopped. No further recommendation.
11	Heritage Crescent street name sign	Needs tree trimming	Field review did not identify any obstruction of the signage.
12	Acadia Drive & Mall driveway	Needs enforcement. Drivers still going through.	Forwarded to Saskatoon Police Service.