



**PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION**

Monday, March 2, 2020, 2:00 p.m.

Council Chamber, City Hall

Committee Members:

Councillor B. Dubois, Chair, Councillor Z. Jeffries, Vice-Chair, Councillor C. Block,
Councillor R. Donauer, Councillor S. Gersher, His Worship Mayor C. Clark (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA

Recommendation

That the agenda be confirmed as presented.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

5 - 8

Recommendation

That the minutes of regular meeting of the Standing Policy Committee on
Transportation held on February 10, 2020 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.1.1 Oil Tankers and Railways [File No. CK 6170-1]

9 - 9

A copy of a letter from Walter Hall, Hall Engineering Co. Ltd.,
dated February 7, 2020 to the Minister of Transport is provided.

Recommendation

That the information be received.

6.1.2 Bylaw 3655 Amendment Proposal [File No. CK 185-1] 10 - 11

An email from Marcia Provenzano, dated February 13, 2020 is provided.

Recommendation

That the information be received.

6.1.3 Central Area Transportation Planning Committee [File No. CK 155-1] 12 - 15

A letter from Steve Peters, Chairman, Central Area Transportation Planning Committee, dated January 29, 2020 is provided.

Recommendation

That the information be received.

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Information Reports

Recommendation

That the reports contained in Items 7.1.1 to 7.1.4 be received as information.

7.1.1 Safe Transportation for Ill Disabled Riders of Special Needs Transport [File No. CK 7305-1] 16 - 61

A report of the General Manager, Transportation & Construction Department is provided.

Letters from the following are provided:

- Bill Lehne, Chair, Saskatoon Accessibility Advisory Committee, dated February 13, 2020;
- Mildred Kerr, dated February 14, 2020.

7.1.2	2019 Summer Road Maintenance [File No. CK 6315-1]	62 - 64
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A report of the General Manager, Transportation and Construction Department is provided.

7.1.3	Briarwood Neighbourhood Traffic Review [File No. CK 6320-1]	65 - 286
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A report of the General Manager, Transportation and Construction Department is provided.

Appendix 1 is provided electronically due to size.

7.1.4	Lawson Heights and Lawson Heights Suburban Centre Neighbourhood Traffic Review [File No. CK 6320-1]	287 - 517
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A report of the General Manager, Transportation and Construction Department is provided.

Appendix 1 is provided electronically due to size.

7.2 Approval Reports

7.2.1	Saskatoon Transportation Strategy – March 2020 Update [File No. CK 7000-1]	518 - 523
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A report of the General Manager, Transportation and Construction Department is provided.

Recommendation

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

That the criteria for prioritizing transportation projects, as provided in the report of the General Manager, Transportation and Construction Department, dated March 2, 2020, be approved.

7.3 Decision Reports

8. URGENT BUSINESS

9. MOTIONS (Notice Previously Given)

10. GIVING NOTICE

11. IN CAMERA AGENDA ITEMS

12. ADJOURNMENT

PUBLIC MINUTES
STANDING POLICY COMMITTEE ON TRANSPORTATION

Monday, February 10, 2020, 2:00 p.m.
Council Chamber, City Hall

PRESENT: Councillor B. Dubois, Chair
Councillor Z. Jeffries, Vice-Chair
Councillor C. Block
Councillor R. Donauer
Councillor S. Gersher

ABSENT: His Worship Mayor C. Clark (Ex-Officio)

ALSO PRESENT: General Manager, Transportation & Construction T. Schmidt
Solicitor D. Kowalski
Deputy City Clerk S. Bryant
Committee Assistant J. Fast

1. CALL TO ORDER

The Chair called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis people.

2. CONFIRMATION OF AGENDA

Moved By: Councillor Jeffries

1. That the following letters be added to Item 7.3.1:
 1. Submitting Comments:
 1. Yvonne Langen, dated February 6, 2020;
 2. Dale Gallant, dated February 10, 2020; and
2. That the agenda be confirmed as amended.

