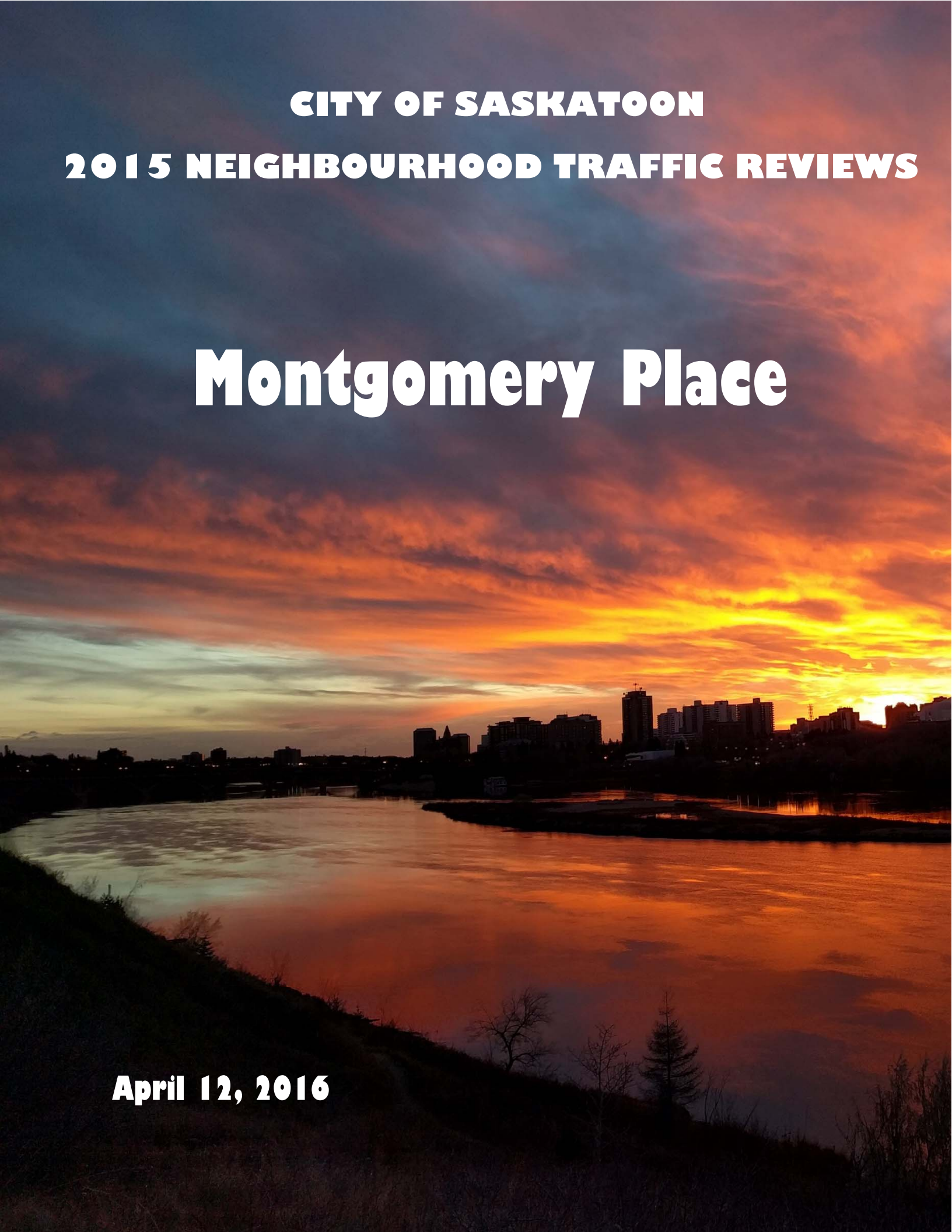
CITY OF SASKATOON

2015 NEIGHBOURHOOD TRAFFIC REVIEWS

Montgomery Place



April 12, 2016

Montgomery Place Neighbourhood Traffic Review

April 12, 2016

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Acknowledgements

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

- Montgomery Place residents
- Montgomery Place 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 Pat Lorje

Cover Photograph Kara Toews

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 revised program involves additional community and stakeholder consultation that provides the environment for neighbourhood residents and City staff to work together in developing solutions that address traffic concerns. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2013.

A public meeting was held in June of 2015 to identify traffic concerns and potential solutions within the Montgomery Place 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 Management Plan was developed and presented to the community at a follow-up meeting held in December 2015.

A summary of recommended improvements for the Montgomery Place neighbourhood are included in **Table ES-1.** The summary identifies the locations, the recommended improvement, and a schedule for implementation. The schedule to implement the Traffic Management 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 for these neighbourhoods ranges from 1 to 5 years.

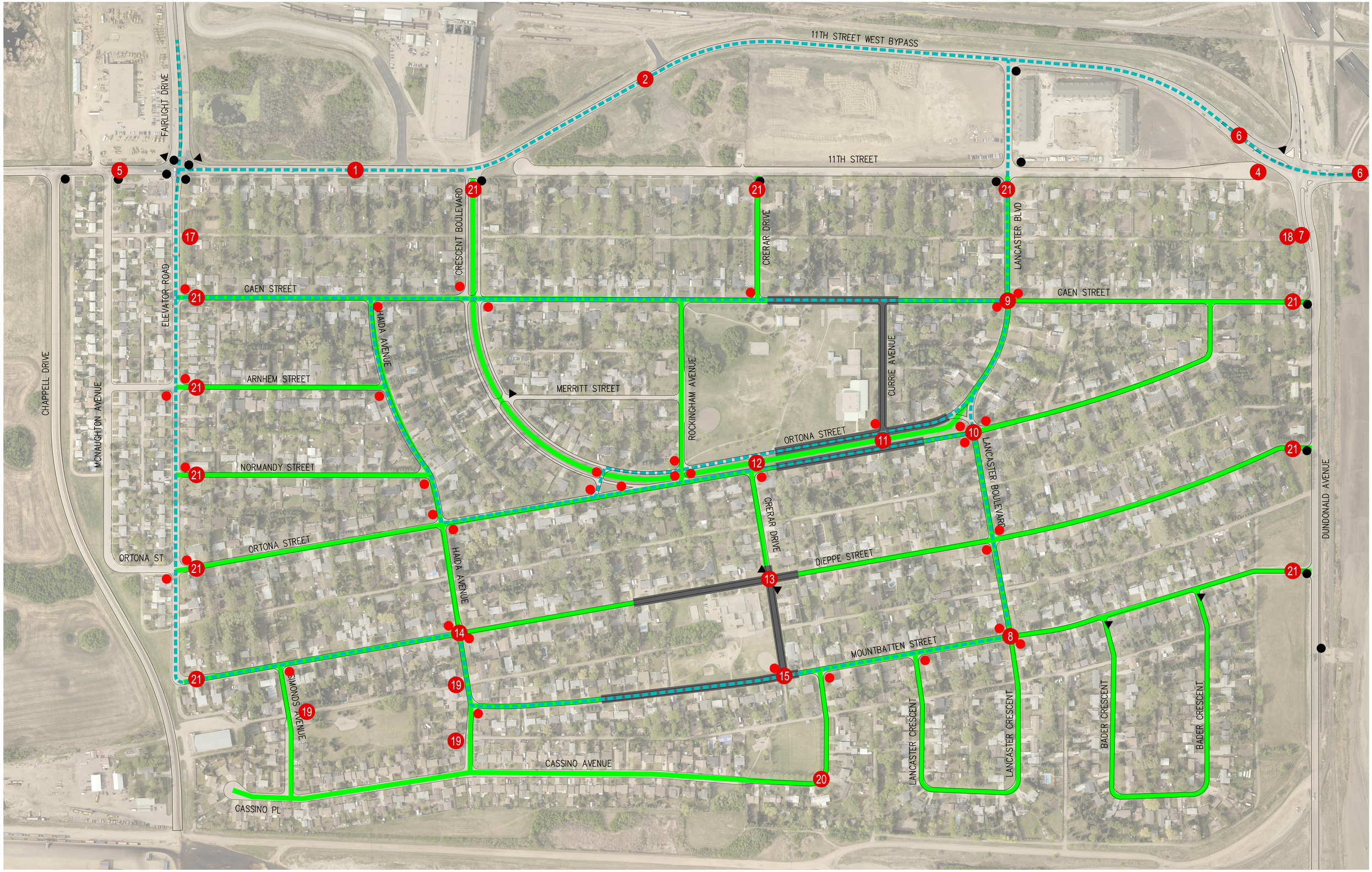
The resulting proposed Montgomery Place Traffic Management Plan is illustrated in **Exhibit ES-1**.

Table ES-1: Montgomery Place Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	11th Street Bypass (130m west of Crescent Boulevard)	50 kph speed sign (facing westbound)	Reduce driver speed (ensure drivers are aware of speed limit)
2	11th Street Bypass (250m east of Crescent Boulevard)	Speed display board (facing westbound)	Reduce driver speed (ensure drivers are aware of speed limit)
3	11th Street Bypass (Lancaster Boulevard to Chappell Drive)	Enforcement	Reduce driver speed
4	11th Street & Cul-de sac on east end	Bollards/posts	Restrict driver access onto 11th Street Bypass/Circle Drive
5	11th Street (west of convenience store next to Fairlight Drive)	"No parking" signs	Enhance sightlines
6	11th Street (west of Dundonald Avenue & east of Circle Drive)	Wayfinding signs for Landfill	Enhance guidance & reduce number of drivers coming into neighbourhood
7	Dundonald Avenue between 11th Street & Caen Street	Sidewalk (on west side)	Improve pedestrian safety
8	Mountbatten Street & Lancaster Boulevard	"No parking" signs on southeast corner to indicate 10m from intersection	Enhance sightlines
9	Caen Street & Lancaster Boulevard	Stop signs & standard crosswalk	Improve pedestrian & intersection safety
10	Ortona Street & Lancaster Boulevard	Standard crosswalk & move bus stop from centre of intersection	Improve pedestrian & intersection safety
11	Ortona Street & Currie Avenue	"No Stopping" signs at centre of intersection along median & zebra crosswalk on west side	Enhance sightlines & improve pedestrian & intersection safety
12	Ortona Street & Crerar Drive	Zebra crosswalk, extend park pathway to intersection & move mailbox	Improve pedestrian & intersection safety
13	Dieppe Street & Crerar Drive	Zebra crosswalks & "No parking" signs	Improve pedestrian safety & enhance sightlines
14	Dieppe Street & Haida Avenue	Traffic count in spring 2016	Intersection safety (determine if stop signs are warranted)
15	Crerar Drive & Mountbatten Street	Traffic count in spring 2016	Intersection & pedestrian safety (determine if crosswalk & traffic control signage is warranted)
16	All intersections along bus route	Change yield signs to stop signs	Improve intersection safety
17	Back lane south of 11th Street (access from Elevator Road)	20 kph speed sign	Reduce driver speed
18	Back lane south of 11th Street (access from Dundonald Avenue)	20 kph speed sign	Reduce driver speed

Table ES-1 Continued

Item	Location	Recommendation	Reason
19	Back lane accesses near Lt. Gen. GG Simonds Park	20kph speed signs	Reduce driver speed
20	Cassino Avenue at corner near Lt. Col. D. Walker Park	"No parking" signs	Allow adequate roadway width
21	All accesses from Dundonald Avenue, Elevator Road, & 11th Street	"Share the Road" sign (pedestrian)	Improve safety for pedestrians walking on road (due to lack of sidewalks)
22	Neighbourhood-wide	Pace Car Program (Community-driven)	Reduce speed
23	All inner neighbourhood streets (bound by 11th Street, Dundonald Avenue, Elevator Road)	Reduce speed limit to 40kph	Reduce speed



LEGEND

- EXISTING STOP SIGN
- PROPOSED STOP SIGN
- EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- REDUCED 40KPH SPEED LIMIT

Exhibit ES-1

MONTGOMERY PLACE TRAFFIC PLAN

City of Saskatoon

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1 INTRODUCTION

As the City of Saskatoon continues to grow many neighbourhoods face growing issues such as pedestrian safety, cut-through traffic, and increased speeds on local roads within neighbourhoods. In August 2013, City Council adopted the *City of Saskatoon Traffic Guidelines and Tools* that outlined 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 that were developed by the Administration and residents in collaborative fashion. Accordingly, this report provides the traffic management plan for Montgomery Place.

The Montgomery Place neighbourhood is located on the west side of the South Saskatchewan River and is bound by the Canadian National (CN) rail yards to the south, Circle Drive to the east, 11th Street to the north, and Chappell Drive to the west. The area use is mostly residential, with elementary schools on Currie Avenue (Montgomery School) and Crear Drive (St. Dominic School).

The development and implementation of the traffic management plan includes four stages:

- **Stage 1** - Identify existing problems, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon Website.
- **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 present the study findings and recommendations.

2 IDENTIFYING ISSUES, CONCERNS, AND POSSIBLE SOLUTIONS

A public meeting was held in June of 2015 to identify traffic concerns within the 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 with the neighbourhood 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). In the case of Montgomery Place, the bordering arterial streets (11th Street) are designated to accommodate larger traffic volumes.

As speeding often accompanies shortcutting, these concerns have been grouped into one category.

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

- Ortona Street:
  - Around the school zone between Currie Avenue and Rockingham Avenue
  - Around the curve between Lancaster Boulevard and Currie Avenue
  - Shortcutting through parks (Ortona Street & Rockingham Avenue)
- Caen Street:
  - Near Ortona Street
  - 3200 block (between Lancaster Boulevard & Crerar Drive)
- Mountbatten Street:
  - Dundonald Avenue to Haida Avenue
  - South of St. Dominic School, west of Crerar Drive (speeding, including city buses, especially when school zone is not in effect)
- Dieppe Street:
  - long stretch with no stops
  - Taking corner fast onto Elevator Road

- Crerar Drive: narrow road south of Ortona Street
- Cassino Avenue:
  - Speeding at 8am and 8pm
  - Speeding around curve near park
  - Cars kick up asphalt onto lawns near curve
- Currie Avenue: congested in front of school
- Crescent Boulevard: speeding past school, around curve
- Dundonald Avenue
- Rockingham Avenue
- 11th Street: speeding near Fairlight Drive
- Back lanes:
  - South of 11th Street
  - West of Dundonald Avenue
- 11th Street at cul-de-sac near Dundonald Avenue: drivers are going over curbs/driving through cul-de-sac to get to 11th Street Bypass
- Vacant land between Elevator Road & Chappell Drive: cutting across
- Neighbourhood-wide:
  - Buses speeding
  - East-west streets are of most concern for speeding; long stretches with no stops; drivers are avoiding 11th Street because of police setting up speed traps
  - Cars racing

Proposed solutions identified by residents:

- Add trees or large rocks to eliminate shortcutting through parks
- Install speed bumps
- Alternate direction of yield signs
- Install concrete medians
- Add centre lines at Elevator Road & Dieppe Street
- One-way street (Crerar Drive south of Ortona Street; Currie Avenue going southbound)
- Install signs indicating "Not a Through Street" (Dundonald Avenue)
- Extend school zone (at Montgomery School to include Rockingham Avenue)
- 11th Street at cul-de-sac near Dundonald Avenue – install barricades
- Implement 40 kph speed limit
- Pilot project for reduce speed limit
- Enforcement
- Set up enforcement in resident driveways to catch speeders
- Install wayfinding signs for the Landfill. Many drivers drive into Montgomery looking for landfill and have to do U-turns

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 at the following locations:

- Ortona Street & Currie Avenue: dangerous crossing, poor visibility
- Mountbatten Street & Lancaster Boulevard: crossing improvements needed
- Dieppe Street & Crerar Drive: drivers not stopping for pedestrians
- Dundonald Avenue: pedestrians walking in curb lane because there's no sidewalks
- Rockingham Avenue: kids walking on street
- Neighbourhood-wide:
    - Missing sidewalks
    - Missing crosswalks
    - Potholes cause drivers to swerve; causes concerns for pedestrians on road

Proposed solutions identified by residents:

- Ortona Street at Crerar Drive: Install pedestrian lights
- Dieppe Street & Crerar Drive: Install crosswalk signs or possibly striped crosswalk; install pedestrian device
- Dieppe Street & Haida Avenue: Install standard or zebra crosswalk
- Dieppe Street & Lancaster Boulevard: Better marked crosswalks
- Dundonald Avenue: Multi-use pathway needed on west side from 11th Street to Mountbatten Street (connect to Meewasin Trail)
- Neighbourhood-wide:
    - Reduce speed limit due to lack of sidewalks
    - Public education to walk facing traffic (on road due to no sidewalks)
    - Change school zone times from dawn to dusk rather than certain hours; extend to all year round
    - School should provide insert in newsletters to encourage walking on one side of the street
    - Implement 30 kph speed limit when passing pedestrians

2.3 Concern 3 – Traffic Control

Traffic control signs are used in order to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used as speed control devices, to stop priority traffic over minor traffic, on the same approach to an intersection where traffic signals are operational, or as a pedestrian crossing device.

