
Franny Rawlyk – Traffic Volume and Speeds – 100 Block of 9th Street East

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

1. That the westbound right turns be restricted at the intersection of 9th Street East and Idylwyld Drive on a trial basis; and
2. That the Administration report back with an assessment of the trial project one year after implementation.

Topic and Purpose

The purpose of the report is to outline the Traffic Safety Review for the 100 block of 9th Street East.

Report Highlights

1. Residents of the 100 block of 9th Street East have traffic safety concerns that were not addressed through the Neighbourhood Traffic Review program (NTR).
2. A resident survey was conducted to gain an understanding of the outstanding traffic safety concerns and gauge the level of community support for a directional closure with a westbound right turn restriction from 9th Street East to Idylwyld Drive.
3. Traffic data was collected in May 2018 and indicates that the traffic conditions are consistent with the typical characteristics of a local street.
4. Restricting westbound right turns from 9th Street East to Idylwyld Drive is recommended to comply with transportation engineering principles and best practices of not connecting a local residential street directly with a freeway.

Strategic Goal

This report supports the Strategic Goal of Moving Around as it improves the safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

Background

City Council, at its meeting held on August 14, 2013, approved the Neighbourhood Traffic Management (NTR) Program which includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, by developing joint recommendations that address the issues. The Nutana NTR was undertaken in 2014.

City Council, at its meeting held on October 26, 2015, resolved,

“That the following May 25, 2015 resolution of City Council be rescinded:

That the directional closure be installed at 9th Street and Lorne Avenue/Idylwyld Drive to restrict westbound vehicular usage.”

The Standing Policy Committee on Transportation, at its meeting held on October 10, 2017, received verbal presentations from Franny Rawlyk and Paul Cragg, along with comments that were submitted by Catherine Folkersen, President, Nutana Community Association, regarding traffic on the 100 Block of 9th Street East, and resolved:

“That the matter of traffic safety at this location be referred to the Administration for a report outlining a process to review the location.”

Report

A detailed traffic review of the intersections of 9th Street East and Idylwyld Drive/Lorne Avenue and 9th Street East and McPherson Avenue were completed as part of the Nutana NTR, approved by City Council on May 25, 2015.

Resident Survey Results

To gain an understanding of the residents’ traffic safety concerns and the current community support for a directional closure at 9th Street and Idylwyld Drive/Lorne Avenue, a survey was hand delivered to 66 households on May 10, 2018. A copy of the survey is included in Attachment 1. The survey distribution area (shown in Attachment 2) included the following areas:

- 100 Block of 9th Street
- 200 Block of 9th Street
- 1000 Block of McPherson Avenue
- 1000 Block of Lorne Avenue

Residents’ traffic concerns are included as Attachment 3. The majority of concerns expressed for the 100 Block of 9th Street related to speeding and short-cutting.

Residents were asked if they supported the directional closure of 9th Street East at Idylwyld Drive/Lorne Avenue to restrict westbound right turns. The results of the survey are outlined below:

Area	No. of Surveys Distributed	Support Directional Closure	Do Not Support Directional Closure
100 Block of 9 th Street and 1000 Block of Lorne Avenue	31	13	2
200 Block of 9 th Street	23	7	4
1000 Block of McPherson Avenue	12	2	5
TOTAL	66	22	11

Other suggestions made by the residents surveyed included:

- Right-in/right-out island to slow traffic at the intersection of 9th Street East/Idylwyld Drive/Lorne Avenue.
- Speed humps to divert traffic to 8th Street.
- Monitor traffic patterns after the re-opening of the Traffic Bridge.
- Four-way stop at 9th Street and McPherson Avenue.
- Restricting parking on McPherson Avenue.

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Traffic Data

Updated traffic counts and speed data were collected for the 100 block of 9th Street East in May 2018:

- Speed data was collected 24 hours per day from May 5 to May 13.
- Intersection counts were collected for the 6 peak hours on May 8.

The average daily traffic (vehicles per day) and operating speeds (speed at which 85% of drivers are travelling at or below) for the 100 block of 9th Street East are as follows:

Location	Road Classification	Vehicles per day 2014	Vehicles per day 2018	Speed 2014 (kph)	Speed 2018 (kph)
9 th Street East – Idylwyld Drive to McPherson Avenue	Local	665	704	45	47

The average daily traffic and operating speeds are typical for local residential streets.