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

Neighbourhood concerns regarding traffic controls were at the following locations:

- Mountbatten Street & Lancaster Boulevard: accidents
- Dieppe Street & Haida Avenue: near misses
- Lancaster Boulevard: no one yields, collisions, near misses
- Lancaster Boulevard & Ortona Street: confusing intersection
- Dundonald Avenue & Mountbatten Street: road has poor visibility
- 11th Street & Fairlight Drive / Elevator Road
- 11th Street & Crescent Boulevard: chevron signs obstruct driver's view
- East-west streets: no one obeys yield signs

Proposed solutions identified by residents:

- Alternate direction of signs:
    - Ortona Street & Currie Avenue
    - Ortona Street & Rockingham Avenue
    - Dieppe Street & Crerar Drive
    - Dieppe Street & Haida Avenue

- Install four-way stop:
    - Caen Street & Lancaster Boulevard
    - Mountbatten Street & Lancaster Boulevard
    - Dieppe Street & Crerar Drive
    - Dieppe Street & Haida Avenue
    - Lancaster Boulevard & Caen Street

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 crossing.

Neighbourhood concerns regarding parking were at the following locations:

- Parking obstructs drivers sightlines:
    - Mountbatten Street & Lancaster Boulevard (including commercial vehicles parking)
    - Dieppe Street in front of St. Dominic School (west of Crerar Drive)
    - Crescent Boulevard
    - 11th Street at McNaughton Avenue & Elevator Road (large trucks)
- Dieppe Street in front of St. Dominic School (west of Crerar Drive): improve parking
- Cassino Avenue: parking on curve makes road narrow (one-way)
- Neighbourhood-wide:
    - Difficult to park when residents rope off, place rocks, or barricade in front of property
    - On-street parking narrows road, restricting traffic flow

Proposed solutions identified by residents:

- Dieppe Street in front of St. Dominic School (west of Crerar Drive): implement pick-up/drop-off zone; install a paved bus lay-by for school
- Montgomery School: implement parking and pick-up/drop-off area at back of school; inside lane for buses
- Crescent Boulevard: should be no parking on boulevard

2.5 Concern 5 – Maintenance

Condition of the streets in Montgomery Place was identified as a concern (i.e. snow clearing, potholes, tree trimming, and temporary traffic calming devices).

In addition, street signs requiring maintenance (i.e. knocked over, obstructed by trees, damaged) were also identified as a concern.

Neighbourhood concerns regarding maintenance were:

- Lancaster Blvd – icy conditions make road dangerous
- Potholes (cause drivers to swerve)
- 11th Street near Elevator Rd – poor road condition/potholes
- Trees or hedges obstruct driver's view at intersections
- Snowbanks in the ditches require pedestrians to walk on the street

2.6 Concern 6 – Major Intersections & Corridors

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

Neighbourhood concerns regarding major intersections:

- 11th Street Bypass & Lancaster Boulevard: merge lane is poor because sound wall obstructs drivers view; can't see until half way through intersection; slowing down flow eastbound due to right turn
- 11th Street / 11th Street Bypass: increased traffic due to Circle Drive South; semi traffic has increased; increased traffic noise
- 11th Street & Dundonald Avenue: difficult to turn left because your crossing 3 lanes of traffic and can't tell who's going straight or turning; southbound right turn can't see because of southbound through lanes

Proposed solutions identified by residents:

- 11th Street / 11th Street Bypass:
    - Should be extended to bypass original 11th Street from the 3100 block to the 3400 block.
    - Re-align 11th Street to the north, add another lane for "Ag Pro"
    - Re-align roadway west of Viterra
    - Bump over 11th Street to the north and make existing 11th Street a private road
    - Lancaster Boulevard –merge lane needed to continue eastbound
    - Eliminate truck route
    - Crescent Boulevard – painted left turn lane (for southbound) so traffic doesn't get backed up; add merge lane for right turn (eastbound)
    - Investigate truck traffic – trucks should only be using route to get to Viterra
    - Increase height of sound wall

2.7 Concern 6 – Trains

Montgomery Place is enclosed by railway lines on the north, east, and south. The two major connections into Montgomery Place via 11th Street are Circle Drive South and Fairlight Drive. Both of these connections have railway crossings. Residents expressed concerns for traffic delays due to trains.

Neighbourhood concerns regarding trains:

- Traffic blockage by trains: sometimes both accesses are blocked at the same time
- Trains cause long queues
- 11th Street & Circle Drive South/Dundonald Avenue: red light is on with a train but straight and right lanes are safe to go but cannot (south & west)
- Wait times up to 40 minutes around 4:30pm, completely blocks Circle Drive and Dundonald Avenue
- Trains constantly moving back and forth

Proposed solutions identified by residents:

- Circle Drive and Fairlight Drive need to reconnect or make a south connection out of Montgomery Place onto the freeway to bypass trains and allow emergency vehicles
- Trains need to take and drop off cars at a higher efficiency

3 ASSESSMENT

3.1 Methodology

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

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
    - Intersection turning moving counts
    - Pedestrian counts
    - Daily and weekly traffic counts
    - Average speed measurements
- 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 volumes (peak hours, daily, and weekly), travel speed, and pedestrian movements. A map of the traffic data collection is shown in **Appendix B**.

3.2 Travel Volumes and Travel Speeds

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

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

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 (2015)

Street	Between	Class	Average Daily Traffic (vpd)	Speed (kph)
Elevator Road	11th Street & Caen Street	Local	1,988	50.4
Ortona Street	Currie Avenue & Crear Drive (school zone)		816	school= 36.6; regular= 49.6
Ortona Street	Haida Avenue & Crescent Boulevard		278	46.4
Dieppe Street	Haida Avenue & Crerar Drive (school zone)		576	school= 30.1; regular= 41.4
Crescent Boulevard	Caen Street & Merritt Street		522	50.2
Mountbatten Street	Haida Avenue & Crerar Drive (school zone)		505	school= 36.5; regular= 48.4
Caen Street	Lancaster Boulevard & Crerar Drive (school zone)		445	school= 39.7; regular=49.1
Cassino Avenue	Haida Avenue & Mountbatten Street		244	47.2
11th Street	Fairlight Drive & Crescent Boulevard	Arterial	6,610	62.1

3.3 Traffic Control Assessments

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

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

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

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

Table 3-3: All-Way Stop Assessments

Location	Peak Hour Count	Average Daily Traffic (vpd)	# of Collisions within most recent 12 months	% of Traffic from minor street	All-Way Stop Warranted
Ortona Street & Crerar Drive	120	1,220	0	21%	All-Way Stop Not Warranted
Ortona Street & Currie Avenue	227	2,340	0	8%	
Caen Street & Lancaster Boulevard	317	3,770	0	29%	
Mountbatten Street & Lancaster Boulevard	185	2,540	0	47%	
Dieppe Street & Crerar Avenue	133	1,350	0	29%	
Dieppe Street & Haida Avenue	111	1,160	0	49%	
Ortona Street & Lancaster Boulevard	315	3,900	0	26%	

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, in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004, are typically active pedestrian corridor (flashing yellow lights) or pedestrian-actuated signals. A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

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

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

In addition, if a pedestrian actuated crosswalk is not warranted, a standard marked pedestrian crosswalk, or a zebra crosswalk (i.e. striped) may be considered. A summary of the pedestrian studies are provided in **Table 3-4**.

Table 3-4: Pedestrian Assessment

Location	Number of Pedestrians Crossing During Peak Hours	Results
Ortona Street & Crerar Drive	54	Pedestrian Device Not Warranted
Ortona Street & Currie Avenue	84	
Caen Street & Lancaster Boulevard	29	
Mountbatten Street & Lancaster Boulevard	28	
Dieppe Street & Crerar Drive	60	
Dieppe Street & Haida Avenue	20	
Lancaster Boulevard & Ortona Street	32	

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 statistics (2009 to 2013) were provided by SGI. High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends. These include:

- 11th Street & Fairlight Drive
- Mountbatten Street & Dundonald Avenue
- 11th Street & Lancaster Boulevard

There were no collisions involving pedestrians recorded between 2009 and 2013.

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

4 PLAN DEVELOPMENT

4.1 Methodology

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

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

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

4.2 Speeding and Shortcutting

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

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

Table 4-1: Recommended Speeding and Shortcutting Improvements

Location	Recommendation	Justification
11th Street Bypass (130m west of Crescent Boulevard)	50kph speed sign (facing westbound)	Reduce driver speed (ensure drivers are aware of speed limit)
11th Street Bypass (250m east of Crescent Boulevard)	Speed display board (facing westbound)	Reduce driver speed (ensure drivers are aware of speed limit)
11th Street Bypass (Lancaster Boulevard to Chappell Drive)	Enforcement	Reduce driver speed & promote awareness
11th Street & Cul-de sac on east end	Bollards/posts	Restrict driver access onto 11th Street Bypass/Circle Drive
11th Street (west of Dundonald Avenue & east of Circle Drive)	Wayfinding signs for Landfill	Enhance guidance & reduce number of drivers coming into neighbourhood
Back lane south of 11th Street (access from Elevator Road)	20 kph speed sign	Reduce driver speed
Back lane south of 11th Street (access from Dundonald Avenue)	20 kph speed sign	Reduce driver speed
Back lane accesses near Lt. Gen. GG Simonds Park	20 kph speed signs	Reduce driver speed near park
Neighbourhood-wide	Pace Car Program (Community-driven)	Reduce speed
All inner neighbourhood streets (bound by 11th Street, Dundonald Avenue, Elevator Road)	Reduce speed limit to 40 kph	Reduce speed

At the follow-up meeting residents were presented with a plan to install pinch points at key locations in the neighbourhood. However, the pinch points were generally not supported by the residents, and the recommendation was removed from the plan.

During the public consultation a majority of residents expressed interest in implementing a 40kph reduced speed limit throughout the neighbourhood. The cross-section for all inner neighbourhood streets in Montgomery Place (i.e. area bound by Elevator Road, 11th Street, Dundonald Avenue, & the rail yard) are rural in nature, which is unique within the City of Saskatoon for a local street, and include small ditches for drainage. No sidewalks are included, and there is no space to retrofit the cross-section and add sidewalks. Accordingly, in most cases pedestrians are forced to walk on the street with vehicular traffic. No other neighbourhood in Saskatoon has a similar condition.

Pedestrian statistics state the chance of survival of a collision with a vehicle travelling at 40 kph versus 50 kph is twice as likely. It should be noted there were no collisions involving pedestrians in the most recent collision history provided by SGI (2009 to 2013).

The average 85th percentile speeds measured on all inner neighbourhood streets in Montgomery Place was 47.5 kph (i.e. excluding school zone times). The Administration reviewed all speed studies completed on local streets since 2013 as part of the Neighbourhood Traffic Reviews and the average 85th percentile speed was 44.1 kph.

The location of Montgomery Place is ideal for a reduced speed limit, as it is located in the far southwest end of the city, separated from adjacent neighbourhoods by the rail line on the north and Circle Drive on the east, with very few accesses and no through traffic.

It should be noted that signs are not physical devices that will force drivers to reduce their speed. Significant enforcement is required for a reduced speed limit to be effective. A request will be sent to Saskatoon Police Service to provide enforcement; however this is at their own discretion.

The Administration does not recommend a pilot project, or testing period, of a 40kph speed limit. The recommendation is for a permanent change to 40 kph.

It should also be noted that if the 40 kph speed limit is approved, the "Share the Road" signs (listed in **Table 4.2**) may be removed from the plan.

For more information on the Pace Car Program refer to the City of Saskatoon's Traffic Calming Guidelines Manual, 2016.

4.3 Pedestrian Safety

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

Table 4-2: Recommended Pedestrian Safety Improvements

Location	Recommendation	Justification
Dundonald Avenue between 11th Street & Caen Street	Sidewalk on west side	Improve pedestrian safety
Caen Street & Lancaster Boulevard	Standard crosswalk on north side	Improve pedestrian safety (school route)
Ortona Street & Lancaster Boulevard	Standard crosswalk on south side & move bus stop from centre of intersection	Improve pedestrian (near school)
Ortona Street & Currie Avenue	Zebra crosswalk on west side	Improve pedestrian safety (near school)
Ortona Street & Crerar Drive	Zebra crosswalk on east side, extend park pathway to intersection & move mailbox	Improve pedestrian safety (school route)
Dieppe Street & Crerar Drive	Zebra crosswalks on east & west sides	Improve pedestrian safety (near school)
All accesses from Dundonald Avenue, Elevator Road, & 11th Street	"Share the Road" sign (pedestrian)	Improve safety for pedestrians walking on road (due to lack of sidewalks)

Poor street lighting at the intersection of Ortona Street & Lancaster Boulevard was also identified as a pedestrian safety concern. The area was reviewed by Saskatoon Light & Power and they have committed to the installation of an additional street light in spring 2016.

4.4 Traffic Control

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 Traffic Control Improvements

Location	Recommendation	Justification
All intersections along bus route	Change yield signs to stop signs	Improve intersection safety (according to Policy C07-007: Traffic Control - Use of Stop & Yield Signs, stop signs are warranted along bus routes)

4.5 Parking Improvements

As per Traffic Bylaw 7200, vehicles are not to be parked within 10 metres of the intersection unless otherwise indicated by a sign or pavement markings. This is to ensure adequate sightlines for a driver entering the roadway from the side streets. The recommended improvements to parking that will improve the level of safety are detailed in **Table 4-4**.

Table 4-4: Recommended Parking Improvements

Location	Recommended Improvement	Justification
11th Street (west of convenience store next to Fairlight Drive)	"No parking" signs	Restrict large trucks from parking on 11th Street near convenience store & Fairlight Drive to enhance sightlines
Mountbatten Street & Lancaster Boulevard	"No parking" signs on southeast corner (Mountbatten Street side)	Enhance sightlines (as per Traffic Bylaw 7200)
Ortona Street & Currie Avenue	"No Stopping" signs at centre of intersection along median	Restrict drivers from parking on centre median to enhance sightlines
Dieppe Street & Crerar Drive	"No parking" signs on all corners (Dieppe Street side)	Enhance sightlines (as per Traffic Bylaw 7200)
Cassino Avenue at corner near Lt. Col. D. Walker Park	"No parking" signs	Allow adequate roadway width

4.6 Additional Traffic Counts – Spring 2016

During the traffic data collection (June 2015 to October 2015) there was construction on Dundonald Avenue. Residents were concerned that the data collected at a few locations was not accurate. Therefore these locations will be counted again in spring 2016. The locations for additional counts are listed in **Table 4-5**.

Table 4-5: Recommended Parking Improvements

Location	Recommendation	Justification
Dieppe Street & Haida Avenue	Traffic count in spring 2016	Intersection safety (determine if stop signs are warranted)
Crerar Drive & Mountbatten Street	Traffic count in spring 2016	Intersection & pedestrian safety (determine if crosswalk & traffic control signage is warranted)

4.7 Major Intersection Reviews & Corridor Studies

Typically the mandate for the Neighbourhood Traffic Management Reviews is to focus on neighbourhood streets such as local roads and collector roads. As almost all neighbourhoods are bound by arterial streets, such as 11th Street, it is not uncommon to have residents raise issues regarding these streets. However, arterial streets are much more complex than local or collector streets due to larger traffic volumes, different types of drivers (commuters), coordinated traffic signals, transit accommodation, and potentially many commercial accesses. Also arterial streets are typically on the border between neighbourhoods; therefore the concerns and opinions of the residents on all sides should be taken into consideration.

4.8 Follow Up Consultation – Presentation of Traffic Management Plan

The initial recommended improvements were presented at a follow-up public meeting in December 2015. Meeting minutes are provided in **Appendix A.** Recommended improvements that were not supported by the residents 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**. A decision matrix for additional comments received after the draft traffic plan is also included in **Appendix F**.

The recommendations were circulated to the Civic Divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, and Transit) to gather comments and concerns. General support was received.

5 RECOMMENDED PLAN & COST ESTIMATES

Stage 4, the last stage of the process, is to install the recommended improvements for the Montgomery Place neighbourhood within the specified timeframe. The timeframe 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 signage will be completed short-term (1 to 2 years).

Major intersection reviews are based on the number of other locations to be reviewed city-wide and the availability of funding. The timeline for review will be medium-term (3 to 5 years).

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

- **Table 5-1**: Speeding & Shortcutting Improvements Cost Estimate
- **Table 5-2**: Pedestrian Safety Improvements Cost Estimate
- **Table 5-3**: Intersection Safety Cost Estimate
- **Table 5-4**: Parking Signs Cost Estimate
- **Table 5-5**: Sidewalk Installation Cost Estimate
- **Table 5-6**: Total Cost Estimate

Table 5-1: Speeding & Shortcutting Improvements Cost Estimate

Location	Device	Cost Estimate		Time Frame
		Temporary [1]	Permanent	
11th Street Bypass (130m west of Crescent Boulevard)	50 kph speed sign	$250	NA	1 to 5 years (traffic calming devices will be installed temporarily until proven effective)
11th Street Bypass (250m east of Crescent Boulevard)	Speed display board	$1,500	$5,000	
11th Street Bypass (Lancaster Boulevard to Chappell Drive)	Enforcement	NA	NA	
11th Street & Cul-de sac on east end	8 - Bollards/posts	$1,200	NA	
11th Street (west of Dundonald Avenue & east of Circle Drive)	4 - Wayfinding signs for Landfill	$1,000	NA	
Back lane south of 11th Street (access from Elevator Road)	20 kph speed sign	$250	NA	
Back lane south of 11th Street (access from Dundonald Avenue)	20 kph speed sign	$250	NA	
Back lane accesses near Lt. Gen. GG Simonds Park	2 – 20 kph speed signs	$500	NA	
Neighbourhood-wide	Pace Car Program (Community-driven)	NA	NA	
All inner neighbourhood streets (bound by 11th Street, Dundonald Avenue, Elevator Road)	11 – 40 kph speed sign	$2,750	NA	
	Totals	**$7,700**	**$5,000**	

1 - including all signs & pavement markings

Table 5-2: Pedestrian Safety Improvements Cost Estimate

Location	Device	# of Devices	Cost Estimate	Time Frame
Caen Street & Lancaster Boulevard	Standard crosswalk	1	$600	1 to 2 years
Ortona Street & Lancaster Boulevard	Standard crosswalk	1	$600	
Ortona Street & Currie Avenue	Zebra crosswalk	1	$750	
Ortona Street & Crerar Drive	Zebra crosswalk	1	$750	
Dieppe Street & Crerar Drive	Zebra crosswalks	2	$150	
All accesses from Dundonald Avenue, Elevator Road, & 11th Street	"Share the Road" sign (pedestrian)	12	$3,000	
		Total	**$5,850**	

Table 5-3: Intersection Safety Cost Estimate

Location	Device	Number of Signs	Cost Estimate	Time Frame
All intersections along bus route	Stop signs	40	$10,000	1 to 2 years
	Totals	**2**	**$10,000**	

Table 5-4: Parking Signs Cost Estimate

Location	Device	Number of Signs	Cost Estimate	Time Frame
11th Street (west of convenience store next to Fairlight Drive)	"No parking" sign	2	$500	1 to 2 years
Mountbatten Street & Lancaster Boulevard	"No parking" sign	1	$250	
Ortona Street & Currie Avenue	"No Stopping" sign	3	$750	
Dieppe Street & Crerar Drive	"No parking" sign	4	$1,000	
Cassino Avenue at corner near Lt. Col. D. Walker Park	"No parking" sign	2	$500	
Totals		**9**	**$3,000**	

Table 5-5: Sidewalk Installation Cost Estimate

Location	Length (m)	Cost Estimate	Time Frame
Dundonald Avenue between 11th Street & Caen Street	170 (concrete)	$74,800	1 to 5 years (depending on available funding)
Ortona Street & Crerar Drive	20 (asphalt)	$30,000	
Totals	**170 / 20**	**$104,800**	

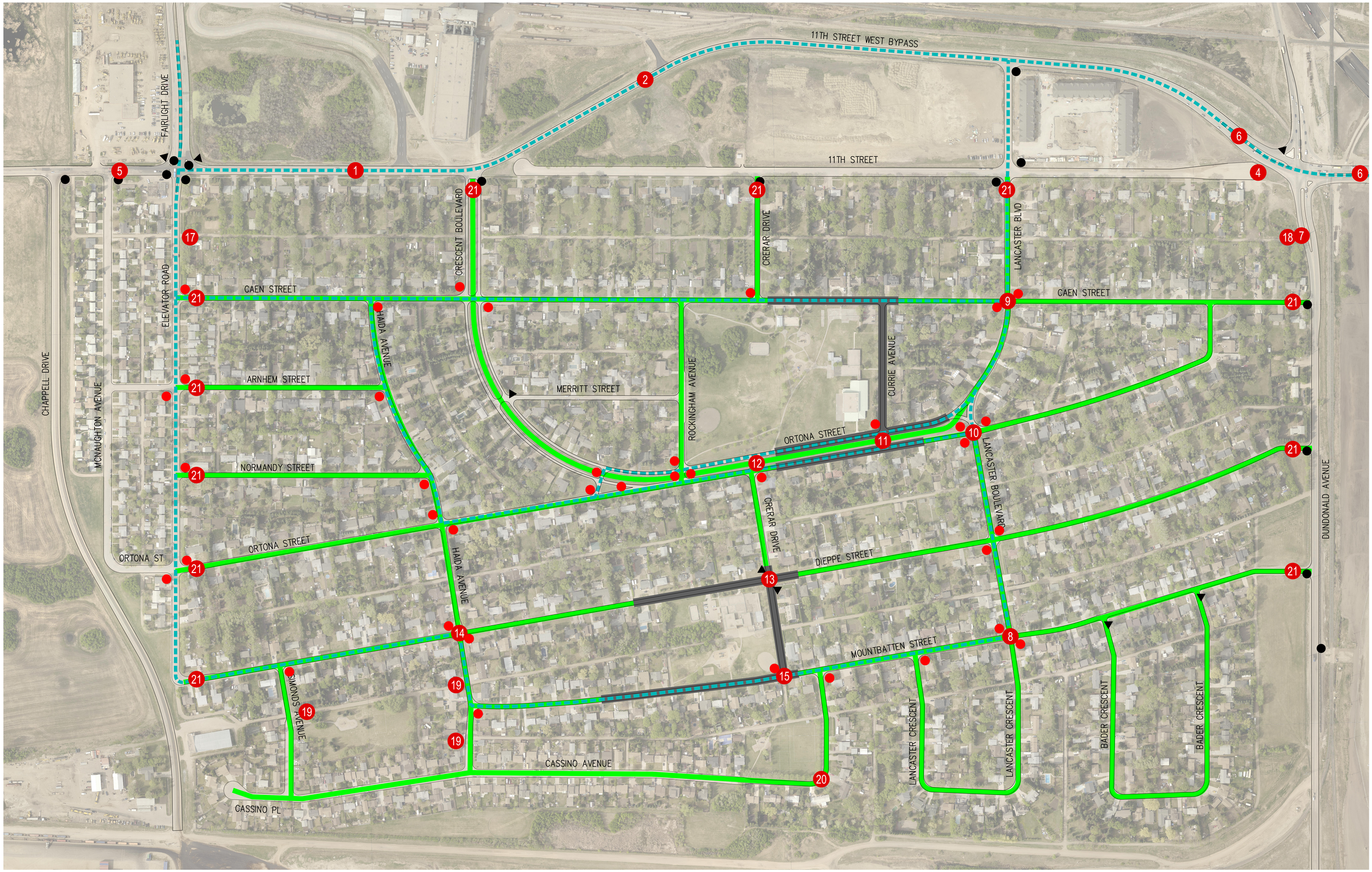
Table 5-6: Total Cost Estimate

Category	Signing, Temporary Traffic Calming & Traffic Counts	Permanent
Speeding/Shortcutting	$7,700	$5,000
Pedestrian Safety	$5,850	$0
Intersection Safety	$10,000	$0
Parking	$3,000	$0
Sidewalk	$0	$104,800
Totals	**$26,550**	**$109,800**

The total cost estimate for the signage and temporary traffic calming to be installed in 2016 is $26,550. The total cost estimate for the installation of future permanent devices, including sidewalks, is $109,800.

Resulting from the plan development process, the recommended improvements, including the location, type of improvement, and schedule for implementation are summarized in **Table 5-7**.

The resulting recommended Montgomery Place Neighbourhood Traffic Management Plan is illustrated in **Exhibit 5-1**.



LEGEND

- EXISTING STOP SIGN
- PROPOSED STOP SIGN
- EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- REDUCED 40KPH SPEED LIMIT

Exhibit 5-1

MONTGOMERY PLACE TRAFFIC PLAN

City of Saskatoon

Table 5-7: Montgomery Place Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	11th Street Bypass (130m west of Crescent Boulevard)	50 kph speed sign (facing westbound)	Reduce driver speed (ensure drivers are aware of speed limit)
2	11th Street Bypass (250m east of Crescent Boulevard)	Speed display board (facing westbound)	Reduce driver speed (ensure drivers are aware of speed limit)
3	11th Street Bypass (Lancaster Boulevard to Chappell Drive)	Enforcement	Reduce driver speed
4	11th Street & Cul-de sac on east end	Bollards/posts	Restrict driver access onto 11th Street Bypass/Circle Drive
5	11th Street (west of convenience store next to Fairlight Drive)	"No parking" signs	Enhance sightlines
6	11th Street (west of Dundonald Avenue & east of Circle Drive)	Wayfinding signs for Landfill	Enhance guidance & reduce number of drivers coming into neighbourhood
7	Dundonald Avenue between 11th Street & Caen Street	Sidewalk (on west side)	Improve pedestrian safety
8	Mountbatten Street & Lancaster Boulevard	"No parking" signs on southeast corner to indicate 10m from intersection	Enhance sightlines
9	Caen Street & Lancaster Boulevard	Stop signs & standard crosswalk	Improve pedestrian & intersection safety
10	Ortona Street & Lancaster Boulevard	Standard crosswalk & move bus stop from centre of intersection	Improve pedestrian & intersection safety
11	Ortona Street & Currie Avenue	"No Stopping" signs at centre of intersection along median & zebra crosswalk on west side	Enhance sightlines & improve pedestrian & intersection safety
12	Ortona Street & Crerar Drive	Zebra crosswalk, extend park pathway to intersection & move mailbox	Improve pedestrian & intersection safety
13	Dieppe Street & Crerar Drive	Zebra crosswalks & "No parking" signs	Improve pedestrian safety & enhance sightlines
14	Dieppe Street & Haida Avenue	Traffic count in spring 2016	Intersection safety (determine if stop signs are warranted)
15	Crerar Drive & Mountbatten Street	Traffic count in spring 2016	Intersection & pedestrian safety (determine if crosswalk & traffic control signage is warranted)
16	All intersections along bus route	Change yield signs to stop signs	Improve intersection safety
17	Back lane south of 11th Street (access from Elevator Road)	20 kph speed sign	Reduce driver speed
18	Back lane south of 11th Street (access from Dundonald Avenue)	20 kph speed sign	Reduce driver speed

Table 5-7 Continued

Item	Location	Recommendation	Reason
19	Back lane accesses near Lt. Gen. GG Simonds Park	20kph speed signs	Reduce driver speed
20	Cassino Avenue at corner near Lt. Col. D. Walker Park	"No parking" signs	Allow adequate roadway width
21	All accesses from Dundonald Avenue, Elevator Road, & 11th Street	"Share the Road" sign (pedestrian)	Improve safety for pedestrians walking on road (due to lack of sidewalks)
22	Neighbourhood-wide	Pace Car Program (Community-driven)	Reduce speed
23	All inner neighbourhood streets (bound by 11th Street, Dundonald Avenue, Elevator Road)	Reduce speed limit to 40kph	Reduce speed

APPENDIX A: MEETING MINUTES

Montgomery Place LAP Meeting #2
Traffic Meeting
St. Dominic School Gym
3301 Dieppe Street
June 10, 2015
7:00 pm

Attendees: Barb Biddle, Brian Dent, Donna Dent, Karen Bent, Lorna Chapman, Tara Christison, Leanne Hahn, Jessica Leith, Fred Ozirney, Mike Peace, Wendy Rosen, Katie Rosen, Cheryl Royer, Ben, Schmidt, Trish Schmidt, Doug Siemens, Lalena Simon, Margie Tucker, Rene Jalbert, Betty Bohmann, Linda Bley, Vern & Darlene Sane, Walter Katelnikoff, Tony Hnatiuk, Edna Silverthorn, Dave Allan, Barb Kowaliuk, Kali Kitzul, Burt & Tracey Harper, Leslee Newmann, Emillee Kowaliuk, Kelvin Kitzul, Wally Penner, Irv Stevens, Ruth Stevens, Joe Dudiak, Verdynne & Dale Gilchrist, Pat Elliott, Eric Karmark, Bernie Bodnar, Harley Alton, Juanita Kitzul, Konrad Andre - Senior Planner, Ellen Pearson - Planner, Rebecca Mount & Lindsay Herman - Summer Students from Business Licensing, Shirlene Palmer – Recording Secretary

1. Welcome, Introductions & Agenda

Meeting called to order at 7:00 p.m.
Konrad Andre introduced Mitch Riabko and Kathy Dahl from Great Works Consulting who will facilitate tonight's meeting. Thank you to St. Dominic School for hosting the meeting.

Mitch Riabko & Kathy Dahl's Opening Comments

Great Works Consulting is a small partnership that helps facilitate meetings. They help you get to where you want to be. There are a number of traffic concerns that will be looked at tonight. First we will start with sharing information through a short presentation so everyone is on the same page followed by small group work and there will then be a time for questions. Attendees were asked to please hold all questions for the question and answer period. It is hoped everyone will walk away with something tangible – not only discuss the issues but what are some solutions that may address them. The attendees are asked to please follow the Foundations of Success – be respectful and raise your hand to ask a question.

This meeting is to discuss what you, as a community, want and don't want for your neighbourhood in regards to traffic. Welcome Barb Biddle, Community Association, Councillor Pat Lorje, and Constables Gabruch and Osachuk, Saskatoon Police Services.

2. Foundations for Success

Foundations for Successful Meetings specify how the meeting will be conducted. They are used to ensure that we feel comfortable sharing their concerns, opinions and ideas with the group here tonight.

The Foundations for Success are:

1. **Information Sharing & Gathering**
   - Share what you think is important
   - Everyone works together to make decisions
2. **Respect**
   - Respect every comment or idea that comes forward
   - Respect each other's opinions and perceptions
3. **Integrity**
   - Speak your mind respectfully
   - Honesty is the best policy!
   - Your voice is not heard if you don't participate
4. **Fair and Equal Representation**
   - Everyone will have their opportunity to share
   - Everyone has something important to contribute
   - Strive for equal representation from all stakeholders within the area
5. **No Repetitive Discussion**
   - There is limited time within meetings, discussion of topics already covered may have to occur outside scheduled meeting time

6. **Orderly Participation**
   - Listen when others are speaking
   - Please raise hand to share your thoughts

3.a. Traffic Management Presentations
Justine Nyen, Transportation Engineer, Transportation Division

The goal is to work together to develop a neighbourhood-wide plan that is safe, efficient, and enjoyable for all road users and residents! The City recognizes the frustrations but want to find the best solution for issues.

1. **Neighbourhood Traffic Reviews**
   - August 2013 - A new process began where the City now receives individual concerns for speeding, shortcutting traffic, pedestrian safety, intersection safety, followed up with study. Now focus on complete neighbourhood opposed to issue by issue.
   - Mandate - Reduce & calm traffic, improve safety within neighbourhoods. There are 8 reviews per year.
   - 2014 - The last review of 2014 was completed in May.
   - 2015 - The first review of 2015 is Montgomery Place and that is what brings us all here today.

2. **Timeline for Montgomery Place Review**
   Stage 1 - Identify issues and possible solutions through community consultations. This will be done from June to fall 2015 where we will collect traffic data,

assessments, community suggestions, etc. Comments will be collected until July 10.