The directional split of traffic for the 100 block of 9th Street East is summarized below:

Location	Time	Westbound No. of vehicles (% split)	Eastbound No. of vehicles (% split)
9 th Street East & McPherson Avenue	AM peak (7:00 am to 9:15 am)	73 (92%)	6 (8%)
	PM peak (4:00 pm to 6:15 pm)	46 (79%)	12 (20%)
9 th Street East & Lorne Avenue	AM peak (7:00 am to 9:15 am)	66 (97%)	2 (3%)
	PM peak (4:00 pm to 6:00 pm)	46 (92%)	4 (8%)

The directional split of traffic demonstrates that the majority of traffic on the 100 block of 9th Street is destined for the Idylwyld Drive ramp.

Intersection Traffic Control

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 26, 2009. Turning movement counts were completed to determine the need for an all-way stop control.

Criteria that is currently outlined in this policy that warrants an all-way stop include:

- A peak hour count greater than 600 vehicles;
- Average Daily Traffic greater than 6,000 vehicles per day; or
- A report of five or more collisions in the last twelve-month period and are susceptible to correction by having an all-way stop control.

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

- At least 35% of the traffic entering the intersection from the minor street for a four-way stop and 25% for a three-way stop.

- No other all-way stop or traffic signals within 200 metres.

Results of the analysis are summarized below.

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)
9 th Street East & McPherson Avenue	372	3,820	2

Collision trends and traffic volumes do not meet the criteria therefore an all-way stop at the intersection of 9th Street and McPherson Avenue is not warranted.

Traffic Calming Measures

The currently approved Neighbourhood Traffic Management Guidelines and Tools (2016) approved by City Council through the NTR program, states that traffic calming will be considered on streets where the following guidelines are met:

- Neighbourhood streets are classified as a local or collector street. (9th Street East is a local street.)
- Traffic volumes on streets should meet the City of Saskatoon guidelines for local and collector streets. (Traffic volumes on the 100 block of 9th Street East are below the 1,000 vehicles per day threshold for local residential streets.)
- Speed on streets will be measured. If the 85th percentile speed is 5kph above the posted speed limit, traffic calming will be considered if supported by the community. (9th Street East 85th percentile speeds are below the current posted speed limit.)
- Neighbourhood traffic calming plans and studies will be developed for areas of concern where neighbourhood areas, or residents experience unnecessary traffic. Unnecessary traffic is defined as:
 - Traffic using a neighbourhood street as a shortcut;
 - An excessive volume of traffic on a neighbourhood street that should normally be served by an arterial roadway;
 - Traffic operating at excessive speed; and
 - Vehicles with destinations outside of the neighborhood.

Design Principles

The Transportation Association of Canada Geometric Design Guide for Canadian Roads, states that in an ideal road system, local roads rarely, if ever, connect with freeways, and such applications should be strongly discouraged.

Summary

While the traffic volumes and speed are consistent with the typical characteristics of a local street, transportation engineering principles and best practices state that local roadways should not connect directly to a freeway.

As such, the Administration recommends that westbound right turns be restricted through the installation of a temporary directional closure at 9th Street East & Idylwyld Drive/Lorne Avenue as a trial for a period of one year. Follow-up traffic counts would be completed after the directional closure is installed and again after the Traffic Bridge is opened.

Options to the Recommendation

City Council could direct the Administration to delay the installation of the directional closure until after the Traffic Bridge opens. This is not recommended as the closure of the Traffic Bridge has not significantly impacted traffic volumes on this portion of 9th Street.

City Council could direct the Administration to do nothing. This is not recommended as there are no other traffic calming or short-cutting reducing measures available to address the residents' concerns.

Public and/or Stakeholder Involvement

There were several opportunities for public and stakeholder engagement through the Nutana NTR process, including:

- October 1, 2013 – Initial community meeting to discuss traffic issues/areas of concern
- September 9, 2014 – Community meeting to review draft traffic plan
- January 8, 2015 – Follow-up meeting to discuss additional areas of concern (including 9th Street directional closure at Idylwyld Drive/Lorne Avenue and 9th Street and McPherson Avenue temporary roundabout)

Communication Plan

In advance of the implementation of the directional closure, a flyer to affected residents would be circulated.

Financial Implications

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to complete the temporary installation of the directional closure and to complete follow-up traffic counts.

Environmental Implications

The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions is not known at this time.

Other Considerations/Implications

There are no policy, privacy or CPTED considerations/implications

Due Date for Follow-up and/or Project Completion

If adopted by City Council, the temporary directional closure and signage will be implemented during the 2018 construction season. A follow-up report on the effectiveness of the restrictions would be prepared one year after implementation.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Attachment 1: Resident Survey
2. Attachment 2: Survey Distribution Area
3. Attachment 3: Resident Traffic Concerns
4. Attachment 4: 9th Street/Idylwyld Drive/Lorne Avenue Directional Closure

Report Approval

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