Stage 2 - A draft traffic plan will be developed.

Stage 3 - The draft traffic plan will be presented to community for feedback. This meeting will take place Fall 2015. The plan will then be revised accordingly; if only minor revisions are required will be presented to City Council for final approval. If there are substantial revisions it may be necessary to present back to community again prior to City Council.

Stage 4 - Implement the changes over time.

3. Sources of Information

- Past studies which include pedestrian, stop & yield, speed & traffic volumes to determine traffic calming needs.
- Collision Analysis
- Feedback from public consultation (meeting correspondence, Shaping Saskatoon discussion)
- Traffic Counts (speed studies, traffic volume counts, intersection counts, pedestrian counts) & Assessments

4. Past Studies/Concerns Received

- Dieppe & Mountbatten Street (south of St Dominic School) – speeding including city buses, especially when school zone is not in effect.
- 11th Street & Fairlight Dr - speeding, dangerous intersection, should consider installing speed bumps, lower speed limit and enforcement.
- Missing crosswalks - many areas, especially by schools, are missing crosswalks for pedestrian safety.

5. Description of Traffic Calming & Pedestrian Safety Devices

There are various devices that are intended to slow speeds, reduce collisions, enhance safety (including pedestrians) and reduce shortcutting traffic. There is Traffic-Calmed Neighbourhood signage to notify anyone entering the neighbourhood.

Traffic

- Speed Display Boards - shows speed someone is traveling or a message thanks for driving safely.
- Curb extensions - Decrease speeds, improve pedestrian crossings, landscaping to improve appearance
- Raised median islands - Reduce speeds; improve pedestrian crossing by creating a refuge area at centre of intersection and decrease crossing distance
- Roundabouts - Reduce speeding and discourage shortcutting. Provide the opportunity to enhance the look of a neighbourhood with features such as landscaping
- Diverter - Directs traffic the way you want them to go

- Right in/Right out island - Directs traffic in and out of a neighbourhood
- Directional Closure - Large curb extensions with one-way street eliminates shortcutting
- Raised Median Through Intersection - Allows traffic to only turn one way.
- Full Closure

Pedestrian

- Standard crosswalk
- Zebra Crosswalks - Improve visibility; increase pedestrian safety
- Active Pedestrian Corridor - activates flashing yellow lights to allow crossing
- Pedestrian-Activated Signal - activates a red light to allow crossing

3.b. Jay Magus, Manager
Transportation Division

6. 11th Street Corridor Study

Why are we doing a Corridor Study?

- Increased traffic since Circle Drive South opened
- Desirable connection between West Sector and downtown
- Complex as it becomes residential east of Avenue P
- The offset Avenue W's
- Development applications
- Plan will inform and guide decisions on infrastructure improvements in an orderly fashion

Study Objectives

- Develop a transportation plan for 11th Street Corridor
  - Immediate improvements required to address existing transportation demand
  - Staged improvements required over 10 years to meet future transportation demands along the corridor
- Identify strategies to divert traffic away from 11th Street residential to Avenue P – 17th Street Corridor
- Identify other potential routes through area

Limits of Study

- Full Corridor Study: 11th Street from Circle Drive South to Avenue H
- Consideration of Redirecting traffic: Avenue P from 11th Street to 17th Street, 17th Street from Avenue P to Avenue H
- Consideration of Alternate routes in Southwest Sector (West Industrial Concept Plan)

Study Outcomes

- Existing Traffic Assessment
- Identification of Immediate Improvements:

- Pedestrian improvements
- Intersection improvements

- Identification of Future Improvements:
  - Number of lanes
  - Pedestrian accommodation
  - Type of traffic control (signals vs. signs)
  - Type of intersection (roundabout vs. conventional)
  - Access Management o Other?

What is Access Management? It is the ways in and out that cause the least problems.

Schedule

Item	Project Items	Complete By
1	Preliminary Data Collection	Complete
2	Analysis of Existing Conditions	Complete
3	Public Meeting #1	Complete
4	Additional Data Collection (if required)	August 31, 2015
5	Assessment & Development of Options	December 31, 2015
6	Public Meeting #2	January, 2016
7	Plan Refinement based on Feedback	February, 2016
8	Presentation to City Council	April, 2016

Comments from First Public Meeting

- Liked the idea of 17th Avenue Extension…but want details
- Avenue W's – Signals? Stop Signs?
- Liked the 3-Way Stop at Avenue P and 17th Street…keep it
- Promote the 11th Street – Avenue P – 17th Street Corridor
- No sidewalks, bike lanes on 11th Street
- Pedestrian Crossings east of Avenue P (between schools)

7. Railways

What we know...

1. Director of Transportation and Saskatoon Fire Department Chief are meeting regularly with CP and CN to discuss:
   a) Long-term plan to reduce conflicts
   b) Short-term issues such as reinstating Dundonald at grade crossing

2. We are working with Fire Department and looking at new technologies to provide advance warnings on blockages such as tracking of trains so we will know that in 6 minutes this intersection will be closed so will use another one.

West Connector Route Study

1. Study shared between City, RM of Corman Park and Ministry of Highways.
2. How can we connect Highway 16 northwest of City to Circle Drive South?
3. Initial Open House later this year.

4. Saskatoon Police Service
Constables Gabrush & Osachuk
Traffic Section

There were no specific questions for the Constables but they will be available for individual queries during the evening.

5. Small Group

Seeking Your Ideas and Solutions!

The attendees were divided into tables with facilitators and asked to discuss the following by using the maps supplied at each table and document their issues/suggestions.

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood or on 11th Street (what's working or not working)?

2. Identify additional traffic issues and solutions in Montgomery Place and 11th Street.

6. Report Back

Group 1 (City Facilitator – Mariniel Flores)

1. Crescent Boulevard – speeding past school, around curve; should be no parking on boulevard, narrows road and obstructs view
2. Rockingham to Caen – speeding; kids walking; extend school zone to include Rockingham Ave
3. Lower speed limit throughout community; no sidewalks so should have lower speed limit
4. Dieppe St – long stretch with no stops; install 4-way stop (at Crerar or Haida); install speed bumps; change direction of yield signs; install concrete median; drivers not stopping at crosswalks at Crerar and signs are required, or possibly stripes; Elevator Rd - take corner fast and go into other lane, add lines (yellow centre line)
5. Public education to walk facing traffic due to no sidewalks
6. Caen St – speeding
7. Mountbatten St – speeding
8. McNaughton – cars park on both sides of Elevator Rd; difficult to get from stop up to speed to 11th Street
9. 11th Street:
    a. Store on 11th St – big trucks cause decreased visible; patching always needed
    b. Elevator Road – large trucks obstruct visibility for vehicles coming off of McNaughton Ave

10. Vehicles cutting through parks (Ortona and Crerar to Rockingham); add trees and big rocks
11. Cutting across vacant land at Elevator Rd to get to Chappell Drive
12. Dundonald Ave – shared pedestrian/cyclist pathway needed on west side from 11th Street to Mountbatten St (street is wide enough)
13. School zone – change from dawn until dusk rather than certain hours; extend hours all year
14. Noise from Circle Drive and truck traffic on 11th Street; increase height of sound wall on Dundonald Ave; investigate trucks on 11th St Bypass, should only be trucks going to Viterra
15. 11th St – gets backed up because too many lights and stop signs; very heavy traffic; pavement is so poor it cannot handle the volumes (Ave P to Dawes Ave); westbound traffic light coordination needed
16. Trains – red light is on with a train but straight and right lanes are safe to go but cannot (south & west); trains cause long queues

Group 2 (City Facilitator – Eric Westberg)

1. 11th Street:
    a. Avenue P – large trucks turning left coming into opposite oncoming traffic. Tandem trailers. Going to get much worse if people are encouraged to this direction; round corners to make it easier for trucks (wider radius) going south on Ave P; 3 turns as opposed to 1
    b. Avenue W – sign needed for turn north just past Ave W. When you get to the intersection to turn north, you miss it. They then drive into Dundonald, turn around. Semi's back into the field or residential to turn around.
2. 11th Street Bypass – lacking lanes for entry into neighbourhood
    a. Lancaster Blvd - merge lane is very bad because soundwall obstructs view, cannot see until half way through intersection; slowing down flow eastbound due to right turn; merge lane needed to turn right and continue eastbound
3. Re-align 11th Street to the north, add another lane needed for "Ag Pro"; 11th Street needs to be bumped over for current road to be private; difficult to turn left onto Dundonald Ave because crossing 3 lanes and can't tell who's going straight or turning;
4. 11th Street & Crescent Boulevard – painted left turn lane (for southbound) so traffic doesn't get backed up; add merge lane to right turn to eastbound
5. Bus routes – concern with competition between traffic, bus, & trailers. What routes do buses take to start their shifts? Concern over bus speed and pedestrian safety.
6. 40kph speed limit – especially for bus; no sidewalks in community; conduct pilot project to see change; pilot for one year due to summer/winter
7. Bottleneck turning on 22nd Street; turning radius' are too sharp causing drivers to go over curbs. Move back roughly 4ft.

8. Landfill west of the dump into the ditch because it's no longer the road to the dump. Many people don't know that.
9. Ramp going onto Circle Drive is very difficult in the winter. Not designed to make the turn from the east. Very easy coming from the west; guardrail for onramp to Circle Dr is needed. Not enough grading in winter. Takes out an entire lane.
10. Dundonald Avenue – pedestrians walking in curb lane because there's no sidewalks
11. Mountbatten St & Cassino – must slow people down; install speed bumps
12. Potholes cause drivers to swerve, then danger for pedestrians; chunks of pavement end up on residents lawn
13. Back lanes – shortcutting due to poor sightlines
14. Billboard at tire shop obstructs vision
15. Large shrubs obstruct vision
16. Trains – wait times up of 40 min, around 4:30pm; completely blocks off Circle Drive and Dundonald Avenue; constantly moving back and forth; need to take and drop cars at a higher efficiency
17. Very difficult when people corner off city property to park. Using rocks. Limits street to 1 driving lane. They do this to protect their lawn
18. Montgomery School – inside lane for buses, same set up for vehicles so can angle park

Group 3 (City Facilitator – Konrad Andre)

1. Lower residential speed limit
2. On-street parking restricting traffic flow/safety issues/fire truck access
3. Speeding in back alleys
4. 11th Street:
    a. Near Fairlight Dr – move to secondary/eliminate truck route on 11th Street
    b. Intersection east of Fairlight – blind spot when turning left into terminal
    c. Re-align 11th Street to the north, closer to elevators.
    d. Lancaster Blvd – sound wall obstructs view; have to pull into intersection to see
    e. Circle Dr on ramp – change to flyover
    f. 11th St cul-de-sac – barricades needed because drivers are going over curbs
5. Dundonald Ave:
    a. Speeding
    b. Bike route to connect to Meewasin
    c. Mountbatten – road is poorly visible; issues worse in winter
    d. signs indicating "not a through street" from 11th Street
6. Lancaster Blvd:
    a. Caen St – 4-way stop
    b. Ortona St – confusing intersection; needs review
7. Ortona St:

    a. Currie Avenue – dangerous; poor visibility; bad crossing
8. Dieppe St
    a. Crerar Ave – improve crossing
    b. Improve parking, pick-up/drop-off, and visibility in front of St. Dominic School (west of Crerar)
9. Mountbatten & Crerar – improve crossing
10. Crerar Ave (east of St. Dominic School) – narrow road; change to one-way (southbound)
11. Caen St – speeding near Ortona St
12. Currie Ave – should be one-way (southbound)
13. Montgomery School – implement parking and pick-up/drop-off area at back of school

Group 4 (City Facilitator – Justine Nyen)

1. East/West streets throughout Montgomery are speedways, shortcuts. They're long streets with no stops. No one obeys yield signs. Drivers are avoiding 11th Street. Using east/west streets to get to Dundonald Avenue. When police set up on 11th Street everyone re-routes through neighbourhood. High collisions. Cars racing. Set up enforcement in resident driveways to catch speeders. Alternate direction of yield signs.
    a. Caen Street (especially 3200 block)
    b. Ortona Street – concerns around school zone; speeding around curve; alter direction of signs at Currie and Rockingham; pedestrian lights needed at Crerar
    c. Mountbatten Street (especially 3100, 3200, & 3500 blocks)
    d. Dieppe Street (especially 3200 block); alternate direction of signs at Crerar and Haida; near misses at Dieppe St & Haida; standard or zebra crosswalk, or pedestrian device needed at Dieppe & Crerar because no one yields to pedestrians
    e. Back lane south of 11th Street
2. 11th Street:
    a. Driving through cul-de-sac over curb to get the 11th Street bypass
    b. 11th Street Bypass & Lancaster – improvements needed; make it better to deter shortcutting on other streets
    c. Fairlight Drive – increasing traffic volume due to new Circle Drive South; semi traffic has increased
3. Cassino – parking near park on both sides makes street narrow (one-way traffic); pedestrian concerns; speeding around curve eastbound; cars kick up asphalt onto front yards
4. Lancaster Boulevard – no one yields; collisions; narrow street; icy conditions in winter make issues worse
    a. Lancaster Blvd & Ortona St – near misses

5. Lack of sidewalks throughout Montgomery – pedestrian safety concern, especially due to narrow roads; kids walking on street; installing sidewalks isn't necessarily the answer; reduce the speed limit to 40kph to improve pedestrian safety but must have more than just signs, enforcement will be required; in the winter, snowbanks are in ditches, leaving no place for pedestrians but on the roadways; schools should provide insert in newsletters to encourage walking on one side of the street; implement 30kph speed limit when passing pedestrians
6. Residents roping off (or placing rocks or rubber curbing) area in front of property, which is City right-of-way, to prevent parking on lawns. This pushes parking further into street causing drivers to go around.
7. Currie Avenue – congested in front of elementary school
8. Wait to do traffic counts in the fall

Group 5 (City Facilitator – Jay Magus)

1. Dieppe St:
    a. Lancaster to Dundonald – speeding; better marked crosswalks at Lancaster
    b. Lancaster to Crerar – speeding
2. People westbound blow through intersection
3. 11th Street:
    a. West of Viterra Elevator – re-alignment needed; speeding
    b. Truck traffic is an issue, is it a truck route?
    c. Crescent Boulevard – install roundabout; chevrons are in the way
4. Cassino Avenue – speeding at 8am and 8pm; speeding around curve
5. Lancaster & Dieppe – install crosswalks
6. St. Dominic School - paved bus lay-by for school on Dieppe St
7. 11th Street & Lancaster - can't see past sound wall; shortcutting throughout neighbourhood to avoid this intersection
8. Ortona St - traffic volumes have increased
9. 11th Street & Lancaster Blvd - drivers don't slow down to turn westbound to southbound left
10. Caen Street – increased volumes and speed
11. Buses speeding (transit)
12. And consideration for the 11th Street/Dundonald Ave
13. 11th Street & Dundonald Ave - southbound right turn can't see because of southbound through lanes
14. Off Circle Dr want to turn left, but cars cut the corner
15. Mountbatten & Lancaster - accidents, parking on the street restricts visibility, commercial vehicle parking
16. Back lane west of Dundonald Ave - rip rap needed
17. Support for 17th Street extension
18. 11th Street - issues with empty trucks blocking Ave W South at driveway; make it proper 4-lane road east of Ave W; alley traffic/shortcut west of Ave W

19. Super-elevation of on ramp to Circle Drive South

Councillor Lorje Comments

It is fascinating going around and hearing what each group is discussing. Everyone seems so sensible in their suggestions, really great to see the City taking notes and really hearing the unique concerns in the community. She is proud to hear what the community is saying. She asked the City when designing to please over design rather than under design in order to not run into the same problems that we have, for example, on Avenue P and 11th Street even after it was redesigned.

Listening to the people, the largest problem is the trains. We need to come to a solution so the people of the community have a way in and out of the wonderful neighbourhood. If you missed passing something on feel free to contact her by phone or email (306-227-1411 or pat.lorje@saskatoon.ca).

7. Next Steps?

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than July 10/15
3. Additional public input via City on-line Community Engagement webpage no later than July 10/15: **http://shapingsaskatoon.ca**
4. Traffic count data collection – summer/fall 2015
5. City review of public input and data collected from traffic studies and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to City Council for approval

For more information and status updates visit:
www.saskatoon.ca
Search "Neighbourhood Traffic Reviews"

Questions:

- **What is the push back to lower the speed limit in the neighbourhood? If you would ask at least 80% if not more people would want it lowered.**

  Jay stated recommends are not done by neighbourhood, it has to be done city wide otherwise would make it difficult to enforce as well as costly to change (signs for example). Ontario has done a study lowering residential speed limits and we are just waiting to find out their results. The City of Edmonton also did a trial to lower their speed limit in several neighbourhoods but now all have gone back to the original speed.

Comments:

- If all the residential neighbourhoods in the city have to have everything the same than why don't we have sidewalks, shouldn't we if we are to be the same as every neighbourhood.
- Speed is a huge problem on 11th Street especially once you get to Fairlight Drive. Vehicles do rolling stops so not properly stopping. During the day semis and buses rush by and then in the evening it is bike races which causes a dust storm for residents close by. Need to clean road and enforce road use.
- Take issue that speed cannot be changed due to visitors not knowing the speed. There would be signs posted just like when you go from a 60 km road down to 50 km.
- Did research on Edmonton and found a couple of the communities did keep their speed limits lower so then made a bylaw speed could be done community to community as long as they have a 75% or more vote.

Jay stated he will check further regarding the outcome of the Edmonton pilot project.

Questions:

- **Who is in charge of the department? Who makes the decision of what the speed limit in residential is? Who do we need to talk to in order to have this changed?**

  Jay stated when they get an inquiry in regards to changes they first have to see if there is any cost to it. It is then brought back to community to see if majority vote in favour of change. Then it is brought to City Council for discussion and vote on approval.

- **Why would there be such a large cost involved with changing the speed limit?**

  Jay noted there would be the cost of doing a study as we would need to ensure it will make a difference as well as ensure majority approve this change, also a cost would be changing the signs from 50 to 40 km.

Mitch noted the community is very passionate about this topic and Jay will make a note of this to look into further.

- **Do we know what is going to happen with the switching of the trains once north downtown lanes get closed? I heard they would be switching here.**

  Jay stated he didn't know the answer but would find out.

Comments:

- A community survey was done a while ago in regards to speed limit and 85% of people were in favor of it being lowered.
- Community Association had also agreed they were willing to pay for an automated speed board to help in the enforcement of the speeds.

Questions:

- **Early in presentation heard something about the possibility of Dundonald Avenue being reopened. Is this at the tracks?**

  Jay noted this was just one of the short term initiatives that could be reinstated. One question is whether it would be for public use or just emergency vehicles. If it were for emergency vehicles only, the arm would remain down unless an emergency vehicle required it to go up. This was just one suggestion but has not been decided.

Counsellor Lorje stated CN took advantage when the crossing was closed for the South Bridge project to close it permanently. They don't like level crossings. She was told at a previous meeting there was discussion if Federal Government and City jointly decided a project is needed to improve rail safety then under legislation CN would be responsible to pay 30% of cost.

Comments:

- The majority of trains that block 11th Street are so long that they also block Dundonald so that would not be much use.

8. Closing

Konrad thanked all for attending the second LAP meeting. There will be no meetings over the summer. The next meeting will take place in September. Currently is still not booked but will advertise in the Community Association newsletter as well as email to all on the contact list. Some topics that will be discussed are: second traffic meeting, parks, neighbourhood safety and south west sector plan.

Please feel free to contact Konrad if you have any questions over the summer.

Upcoming Meetings: Fall 2015

Meeting adjourned at 9:00 pm.

Montgomery Place LAP Meeting #6
Traffic Meeting #2
St. Dominic School Gym
3301 Dieppe Street
December 8, 2015
7:00 pm

Attendance: Dave Allan, Sherri Buckle, Lorna Chapman, Brian Dent, Donna Dent, Joe Dudiak, Wendy Evers, Karen Farmer, Zenia Gabrush, Rosalyn Kirkham, John Meredith, Joel Miniely, Delores Olsen, Fred Ozirney, Janice Peace, Mike Peace, Allan Potter, Katie Rosen, Wendy Rosen, Cheryl Royer, Dorothy Shillington, Irv Stevens, Ruth Stevens, Marjie Tucker, Lyle Willson, Abe Wolfe, Sharon Wolfe, Gwen Wuschke, Barb Biddle, Bonnie Davenport, Murray Davenport, Pat Elliott, Steve Elliott, Juanita Kitzul, Barry Larson, Deana Larson, Leslee Newman, Chris Roslinsky, Agnes Scotland, Doug Siemens, Rick Strouts, Bill Weir, Mark Zielke, Bill Schmidt, Lorraine Schmidt, Ron Fehr, Leroy Schmidt, Darlene Michalycia, Blaine Henderson, Len Gegsner, Doug Gryba, Mary Woodsworth, Peter Richten, Dan Prefontaine, Doug Meier, Anne Meier, Darryl Sopher, Henry Kucharski, Jan Ostlund, Jeannine Nykiforuk, Barb McAllister, Priscilla Mah, Barb Kowaliuk, Fred Hettinga
Melissa Austin, Mark Emmons, Paul Whitenect - Senior Planners; Ellen Pearson – Planner; Justine Nyen, Shirley Matt, Goran Lazic - Traffic Engineers; Jay Magus - Transportation Manager; Constable Mark Zoorkan - Saskatoon Police Services; Councillor Pat Lorje; Shirlene Palmer – Recording Secretary

1. Welcome, Introductions & Agenda

Meeting called to order at 7:00 p.m.

Mitch Riabko & Kathy Dahl from Great Works Consulting will facilitate tonight's meeting.

Opening Comments - Mitch Riabko
As part of developing the LAP for Montgomery Place neighbourhood, there were a variety of traffic issues to resolve. The first meeting was held in June and attendees were asked to provide feedback on traffic issues and more importantly, identify solutions.

Feedback collected from the meeting, observations over the last few months, as well as information collected via email, phone calls and online were analyzed and considered by City staff when creating this proposed Traffic Plan.

Tonight a presentation will be given to attendees regarding the proposed Traffic Plan and everyone will be asked to provide your feedback. The goal of this meeting is to hear what residents have to say about the proposed recommendations.

At the June meeting, it was brought up that traffic is not the only issue in the neighbourhood but also there was a lot of traffic violations that added to the problems. Constable Mark Zoorkan is with us tonight to help answer any questions that might arise.

The purpose of tonight's meeting:

1. To present the new neighbourhood Traffic Plan based on input received from the community;
2. Provide reasoning for decisions, and
3. Gain focused feedback from the community about each plan proposal.

Tonight is about working with your neighbours to come up with the best possible Traffic Plan for Montgomery Place. A reminder to express yourself respectfully within the larger, as well as within the smaller group. The idea is for everyone to walk away knowing what the City is proposing and what is happening with the information you are providing.

Opening Comments - Kathy Dahl

The presentation will be first. The key is the proposed Traffic Plan. Jay will go over some city wide initiatives and speed reduction. Justine will go over what information was gathered and what recommendations are being proposed. It is important to ensure everyone has the same information when they go to the smaller groups for discussion.

2. Foundations for Success

Foundations for Successful Meetings specify how the meeting will be conducted. They are used to ensure that we feel comfortable sharing their concerns, opinions and ideas with the group here tonight.

The Foundations for Success are:

1. **Information Sharing & Gathering**
   - Share what you think is important
   - Everyone works together to make decisions
2. **Respect**
   - Respect every comment or idea that comes forward
   - Respect each other's opinions and perceptions
3. **Integrity**
   - Speak your mind respectfully
   - Honesty is the best policy!
   - Your voice is not heard if you don't participate
4. **Fair and Equal Representation**
   - Everyone will have their opportunity to share
   - Everyone has something important to contribute
   - Strive for equal representation from all stakeholders within the area

5. **No Repetitive Discussion**
   - There is limited time within meetings, discussion of topics already covered may have to occur outside scheduled meeting time

6. **Orderly Participation**
   - Listen when others are speaking
   - Please raise hand to share your thoughts

3.a. Traffic Initiatives
Jay Magus, Manager, Transportation Division

1. North Commuter Parkway and Traffic Bridge
   - This work has already begun
   - City led construction project
   - Construct new bridge connecting Marquis Drive with McOrmond Drive through northeast
   - Reconstruct old Victoria Avenue Bridge (Traffic Bridge)
   - Both open by fall 2018

2. Saskatoon Freeway (Perimeter Highway)
   - Province led planning study
   - New freeway connecting Highway 11 south of the City with Highway 7 west of the City
   - This is an entirely new high speed, no access road.
   - More information can be found at www.highways.gov.sk.ca

3. West Connector Road
   - City/Province/RM planning study (shared cost)
   - Provide connection between Highway 16 north of City with Circle Drive South west of river
   - Could be combination of existing and new roads
   - There was an open house held on December 2, 2015
   - Next public meeting early summer 2016
   - More information can be found at: www.highways.gov.sk.ca/Saskatoon_west-connector

4. Active Transportation Plan
   - City led planning study
   - Purpose is to increase transportation choices within the city, and to establish long-term vision for walking and cycling
   - Currently finalizing draft plan
   - Have your say! Visit www.growingfwd.ca/activetransportation to review the draft long-term plan and provide your feedback on the recommendations

being considered for Saskatoon's first ATP. Survey closes at midnight on Wednesday, December 9, 2015

5. 11th Street Corridor Study
   - City led planning study
   - Assessing 11th Street between Avenue H and Circle Drive South
   - Have since added 17th St extension to the study
   - Identifying both short and long term improvements
   - Meeting #2 is expected late April, 2016

6. Update on Railway Delays
   - Early 2015 a Steering Committee was formed: City, CP, CN, Chamber of Commerce, NSBA, BID's, SREDA
   - September 25, 2015 Letter was sent to Transport Canada requesting clarification of jurisdiction and enforcement on 11th Street spur
   - This was followed up with Transport Canada in light of recent delays
   - Six locations for further investigation into future grade separations:
     - 22nd Street at Avenue F
     - Marquis Drive
     - Idylwyld Drive at 25th Street
     - 11th Street at Dundonald Avenue
     - Central Avenue at Gray Avenue
     - Preston Avenue
   - The Transportation Division was not overly involved so do not have much in regards to details.

3.b. Traffic Management Presentations
Justine Nyen, Transportation Engineer, Transportation Division

<u>Neighbourhood Traffic Management Program</u>

- Address neighbourhood traffic issues:
  - Speeding concerns
  - Shortcutting concerns
  - Pedestrian safety
  - Intersection safety
- August 2013 - changes to program:
  - Neighbourhood-wide review
  - More community/stakeholder feedback
  - Efficient use of staff resources

<u>How We Got Here</u>

- June 2015 - Initial Traffic Meeting
- June to November 2015 - gathered feedback, conducted traffic studies, collected data and developed traffic plan

- December 2015 - Follow Up Traffic Meeting - present proposed Traffic Plan and gather feedback.

What We Heard

1. Speeding/Traffic Volumes
   - East-west streets (Ortona St, Caen St, Mountbatten St, Dieppe St)
   - Cassino Ave
   - Back lanes south of 11th St
   - Dundonald Ave
   - Rockingham Ave
   - Crescent Blvd
   - 11th St Bypass

2. Pedestrian Safety
   - Lack of sidewalks
   - School zones / parks
   - Dundonald Ave

3. Intersection Safety
   - Ortona St & Currie Ave
   - Ortona St & Rockingham Ave
   - Caen St & Lancaster Blvd
   - Mountbatten & Lancaster Blvd
   - Dieppe St & Crear Dr
   - Dieppe St & Haida Ave
   - Lancaster Blvd & Caen St
   - Lancaster Blvd & Ortona St
   - 11th St Bypass & Lancaster Blvd
   - 11th St & Fairlight Dr / Elevator Rd

4. Parking
   - Narrow streets
   - Schools
   - Intersections

5. Other Issues
   - Potholes, poor road conditions
   - Trees
   - Barriers in front of property
   - Short cutting through parks / cul-de-sac

What We Did

- Collected data
  - Past study
  - Comments from initial meeting
  - Resident responses (phone calls, emails, letters)
  - Comments from Shaping Saskatoon discussions

    - 8 intersection/pedestrian counts
    - 9 - 7 day traffic count (24 hour) & Average Speed measurements
    - Collision history
- Field Reviews
- Assessed the issues
- Generated proposed recommendations

What We Propose

- Stop signs
- Standard crosswalk
- Zebra crosswalk
- Speed signs
- "Not a Through Street" sign
- Parking restrictions
- Median island
- Speed display board
- Enforcement
- Pathway extension (in park)
- Move mailbox, bus stop & signs
- "Pinch Points"
- Community Programs:
    - Pace Car - The Pace Car program is a locally delivered, nation-wide program that focuses on raising awareness around speed reduction in the community, especially in school zones and pedestrian-dense areas. See more at: http://www.parachutecanada.org/programs/item/pace-car

      Pace Car Grants 2015-2016 - Parachute awarded grants ($1,000 each) to "Pace Car Communities" across Canada. These grants will be used to help organize launch events, promote the program and resources, and conduct an evaluation of the Pace Car Program in the community from September 2015 to April 2016.

    - Speed Display Board - informs drivers when they are speeding and displays message to slow down.

Each of these will all be discussed in more details in the smaller groups.

3.c. Speed Reduction
Jay Magus, Manager, Transportation Division

In December 2011, a request came from City Council asking the Administration to review if speed reduction was a viable option. Comments provided at that time are still valid.

- Some study results discovered at that time.
    - USDOT study results:
        - Raising / lowering speed limit had little effect on driver's speed choice, less than 3.2 kph change in mean speed
        - Did not lead to changes in either total or severe collisions

- Edmonton study results:
  - Vehicle speeds reduced by approximately 4kph
  - 65% of drivers exceeded speed limit, compared with 39% before

- A change of 3 to 4kph has no effect on the distance travelled during perception time, reaction time, and braking distance
- Some drivers will obey while others won't, disrupting uniform traffic flow, harder to judge speeds, potentially lowering safety
- Driver compliance decreases, placing more burden on law enforcement

- We will include these discussions in our summary report but measured speeds in Montgomery Place are the lowest than in any other neighbourhood in the city (40-50 km) although perception of speed remains unfavourable which may be due to no sidewalks.
- Although there were some discussions about installing sidewalks it was agreed this is not the answer but might want to look at doing something like the bike lanes installed in the downtown.
- Recommendations that will reduce speed:
  - Pace Car Program to raise neighbourhood awareness
  - Community Speed Reader Board
  - Series of pinch-points

Councillor Pat Lorje's Comments

Councillor Lorje noted this is an important process and she is looking forward to hearing the recommendations being proposed by the City.

She also noted there has been some progress with the railway issues. Former Fire Chief Dan Paulsen has achieved a lot of CN cooperation and continues to work with them. In the long term, would like to see the freight yards moved to the other side of Perimeter Road. Although this is a large project the process needs to begin.

In closing, if anyone has any concerns they can call or email.

4. Small Groups:

The attendees were broken into 7 groups and asked to review the recommendations and provide comments to facilitators.

Each facilitator will present a brief summary of what each group discussed.

Individual group comments, See Appendix A

5. Next Steps

Jay Magus, Manager, Transportation Division

1. Mail-in or email comments no later than January 8, 2016.
2. Additional public input via Shaping Saskatoon no later than January 8, 2016. www.shapingsaskatoon.ca/discussions/montgomery-place-neighbourhood-traffic-meeting

3. Additional consultation if required
4. Present Traffic Plan to City Council for approval

Councillor Lorje noted Council has recently supported proposed changes to the Traffic Calming Guidelines and Tools document to include that major roadway modifications are made on a temporary basis for at least one year, at which time the Administration will evaluate impacts to traffic and collect community feedback to determine the level of support for maintaining the changes.

6. Questions & Comments

Questions:

- **Administration is not recommending lower speed limit but the majority of residents do want it. Community has done door to door survey on this question with 60% participation, of which 86% were in favour of lower speed limit. What more can the community do if they want to continue to pursue this?**

  Jay stated the community could create a report and present to City Council with a petition regarding speed reduction.

- **The Willows have no sidewalks and they have a speed limit of 30 kph. How do they get away with this?**

  Jay noted he is unsure, maybe it is annexed but he will check into it.

  Councillor Lorje stated she thinks this is a private condo development so they are able to post speed limits as they wish.

- **Does this mean the City Administration will not get involved with organizing something?**

  Jay noted the report will state a reduction in speed is not recommended by Administration along with reasons for this. But it will also state the community is still in favour of a reduction. Any information the community would like included in the report can also be included if sent to him.

- **What is the City's plan for paving roads in Montgomery? Lancaster, Dundonald and Crescent Boulevard are badly in need of repair especially.**

  Jay stated the Public Works Department has a Road Rehabilitation Program. Projected 2015-2017 Roadway Preservation Plan schedule can be found on City website: www.saskatoon.ca/sites/default/files/webprojected_2015-2017_-_april_23_2015.pdf

  Councillor Lorje stated the weather beat EllisDon to repave Dundonald Avenue, but she has a commitment from them that it will be repaved first thing in spring 2016.

- **So to clarify, the report will not support reduction in speed?**

  Jay stated that is correct.

Comments:

- Thinks reducing speed limit will work.

- Concern is not the speed but the safety and if school zones can have speed limit reduction, Montgomery Place should be able to as well.

- Lowering the speed limit may increase speeding but we then need to enforce it.

Constable Mark Zoorkan will bring the enforcement needs forward to Saskatoon Police Services.

- A lot of focus has been on reduction of the speed even though evidence shows this would not be effective. City has put forward the "Pinch Points" recommendation which has proven effective but the community isn't even willing to try.

Questions:

- **Behind the old CN road, is it a berm being built or is it a road on top?**

  Jay stated to his knowledge it is just a berm. There will be a road constructed further to the south of the berm, used only for CN vehicle access.

Jay put the question to the attendees who would be in favour of installing a couple temporary Pinch Points within the neighbourhood. There were 16 yes, 28 no and 1 indifferent.

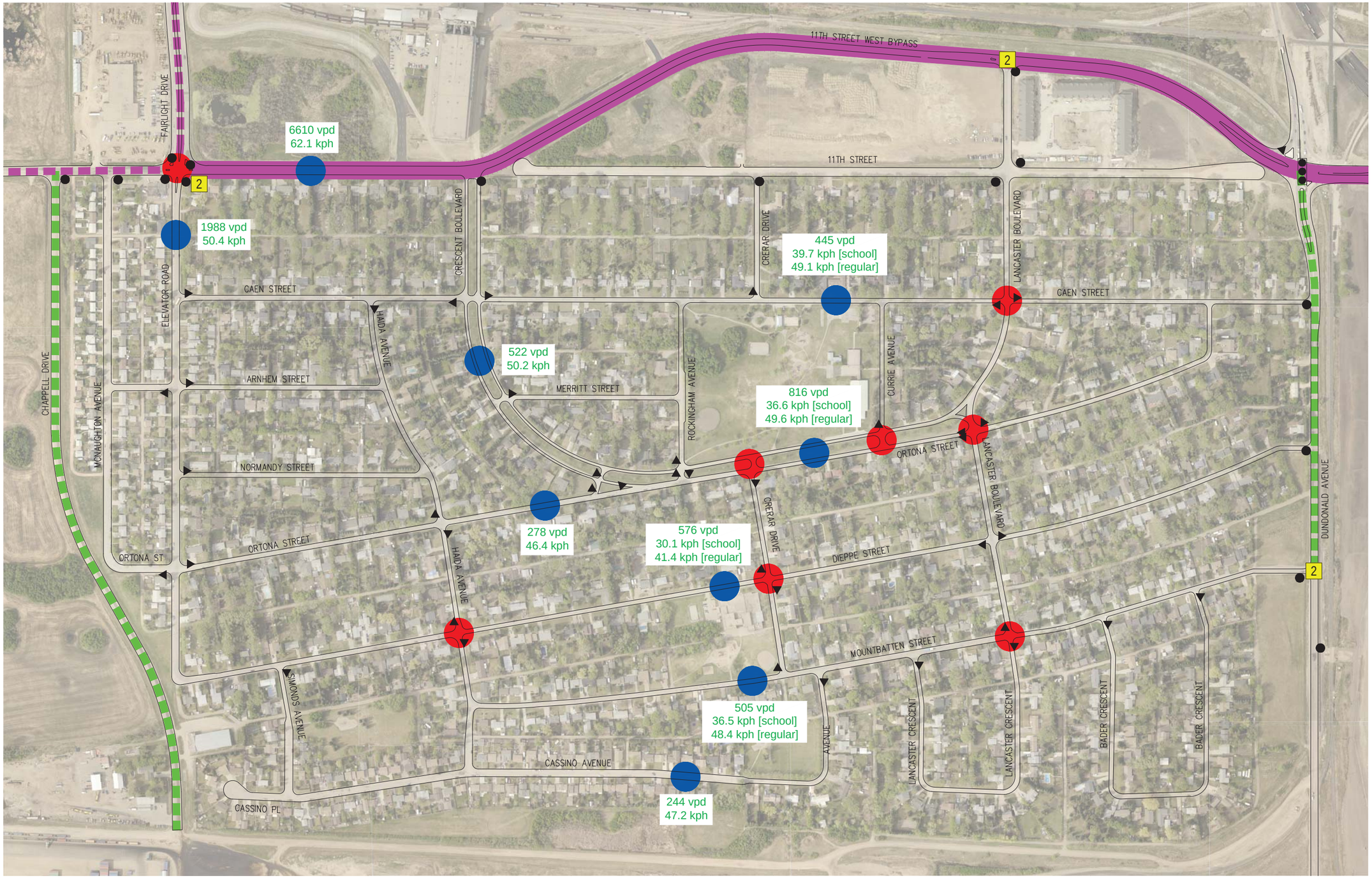
7. Closing

Melissa thanked everyone for coming out to the meeting.

She noted there is no meeting scheduled in January and she is currently working on scheduling the February meeting.

Meeting adjourned at 9:25 pm.

APPENDIX B: TRAFFIC DATA COLLECTION



LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR
- 3 — AVERAGE NUMBER OF COLLISIONS PER YEAR [2009-2013]
- TRAFFIC MOVEMENT COUNT
- SPEED STUDY
- 786 vpd — NUMBER OF VEHICLES PER DAY
- 47.2 kph — 85th PERCENTILE SPEED

MONTGOMERY PLACE TRAFFIC DATA

City of Saskatoon

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
Ortona Street & Crerar Drive	21% - condition NOT met.	No	Conditions NOT met
Ortona Street & Currie	8% - condition NOT met.	No	Conditions NOT
Caen Street & Lancaster	29% - condition NOT met.	No	Conditions NOT
Mountbatten Street &	47% - condition met.	No	Conditions met.
Dieppe Street & Crerar	29% - condition NOT met.	No	Conditions NOT
Dieppe Street & Haida	49% - condition met.	No	Conditions met.
Ortona Street & Lancaster	26% - condition NOT met.	No	Conditions NOT

Provided the above conditions are met, the following criteria, 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
Mountbatten Street & Lancaster Boulevard	0 – Condition NOT met	185 – Condition NOT met	2,540 – Condition NOT met	Four-way stop NOT warranted.
Dieppe Street & Haida Avenue	0 – Condition NOT met	111 – Condition NOT met	1,160 – Condition NOT met	

APPENDIX D: PEDESTRIAN DEVICE ASSESSMENTS

Appendix D: Pedestrian Actuated Signal Warrant

Ortona Street & Crerar Drive:

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts							P.C. Warrant	Periods Wrnt'd	Points of Wrnt'd
			Total Both Sides					Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	Points	(1=Yes)	Periods
7:00												
7:15												
7:30												
7:45												
8:00	15	15										
8:15	32	47										
8:30	29	61	9		6		15	12	12	732		
8:45	24	53							12	636		
9:00		24										
9:15												
9:30												
9:45												
AM Totals	100		9		6		15					
11:30	31											
11:45	23	54										
12:00	17	40	8				8	8	8	320		
12:15	10	27							8	216		
12:30	8	18										
12:45	16	24	7		3		10	8.5	8.5	204		
13:00	11	27							8.5	230		
13:15	8	19										
Noon Totals	124		15		3		18					
14:00												
14:15												
14:30												
14:45												
15:00	11	11										
15:15	15	26										
15:30	21	36	5		1		6	5.5	5.5	198		
15:45	16	37							5.5	204		
16:00	16	32										
16:15	16	32	4		11		15	9.5	9.5	304		
16:30	17	33							9.5	314		
16:45	19	36										
17:00		19										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	131		9		12		21					
Totals	**355**		**33**		**21**		**54**					
			61%		39%		100%					
			West Crosswalk =				**21**					
			East Crosswalk =				**33**	<<< install crosswalk on this side of the int.				

SUMMARY

Total Warranted PC Points: **or** **/ period**
Highest PC point value: **732** **at**
Average PC point value: **224**
No. of periods warranted:

Ortona Street & Currie Avenue:

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts							P.C. Warrant	Periods Wrnt'd	Points of Wrnt'd
			Total Both Sides					Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	Points	(1=Yes)	Periods
7:00												
7:15												
7:30												
7:45												
8:00	18	18										
8:15	31	49										
8:30	46	77	11		12		23	17	17	1,309		
8:45	33	79							17	1,343		
9:00		33										
9:15												
9:30												
9:45												
AM Totals	128		11		12		23					
11:30	61		25		28		53	39				
11:45	31	92							39	3,588		
12:00	16	47										
12:15	9	25										
12:30	7	16	1		3		4	2.5	2.5	40		
12:45	11	18							2.5	45		
13:00	12	23										
13:15	7	19										
Noon Totals	154		26		31		57					
14:00												
14:15												
14:30												
14:45												
15:00	8	8										
15:15	10	18										
15:30	22	32		2			2	1.34	1.34	43		
15:45	18	40							1.34	54		
16:00	12	30			2		2	1	1	30		
16:15	13	25							1	25		
16:30	17	30										
16:45	16	33										
17:00		16										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	116			2	2		4					
Totals	**398**		**37**	**2**	**45**		**84**					
			44%	2%	54%		100%					
			West Crosswalk =				**60**	<<< install crosswalk on this side of the int.				
			East Crosswalk =				**24**					

SUMMARY

Total Warranted PC Points: **or** **/ period**
Highest PC point value: **3,588** **at**
Average PC point value: **432**
No. of periods warranted:

Caen Street & Lancaster Boulevard:

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts							P.C. Warrant	Periods Wrnt'd	Points of Wrnt'd
			Total Both Sides					Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	Points	(1=Yes)	Periods
7:00												
7:15												
7:30												
7:45												
8:00	64	64										
8:15	85	149	5	4			9	7.68	7.68	1,144		
8:30	100	185	2	5			7	5.35	13.03	2,411		
8:45	68	168							5.35	899		
9:00		68										
9:15												
9:30												
9:45												
AM Totals	317		7	9			16					
11:30	42											
11:45	41	83										
12:00	37	78	2				2	2	2	156		
12:15	39	76							2	152		
12:30	36	75										
12:45	37	73										
13:00	30	67										
13:15	39	69										
Noon Totals	301		2				2					
14:00												
14:15												
14:30												
14:45												
15:00	71	71										
15:15	95	166										
15:30	57	152	1	2	3		6	3.84	3.84	584		
15:45	65	122							3.84	468		
16:00	66	131										
16:15	78	144										
16:30	76	154			5		5	2.5	2.5	385		
16:45	65	141							2.5	353		
17:00		65										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	573		1	2	8		11					
Totals	**1,191**		**10**	**11**	**8**		**29**					
			34%	38%	28%		100%					
			North Crosswalk =				**18**	<<< install crosswalk on this side of the int.				
			South Crosswalk =				**11**					

SUMMARY

Total Warranted PC Points: **or** **/ period**
Highest PC point value: **2,411** **at**
Average PC point value: **437**
No. of periods warranted:

Mountbatten Street & Lancaster Boulevard:

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts							P.C. Warrant	Periods Wrnt'd	Points of Wrnt'd
			Total Both Sides					Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	Points	(1=Yes)	Periods
7:00												
7:15												
7:30												
7:45												
8:00	41	41										
8:15	33	74										
8:30	42	75			2		2	1	1	75		
8:45	40	82							1	82		
9:00		40										
9:15												
9:30												
9:45												
AM Totals	156				2		2					
11:30	16											
11:45	24	40			1		1	0.5	0.5	20		
12:00	17	41			2		2	1	1.5	62		
12:15	24	41							1	41		
12:30	26	50										
12:45	19	45										
13:00	19	38										
13:15	20	39			2	2	4	3	3	117		
Noon Totals	165				5	2	7					
14:00												
14:15												
14:30												
14:45												
15:00	31	31										
15:15	49	80		6	13		19	10.52	10.52	842		
15:30	46	95							10.52	999		
15:45	31	77										
16:00	37	68	2				2	2	2	136		
16:15	45	82							2	164		
16:30	42	87										
16:45	40	82										
17:00		40										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	321		2	6	13		21					
Totals	**642**		**2**	**6**	**20**	**2**	**30**					
			7%	20%	67%	7%	100%					
			West Crosswalk =				**21**	<<< install crosswalk on this side of the int.				
			East Crosswalk =				**9**					

SUMMARY

Total Warranted PC Points:		**or**	**/ period**
Highest PC point value:	**999**	**at**	
Average PC point value:	**169**		
No. of periods warranted:			

Dieppe Street & Crerar Drive:

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	17	17										
8:15	34	51	10		3		13	11.5	11.5	587		
8:30	48	82	6				6	6	17.5	1,435		
8:45	32	80							6	480		
9:00		32										
9:15												
9:30												
9:45												
AM Totals	131		16		3		19					
11:30	15											
11:45	25	40										
12:00	11	36	8		3		11	9.5	9.5	342		
12:15	12	23							9.5	219		
12:30	16	28										
12:45	6	22										
13:00	3	9										
13:15	8	11										
Noon Totals	96		8		3		11					
14:00												
14:15												
14:30												
14:45												
15:00	28	28										
15:15	43	71	9		5		14	11.5	11.5	817		
15:30	19	62							11.5	713		
15:45	9	28										
16:00	20	29										
16:15	21	41										
16:30	24	45	5		10	1	16	11	11	495		
16:45	37	61							11	671		
17:00		37										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	201		14		15	1	30					
Totals	**428**		**38**		**21**	**1**	**60**					
			63%		35%	2%	100%					
			West Crosswalk =				**46**	<<< install crosswalk on this side of the int.				
			East Crosswalk =				**14**					

SUMMARY

Total Warranted PC Points: **or** **/ period**
Highest PC point value: **1,435** **at**
Average PC point value: **384**
No. of periods warranted:

Dieppe Street & Haida Avenue:

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	14	14	2				2	2	2	28		
8:15	34	48							2	96		
8:30	49	83	1				1	1	1	83		
8:45	14	63							1	63		
9:00		14										
9:15												
9:30												
9:45												
AM Totals	111		3				3					
11:30	17											
11:45	20	37	2				2	2	2	74		
12:00	10	30							2	60		
12:15	13	23										
12:30	12	25										
12:45	7	19										
13:00	6	13										
13:15	7	13										
Noon Totals	92		2				2					
14:00												
14:15												
14:30												
14:45												
15:00	23	23										
15:15	49	72										
15:30	25	74										
15:45	21	46										
16:00	28	49	2				2	2	2	98		
16:15	15	43							2	86		
16:30	30	45	1				1	1	1	45		
16:45	28	58							1	58		
17:00		28										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	219		3				3					
Totals	**422**		**8**				**8**					
			100%				100%					
			West Crosswalk =				**4**					
			East Crosswalk =				**4**					

SUMMARY

Total Warranted PC Points: **or** **/ period**
Highest PC point value: **98** **at**
Average PC point value: **46**
No. of periods warranted:

Lancaster Boulevard & Ortona Street:

Time (15 minute intervals)	Vehicle Counts		Pedestrian Counts							P.C. Warrant	Periods Wrnt'd	Points of Wrnt'd
			Total Both Sides					Factored Counts				
	15 min.	30 min.	Child	Teen	Adult	Senior / Impaired	Total	15 min.	30 min.	Points	(1=Yes)	Periods
7:00												
7:15												
7:30												
7:45												
8:00	64	64										
8:15	76	140										
8:30	100	176	4		6		10	7	7	1,232		
8:45	75	175							7	1,225		
9:00		75										
9:15												
9:30												
9:45												
AM Totals	315		4		6		10					
11:30	40				2		2	1				
11:45	40	80							1	80		
12:00	43	83										
12:15	41	84										
12:30	42	83	2				2	2	2	166		
12:45	25	67							2	134		
13:00	32	57										
13:15	27	59										
Noon Totals	290		2		2		4					
14:00												
14:15												
14:30												
14:45												
15:00	52	52										
15:15	67	119			6		6	3	3	357		
15:30	65	132			7		7	3.5	6.5	858		
15:45	49	114			5		5	2.5	6	684		
16:00	61	110							2.5	275		
16:15	67	128			2		2	1	1	128		
16:30	59	126			2		2	1	2	252		
16:45	79	138							1	138		
17:00		79										
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	499				22		22					
Totals	**1,104**		**6**		**30**		**36**					
			17%		83%		100%					
			North Crosswalk =				**14**					
			South Crosswalk =				**22**	<<< install crosswalk on this side of the int.				

SUMMARY

Total Warranted PC Points: **or** **/ period**
Highest PC point value: **1,232** **at**
Average PC point value: **369**
No. of periods warranted:

Appendix D: Pedestrian Actuated Signal Warrant

Ortona Street & Crerar Drive:

Location & Roadway Classification: Ortona & Crear - local-local
Date of Count: Day of wk: Wed Mth, Day, Yr: Sep 1-2/15
Weather: fair
Traffic Control Devices: yield signs (facing Crear)
Current Pedestrian Control: none
Other Notes:

Number of travel lanes passing through the crosswalk(s)	2	lanes
Is there a physical median in this crosswalk(s)?	y	(y or n)
Speed limit (or 85th percentile speed)	50	km/h
☐ **85th percentile (check one)**		
☐ **Posted Limit**		
Distance to nearest protected crosswalk	1,000	m
Location: NA		
Type:		
Is the orientation of this crosswalk(s) N-S?	y	(y or n)
Duration of pedestrian count	5	hrs

Elementary:	**33**	**Total Warranted PC Points:**		**or**	**/ period**
High School:		**Highest PC point value:**	**732**	**at**	
Adult:	**21**	**Active Ped Corridor Points:**			
Senior:		**Pedestrian Actuated Signal Points:**	**27**		
Vehicles passing through crosswalk(s):	**355**				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the East 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							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00		5	4	6								
8:15		15	8	9								
8:30		16	4	9	2		3			3		7
8:45		13	9	2								
9:00												
9:15												
9:30												
9:45												
AM Totals		49	25	26	2					3		7
11:30		18	2	11								
11:45		15	2	6								
12:00		8	6	3	3							5
12:15		4	3	3								
12:30		3	4	1								
12:45		5	4	7	2		2			1		5
13:00		5	2	4								
13:15		5	1	2								
Noon Totals		63	24	37	5					1		10
14:00												
14:15												
14:30												
14:45												
15:00		7		4								
15:15		5	5	5								
15:30		12	4	5			1					5
15:45		6	3	7								
16:00		8	3	5								
16:15		3	6	7	2		6			5		2
16:30		11	2	4								
16:45		12	3	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												
PM Totals		64	26	41	2					5		7
Totals		**176**	**75**	**104**	**9**		**12**			**9**		**24**
					West Crosswalk =			**21**	**East Crosswalk =**			**33**

Ortona Street & Currie Avenue:

Location & Roadway Classification: Ortona & Currie - local-local
Date of Count: Day of wk: Wed Mth, Day, Yr: Sep 3/15
Weather: fair
Traffic Control Devices: yield signs (facing Currie Ave)
Current Pedestrian Control: none
Other Notes:

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

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

Speed limit (or 85th percentile speed) 50 km/h
- ☐ **85th percentile (check one)**
- ☐ **Posted Limit**

Distance to nearest protected crosswalk 1,000 m
Location: NA
Type:

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

Duration of pedestrian count 5 hrs

Elementary:	**37**	**Total Warranted PC Points:**		**or**	**/ period**
High School:	**2**	**Highest PC point value:**	**3,588**	**at**	
Adult:	**45**	**Active Ped Corridor Points:**			
Senior:		**Pedestrian Actuated Signal Points:**	**28**		
Vehicles passing through crosswalk(s):	**398**				

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							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00	2	6		10								
8:15	7	15		9								
8:30	16	17		13	3		4			8		8
8:45	13	6		14								
9:00												
9:15												
9:30												
9:45												
AM Totals	38	44		46	3					8		8
11:30	17	22		22	25		26			2		
11:45	6	17		8								
12:00	1	8		7								
12:15	1	5		3								
12:30		3		4						3		1
12:45	2	5		4								
13:00	2	6		4								
13:15		4		3								
Noon Totals	29	70		55	25					5		1
14:00												
14:15												
14:30												
14:45												
15:00	1	6		1								
15:15	1	5		4								
15:30	2	13		7		2						
15:45		9		9								
16:00		8		4						2		
16:15	1	4		8								
16:30		11		6								
16:45		12		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												
PM Totals	5	68		43		2				2		
Totals	**72**	**182**		**144**	**28**	**2**	**30**			**15**		**9**
					West Crosswalk =		**60**		**East Crosswalk =**			**24**

Caen Street & Lancaster Boulevard:

Location & Roadway Classification: Caen & Lancaster Blvd - local-local
Date of Count: Day of wk: Wed-Thurs Mth, Day, Yr: Sep 16-17/15
Weather: fair & rainy
Traffic Control Devices: yield signs (facing Caen St)
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 1,000 m
Location: NA
Type:

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

Duration of pedestrian count 5 hrs

Elementary:	**10**	**Total Warranted PC Points:**		**or**	**/ period**
High School:	**11**	**Highest PC point value:**	**2,411**	**at**	
Adult:	**8**	**Active Ped Corridor Points:**			
Senior:		**Pedestrian Actuated Signal Points:**	**31**		
Vehicles passing through crosswalk(s):	**1,191**				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the North Crosswalk ****

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					North Crosswalk				South Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00	13	11	31	9								
8:15	22	17	38	8	5	2					2	
8:30	32	11	49	8	2	5						
8:45	14	7	41	6								
9:00												
9:15												
9:30												
9:45												
AM Totals	81	46	159	31	7	7					2	
11:30	19	8	12	3								
11:45	8	6	22	5								
12:00	14	6	13	4								2
12:15	12	12	15									
12:30	8	7	16	5								
12:45	12	8	13	4								
13:00	13	4	11	2								
13:15	14	9	13	3								
Noon Totals	100	60	115	26								2
14:00												
14:15												
14:30												
14:45												
15:00	34	16	16	5								
15:15	23	11	48	13								
15:30	12	13	27	5		1	2			1	1	1
15:45	25	13	17	10								
16:00	31	12	14	9								
16:15	26	18	23	11								
16:30	25	22	18	11			1			4		
16:45	35	15	12	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												
PM Totals	211	120	175	67		1				5	1	1
Totals	**392**	**226**	**449**	**124**	**7**	**8**	**3**			**5**	**3**	**3**
					North Crosswalk =			**18**	**South Crosswalk =**			**11**

Mountbatten Street & Lancaster Boulevard:

Location & Roadway Classification: Mountbatten & Lancaster Blvd - local-local
Date of Count: Day of wk: Wed/Thurs Mth, Day, Yr: Sep 30-Oct 1/15
Weather: fair
Traffic Control Devices: yield signs (facing Lancaster)
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 1,000 m
Location: NA
Type:

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

Duration of pedestrian count 5 hrs

Elementary:	**2**	**Total Warranted PC Points:**		**or**	**/ period**
High School:	**6**	**Highest PC point value:**	**999**	**at**	
Adult:	**20**	**Active Ped Corridor Points:**			
Senior:	2	**Pedestrian Actuated Signal Points:**	**29**		
Vehicles passing through crosswalk(s):	**642**				

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							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00	10	13	8	10								
8:15	9	9	6	9								
8:30	9	14		19			1			1		
8:45	13	6	3	18								
9:00												
9:15												
9:30												
9:45												
AM Totals	41	42	17	56						1		
11:30	7	3		6								
11:45	8	4	4	8			1					
12:00	9	5	1	2			1			1		
12:15	10	3	4	7								
12:30	19			7								
12:45	10	4		5								
13:00	8	4	2	5								
13:15	13	4		3			2		2			
Noon Totals	84	27	11	43						1		
14:00												
14:15												
14:30												
14:45												
15:00	21	3	2	5								
15:15	16	5	2	26		6	8			5		
15:30	27	4	6	9								
15:45	16	8	1	6								
16:00	25	5	3	4	2							
16:15	31	3	3	8								
16:30	24	4	1	13								
16:45	30	3	2	5								
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	190	35	20	76	2	6				5		
Totals	**315**	**104**	**48**	**175**	**2**	**6**	**13**		**2**	**7**		
					West Crosswalk =			**21**	**East Crosswalk =**			**9**

Dieppe Street & Crerar Drive:

Location & Roadway Classification: Dieppe & Crear
Date of Count: Day of wk: Tues/Wed Mth, Day, Yr: Oct 6/15
Weather: fair
Traffic Control Devices: yield signs (N-S)
Current Pedestrian Control: standard
Other Notes:

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

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

Speed limit (or 85th percentile speed) 50 km/h
- ☐ **85th percentile (check one)**
- ☐ **Posted Limit**

Distance to nearest protected crosswalk 1,000 m
Location: NA
Type:

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

Duration of pedestrian count 5 hrs

Elementary:	**38**	**Total Warranted PC Points:**		**or**	**/ period**
High School:		**Highest PC point value:**	**1,435**	**at**	
Adult:	**21**	**Active Ped Corridor Points:**			
Senior:	1	**Pedestrian Actuated Signal Points:**	**30**		
Vehicles passing through crosswalk(s):	**428**				

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							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00	1	3	4	9								
8:15	2	15	3	14	8		2			1		2
8:30	9	12	7	20	6							
8:45	2	7	4	19								
9:00												
9:15												
9:30												
9:45												
AM Totals	14	37	18	62	14					1		2
11:30	5	7		3								
11:45	6	5	3	11								
12:00	3	1	2	5	8		3					
12:15	4	2	1	5								
12:30	4	3	1	8								
12:45	2		1	3								
13:00				3								
13:15		4	2	2								
Noon Totals	24	22	10	40	8							
14:00												
14:15												
14:30												
14:45												
15:00	6	11	3	8								
15:15	10	8	7	18	5		3			2		4
15:30	3	6	3	7								
15:45	2	3	1	3								
16:00	2	5	2	11								
16:15	6	10	2	3								
16:30	6	6	1	11	3		8		1	2		2
16:45	1	9	14	13								
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	36	58	33	74	8					4		6
Totals	**74**	**117**	**61**	**176**	**30**		**16**		**1**	**5**		**8**
					West Crosswalk =			**46**	**East Crosswalk =**			**14**

Dieppe Street & Haida Avenue:

Location & Roadway Classification: Dieppe & Haida - local-local
Date of Count: Day of wk: Tues Mth, Day, Yr: Oct 6/15
Weather: fair
Traffic Control Devices: yield signs (facing Haida)
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 1,000 m
Location: NA
Type:

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

Duration of pedestrian count 5 hrs

Elementary:	**8**	**Total Warranted PC Points:**		**or**	**/ period**
High School:		**Highest PC point value:**	**98**	**at**	
Adult:		**Active Ped Corridor Points:**			
Senior:		**Pedestrian Actuated Signal Points:**	**28**		
Vehicles passing through crosswalk(s):	**422**				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the East 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							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00	1	1	6	6								2
8:15	4	8	10	12								
8:30	4	7	15	23	1							
8:45	2		8	4								
9:00												
9:15												
9:30												
9:45												
AM Totals	11	16	39	45	1							2
11:30	1	1	6	9								
11:45	2	9	4	5								2
12:00	2		4	4								
12:15	1	2	4	6								
12:30	3	3	2	4								
12:45	1	2	1	3								
13:00			4	2								
13:15		1	4	2								
Noon Totals	10	18	29	35								2
14:00												
14:15												
14:30												
14:45												
15:00	2	1	5	15								
15:15	4	17	15	13								
15:30		7	7	11								
15:45	3	1	9	8								
16:00	4	4	10	10	2							
16:15	2	4	6	3								
16:30	4	3	10	13	1							
16:45	6	4	8	10								
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	25	41	70	83	3							
Totals	**46**	**75**	**138**	**163**	**4**							**4**
					West Crosswalk =			**4**	**East Crosswalk =**			**4**

Lancaster Boulevard & Ortona Street:

Location & Roadway Classification: Lancaster Blvd & Ortona St
Date of Count: Day of wk: Tues/Wed Mth, Day, Yr: Oct 13-14/15
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)? y (y or n)

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

☐ **85th percentile (check one)**

☐ **Posted Limit**

Distance to nearest protected crosswalk 1,000 m

Location: NA

Type:

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

Duration of pedestrian count 5 hrs

Elementary:	**6**	**Total Warranted PC Points:**		**or**	**/ period**
High School:		**Highest PC point value:**	**1,232**	**at**	
Adult:	**30**	**Active Ped Corridor Points:**			
Senior:		**Pedestrian Actuated Signal Points:**	**28**		
Vehicles passing through crosswalk(s):	**1,104**				

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

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

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

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					North Crosswalk				South Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00												
7:15												
7:30												
7:45												
8:00	17	2	34	11								
8:15	19	8	32	17								
8:30	24	2	38	36	3		3			3		1
8:45	15	3	34	23								
9:00												
9:15												
9:30												
9:45												
AM Totals	75	15	138	87	3					3		1
11:30	17	4	8	11			1			1		
11:45	17	4	13	6								
12:00	13	3	18	9								
12:15	15	8	13	5								
12:30	14	1	16	11								2
12:45	6	1	14	4								
13:00	15	1	10	6								
13:15	14	1	7	5								
Noon Totals	111	23	99	57						1		2
14:00												
14:15												
14:30												
14:45												
15:00	25	2	21	4								
15:15	15	4	21	27						6		
15:30	32	4	20	9						7		
15:45	27	4	12	6			5					
16:00	30	6	17	8								
16:15	37	4	17	9						2		
16:30	30	9	17	3			2					
16:45	46	3	14	16								
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	242	36	139	82						15		
Totals	**428**	**74**	**376**	**226**	**3**		**11**			**19**		**3**
					North Crosswalk =			**14**	**South Crosswalk =**			**22**

APPENDIX E: COLLISION ANALYSIS

Appendix E: Collision Analysis

Street 1	Street 2	Ugrid	All Collisions (2010 to 2014)	All collisions - 2014	Right Angle, Left Turn, Right Turn only	Right Angle, Left Turn, Right Turn only - 2014	Average (2010 to 2014)
11th St	Fairlight Dr	A9-4	12	3	1	0	2
Mountbatten St	Dundonald Ave	C10-7	8	3	0	0	2
11th St	Lancaster Blvd	B9-2	8	4	2	1	2
Caen St	Crescent Blvd	A10-7	7	3	5	2	1
11th St	Crescent Blvd	A9-2	4	1	1	0	1
Mountbatten St	Lancaster Cres	B10-32	3	1	3	1	1
Caen St	Dundonald Ave	C10-3	2	0	2	0	0
11th St	McNaughton Ave	AA9-6	2	0	1	0	0
Dieppe St	Lancaster Blvd	B10-1	2	0	2	1	0
Ortona St	Haida Ave	A10-11	2	2	2	2	0
11th St	Crear Dr	B9-4	1	0	0	0	0
Caen St	Currie Ave	B10-31	1	0	0	0	0
Caen St	Elevator Rd	A10-30	1	0	0	0	0
Elevator Rd	Normandy St	A10-36	1	0	0	0	0
Ortona St	Lancaster Blvd	B10-11	1	0	1	0	0
Mountbatten St	Crear Dr	B10-37	1	0	0	0	0
Mountbatten St	Haida Ave	A10-32	1	0	0	0	0
Dieppe St	Dundonald Ave	C10-4	1	0	1	0	0
Dieppe St	Crear Dr	B10-7	1	0	0	0	0
Caen St	Crear Dr	B10-6	0	0	0	0	0
Arnhem St	Elevator Rd	A10-37	0	0	0	0	0
Dieppe St	Haida Ave	A10-29	0	0	0	0	0
Caen St	Lancaster Blvd	B10-3	0	0	0	0	0
Caen St	Haida Ave	A10-19	0	0	0	0	0
McNaughton Ave	Arnhem St	AA10-8	0	0	0	0	0
Arnhem St	Haida Ave	A10-2	0	0	0	0	0
Haida Ave	Normandy St	A10-28	0	0	0	0	0
Elevator Rd	Ortona St	A10-25	0	0	0	0	0
Ortona St	Rockingham Ave	A10-1	0	0	0	0	0
Ortona St	Crerar Dr	B10-26	0	0	0	0	0
Mountbatten St	Bader Cres (east)	B10-22	0	0	0	0	0
Mountbatten St	Bader Cres (west)	B10-33	0	0	0	0	0
Mountbatten St	Lancaster Blvd	B10-17	0	0	0	0	0
Mountbatten St	Cassino Ave	B10-34	0	0	0	0	0

APPENDIX F: DECISION MATRIX

Decision Matrix - Items proposed at December 8, 2015 meeting

Item	Location	Proposed Measure	Reason	Group 1: Mark	Group 2: Paul	Group 3: Goran	Group 4: Ellen	Group 5: Shirley	Group 6: Melissa	Group 7: Jay	Decision
11th St West Bypass											
1	11th St Bypass & Fairlight Dr	Move store billboard on west side of intersection	Improve visibility of stop sign	perhaps lift sign higher. Not sure if it's an issue.	The group felt this would have no effect. This intersection was viewed as a major problem though.	CN trucks bigger issue.		Not a big issue.	Support, no issues		Removed.
2	11th St Bypass (130m west of Crescent Blvd)	Install 50 kph speed sign	Ensure drivers are aware of 50kph speed limit			Also install westbound west of Dundonald Ave.			Signage needs to be placed closer to Fairlight - proposed location was too far down 11th St; another sign be place going westbound as well.		Carried. Existing 50 kph signs eastbound (east of Fairlight Dr, east of Crescent Blvd, east of Lancaster Blvd) & westbound (west of Dundonald Ave, west of Lancaster Blvd). Only section of 11th Street Bypass without 50kph signs between two intersections is Crescent Blvd to Fairlight Dr (westbound); therefore all other sections have have adequate signing.
3	11th St Bypass & Crescent Blvd	Move chevron signs	Improve visibility	Need more lanes at intersection. Unclear where people are going. Paint turning lanes	Would have no effect				Completed? Group thought this may have already been done.		Completed in fall 2015.
4	11th St Bypass (250m east of Crescent Blvd)	Install speed display board	Reduce driver speed	Maybe a median needed. Widen turning lanes. Designated turning lanes. Selected location would be good for eastbound traffic. Consider location shown as #5 for westbound.	The display board is a good idea; it should be moved around, or perhaps have a few. A question was posed about whether the Community Association could purchase their own.	Westbound is most important	More relevant inside the neighbourhood		Support, no issues		Carried.
5	11th St Bypass & Lancaster Blvd	Install median island & additional stop sign on south side	Enhance visibility of stop sign; ensure drivers are reducing speed to turn left from 11th St onto Lancaster Blvd	Island would get in the way unless widened. Trucks need space.	Felt this was a good idea; apparently its quite dark at this location.	Perhaps move the sound wall. No westbound accelaration.	Not in favour. Lane width is enough to slow.		Wait to install the median island until the major intersection review is complete		Documented comments. Will be reviewed as part of Intersection Improvements.
6	11th St Bypass & Lancaster Blvd	Add to major intersection reviews	Review westbound lane configurations	Intersection is too narrow. Wider corners needed & wider lanes. Poor visibility.		Merge lanes east-west		Poor visibility. Sign for lanes westbound on 11th St.	Support the review - group expressed their concerns turning onto 11th St Bypass (no visibility)		Documented comments. Will be reviewed as part of Intersection Improvements.
7	11th St Bypass (Lancaster Blvd to Chappell Dr)	Enforcement	Reduce driver speed				Currently plenty of enforcement; maintain (don't reduce)		Support, no issues		Carried

Caen St											
8	Caen St & Lancaster Blvd	Install standard crosswalk on north side	Improve pedestrian safety	Also in support of sidewalk here.	Agreed, but felt it should be a zebra crosswalk and suggest that the yield sign be converted to a stop sign, or even make it a four-way stop.		Crosswalk may be irrelevant (no sidewalks); light may be better option; move north where there are sidewalks		Support, no issues		Carried. According to Polciy C07-007: Traffic Control - Use of Stop and Yield Signs, a two-way stop is warranted where the total number of vehicles entering the intersection exceeds 3,500 vehicles per day. The intersection count was 3,770 vpd, therefore a two-way stop will be added to the recommendations. Four-way stop study indicated it is not warranted.
11th St											
9	11th St & Cul-de sac on east end	Install bollards	Restrict driver access onto 11th St Bypass/Circle Dr		No one has seen this and didn't think it could be done; but support bollards if this is a problem. Also, the group felt that people can still get through the barricades at the other end of the street (by #3 on the map); should look at this site too.				Support. Concerns with people using the COS vacant parcel to short-cut to the lane.		Carried.
Dundonald Ave											
10	Dundonald Ave (south of 11th St)	Install "Not a Through Street" sign	Ensure drivers are aware of road ending			Needs to be more visible than existing sign	Sign should be earlier (left lane on 11th)	Sign is in place already	Support, but think additional signage is needed on the north and west sides of the intersection (before people turn onto Dundonald)	Best place so people can see, have signs directing to landfill (add "landfill access" to directional signs at Circle Dr southbound before 11th St; landfill guide signs)	Carried. Existing "Local Traffic Only" sign is a temporary sign included in the Dundonald Ave construction plan. Additional signs for the landfill also recommended.
Elevator Rd											
11	Elevator Rd & Caen St	Install median island	Reduce driver speed	Ensure buses can turn. Not sure if needed.		Big trucks parked around the corner. Make sure it fits (bus route too).	Parking issues; didn't work last time	Move back to Arnhem St instead	Do not agree with location, and don't believe its even warranted	May require parking restrictions	Removed.
Back lane south of 11th St											
12	Back lane south of 11th St (access from Elevator Rd)	Install 20 kph speed sign	Reduce driver speed				Speed is still an issue		Group felt that it wasn't necessary to post speed limits in lanes, and if Transportation was do to so, to make the speed limit less than 20kph	Not sure if this will be effective	Carried.

13	Back lane south of 11th St (access from Dundonald Ave)	Install 20 kph speed sign	Reduce driver speed				Speed is still an issue		Group felt that it wasn't necessary to post speed limits in lanes, and if Transportation was do to so, to make the speed limit less than 20kph	Not sure if this will be effective	Carried.
Mountbatten St											
14	Mountbatten St & Lancaster Blvd	Install "no parking" signs on southeast corner to indicate 10m from intersection (according to the Traffic Bylaw 7200, drivers are not to park within 10m of an intersection due to safety)	Enhance visibility		Agreed. There are some hedges on one of the corners that is a problem as it reduces visibility.		Not a problem		Support, no issues		Carried. Forwarded tree trimming request to Parks.
Ortona St											
15	Ortona St & Lancaster Blvd	Install standard crosswalk on south side	Improve pedestrian safety						Support, no issues		Carried.
16	Ortona St & Lancaster Blvd	Move bus stop from centre of intersection	Improve safety		Not sure where it would go; this is a difficult site, and not sure there is a better location at this intersection	Make sure new location is accessible (maybe sidewalk).		Lighting needed; change yield signs to stop signs	Support, no issues		Carried. According to Polciy C07-007: Traffic Control - Use of Stop and Yield Signs, a two-way stop is warranted where the total number of vehicles entering the intersection exceeds 3,500 vehicles per day. The intersection count was 3,900 vpd, therefore a two-way stop will be added to the recommendations. Comments forwarded to SL&P to consider additional street lighting.
17	Ortona St & Currie Ave	Install "No Stopping" signs on east side median	Enhance visibility & improve pedestrian safety	School needs better drop-off zone	Need to consider this further. Unsure of how people would pick up their kids if they couldn't stop here. Thought this area was for stopping.		Create a stopping zone instead		Support, no issues		Carried. The parking restrictions will be installed temporarily to assess. The school will be notified prior to installation.
18	Ortona St & Currie Ave	Install zebra crosswalk on west side	Improve pedestrian safety						Support, no issues		Carried.
19	Ortona St & Crerar Dr	Extend park pathway to intersection (approximately 20m)	Improve pedestrian safety by encouraging pedestrians to cross at intersection						Support, no issues	Re-align path at park	Carried.

20	Ortona St & Crerar Dr	Install standard crosswalk on east side	Improve pedestrian safety		Agreed, but should install a zebra crossing not a standard crossing.			Upgrade to zebra	Support, no issues Group felt that intersection improvements are warranted - it was proposed that centre blvd line up more appropriately with Crerar Dr		Changed to zebra crosswalk due to high pedestrian count and vicinity of school. Boulevard cannot be moved due to location of lamppost. Configuration will remain as is.
21	Ortona St & Crerar Dr	Move mailbox from centre median	Improve safety		Agreed, but should widen the boulevard at this location so people can get off the road when they stop to use the mailbox.		Not a safety issue; highly visible	Keep mailbox just move across.	Support, no issues		Carried. Request will be sent to Canada Post to move it to a nearby location, where it's convenient to access and allows adequate space for drivers to pass.
Dieppe St												
22	Dieppe St & Crerar Dr	Install "no parking" signs on northwest & southeast corners to indicate 10m from intersection (according to the Traffic Bylaw 7200, drivers are not to park within 10m of an intersection due to safety)	Enhance visibility		Agreed, but do so on all 4 corners.				Support, no issues		Carried. Additional signs will be placed on southwest & northeast corners (all signs are on Dieppe St) to ensure crosswalk is visible.
23	Dieppe St & Crerar Dr	Install zebra crosswalks on east and west sides	Improve pedestrian safety						Support, no issues		Carried.
24	Dieppe St & Haida Ave	Change north-south yield signs to east-west stop signs	Traffic count indicated higher traffic volumes on Haida Ave; stop signs recommended on all bus routes	Local residents don't like it. Others do.	Would prefer a 4-way stop.				Group felt that high traffic does not occur within this area of the neighbourhood and stop signs are not warranted. It was noted that construction was occuring on Dundonald Ave when some counts were happening. Group felt that a recount may be needed.		Construction on Dundonald Avenue may have effected the traffic counts. Intersection will be re-evaulated in spring 2016.
All Transit Routes												
25	All intersections along bus route	Change yield signs to stop signs	According to Policy C07-007: Traffic Control - Use of Stop & Yield Signs, stop signs are warranted along bus routes		They should be stop signs at all the intersections with Elevator Road, and potentially even some four-way stops at some of these intersections. Neutral for the other sites, but assume it would help.				Support, but Group felt enforcement was needed (particularly for bus drivers)		Carried. Four-way stop locations must meet criteria outlined in Policy C07-007.

Neighbourhood-wide traffic calming											
26	All accesses from Dundonald Ave & 11th St	Install "Traffic-calmed neighbourhood" signs	Reduce driver speed/driver awareness		The group was not in favour of pinch points (7-2 vote). They felt they would have the same problems as speed bumps (noise, etc.), and concerns people would play chicken and race through. They would just slow traffic for that one block; everyone would just speed up after anyway. Group felt education was the key to slowing traffic out here.		Irrelevant; not going to address the problem	Ok as long as there's some kind of traffic calming devices.	Group would support some type of signage that notifies those coming into the neighbourhood to slow down. IF 40 kph is not an option.	"Watch for pedestrians" or "pedestrians on road"	Carried. A similar sign such as "Share the road" will be included in recommendations.
27	See map for locations	Install pinch point	Reduce driver speed	Concerns with snow removal. Visibility concerns due to lack of lighting. Not in support. Roads aren't wide enough.	Same comment as above - not in favour	Speed eastbound more of an issue. Focus around school zones. Or curb extensions at intersections. If going ahead with the pinch points move the Dieppe St and Mountbatten locations away from the curves off of Dundonald Ave further west into neighbourhood.	Try a pinch point at Crerar Dr & Caen St as a test run; don't install all of them at once	Not in favour. Safety concerns with kids on street because no sidewalks. Roads are too narrow. Prefer speed humps instead. Maybe speed display boards. Stop signs may be sufficient.	Group does not support any pinch points in the neighbourhood		Removed. General support was not received.
Community Programs											
28	Neighbourhood-wide	Pace Car Program	Reduce driver speed	Uncertain. Need more information on how it could work.	The group felt they didn't have enough information on this, and were skeptical it would work anyway. They felt the Community Association should look at it further before the neighbourhood decides what to do. The group felt reducing the speed to 40 kph was the better solution.	Willing to give it a try.	No interest.		Support, and would be willing to volunteer. Group would encourage the CA to look into the grants currently being offered.		Carried. Will be included in the recommendations but this is a communty-driven program.
29	Neighbourhood-wide	Speed Display Board	Reduce driver speed		Agreed; very much in favour of these display boards, and there should be a number of them around the neighbourhood including around the schools.	Would like to see more around schools.			Group was in full support of having these signs up in the neighbourhood		This is a communty-driven program. No further recommendations included as part of this review.

Decision Matrix – Additional Issues Raised at December 8, 2015 Meeting

Item	Location	Comment/Concern	Decision
1	Neighbourhood-wide	In support of 40 kph speed limit; perhaps trial project; four-way stops; speed bumps	More information will be provided in the report on the 40 kph speed limit in residential areas. Four-way stop locations must meet criteria outlined in Policy C0-007. Speed bumps have adverse effects such as noise and issues with emergency vehicles. No further recommendations at this time.
2	Back lanes near Simmons Park	Parking; 20 kph signs needed; shortcutting	Parking wasn't an issue during site check and lanes were wide to allow passing. 20 kph speed signs will be posted at all access points.
3	Ortona St south of Montgomery School	Allow parking drop-off/pick-up area along median	Pedestrians have the right-of-way at all intersections. Allowing parking in the centre of intersections creates a sight obstruction and therefore a pedestrian safety concern. Parking along a median is not recommended.
4	School zones	Install flashing beacons; speed humps	Flashing beacons in school zones is currently being reviewed as a city-wide initiative. As previously stated, speed bumps, as well as speed humps, have adverse effects such as noise and issues with emergency vehicles. No further recommendations at this time.
5	Dundonald Ave	Water & sewer work; detour signs left behind	Site check determined signs were removed.
6	Dundonald Ave	Sidewalk south of 11th St needed; also improve lighting	Site check indicated foot path on west side of Dundonald Ave between 11th St & Caen St. Add sidewalk to recommendations. Street lighting is adequate.
7	Accesses along Dundonald Ave & 11th St into neighbourhood	Trees obstruct driver's view; trimming needed	Trees were trimmed at the time of the site check.
8	Crerar Dr - Dieppe to Mountbatten St	Make it one-way because it's too narrow (southbound in the morning and afternoon)	One-way streets create the potential for speeding and traffic volumes are low on this street. No further recommendations.
9	Haida & Ortona	stop signs	There's a peak time bus route through this intersection. According to Policy C07-007, stop signs are warranted along a bus route. Recommendation is already included to install stop signs at all intersections along Transit route.
10	Fairlight & Elevator Rd	Cars come out of the parking lot at the store and add confusion. There are lots of semi's travelling through this intersection; and sight lines are hampered due to semi's parked all along 11th Street at this location.	Parking is restricted in front of store (on 11th St) due to driveways. Restrict parking further west of site (in front of treed area) to improve sightlines. Policy is being developed to address driveway spacing near intersections.

11	11th St	too many semis were shortcutting along 11th Street; some enforcement needed as they are clearly shortcutting; sight lines, etc. As well, the new pavement along 11th Street was torn up due to the amount of semi traffic.	Recommendations outlined during December meeting will address the issues. Review of pavement conditions determined condition was good.
12	Cassino Ave	curve by the park is a problem. The road narrows at the corner, and people using the park (sports fields) park along this area making it almost impossible to get through. Should consider no parking at the corner on both sides of the park.	Parking restrictions will be added on corner.
13	Crerar Dr & Mountbatten St	Consider zebra crosswalk	Pedestrian & traffic study in spring 2016 to determine usage.
14	Lancaster Blvd	Collisions at Caen, Ortona, & Dieppe	Collision analysis determined there were 0 collisions per year on average between 2010 and 2014. Therefore no further recommendations.
15	11th St Corridor Study (outside neighbourhood)	traffic westbound miss turn going north to Circle Dr and will do a U-turn by tracks; signage needs to be clear	Signage will be reviewed as part of 11th Street Corridor Study.