In Favour: (5): Councillor Dubois, Councillor Jeffries, Councillor Block, Councillor Donauer, and Councillor Gersher

Absent (1): Mayor Clark

CARRIED UNANIMOUSLY

3. DECLARATION OF CONFLICT OF INTEREST

There were no declarations of conflict of interest.

4. ADOPTION OF MINUTES

Moved By: Councillor Gersher

That the minutes of regular meeting of the Standing Policy Committee on Transportation held on January 13, 2020 be adopted.

In Favour: (5): Councillor Dubois, Councillor Jeffries, Councillor Block, Councillor Donauer, and Councillor Gersher

Absent (1): Mayor Clark

CARRIED UNANIMOUSLY

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Information Reports

7.1.1 Transit Detour Process – February 2020 Update [File No. CK 7311-1]

General Manager, Transportation and Construction Schmidt presented the report.

Director of Saskatoon Transit McDonald and Director of Transportation Magus answered questions of the Committee.

Moved By: Councillor Gersher

That the Administration report back on how they have worked to strengthen information and communication on notices for digital,

phone and paper approaches for changes to bus routes, including engagement with stakeholders.

In Favour: (5): Councillor Dubois, Councillor Jeffries, Councillor Block, Councillor Donauer, and Councillor Gersher

Absent (1): Mayor Clark

CARRIED UNANIMOUSLY

7.1.2 Nutana Park Neighbourhood Traffic Review [File No. CK 6320-1]

General Manager, Transportation and Construction Schmidt presented the report.

Director of Transportation Magus answered questions of the Committee.

Moved By: Councillor Donauer

That the report of the General Manager, Transportation and Construction dated February 10, 2020 be received as information.

In Favour: (5): Councillor Dubois, Councillor Jeffries, Councillor Block, Councillor Donauer, and Councillor Gersher

Absent (1): Mayor Clark

CARRIED UNANIMOUSLY

7.2 Approval Reports

7.3 Decision Reports

7.3.1 Bicycle Bylaw Update – Proposed Revisions – February 2020 Update [File No. CK 5300-5-2]

The following letters were provided:

1. Yvonne Langen, dated February 6, 2020
2. Dale Gallant, dated February 10, 2020

General Manager, Transportation and Construction Schmidt presented the report.

Director of Transportation Magus and Senior Transportation Engineer Melchiorre answered questions of the Committee.

Moved By: Councillor Gersher

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

1. That Bylaw No. 6884, The Bicycle Bylaw be amended to include:
 1. That cyclists do not have to remain in the bicycle lane when one is available;
 2. That children under the age of 14 be permitted to cycle on sidewalks; and
2. That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 6884, The Bicycle Bylaw.

In Favour: (5): Councillor Dubois, Councillor Jeffries, Councillor Block, Councillor Donauer, and Councillor Gersher

Absent (1): Mayor Clark

CARRIED UNANIMOUSLY

8. **URGENT BUSINESS**
9. **MOTIONS (Notice Previously Given)**
10. **GIVING NOTICE**
11. **IN CAMERA AGENDA ITEMS**
12. **ADJOURNMENT**

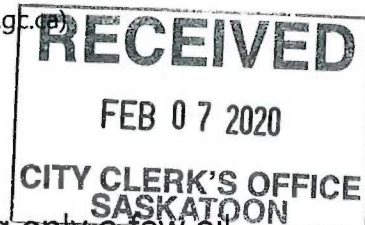
The meeting adjourned at 3:01 p.m.

Councillor B. Dubois, Chair

S. Bryant, Deputy City Clerk

Walter Hall

To: Minister of Transport Marc Garneau (marc.garneau@parl.gc.ca)
Subject: OIL TANKERS AND RAILWAYS
Importance: High



We now have had two recent major derailments in Sask. involving only a few oil tankers derailing resulting fires and environmental pollution.

Recently, in Saskatoon, there were 228 tankers and about 3 engines all in one train that held up traffic at a crossing for about 10 minutes.

Can you imagine the disaster that such incompetence on the part of the railway could cause? Also, fire trucks and emergency services would be held up for such a long time.

I would strongly suggest that you issue an order immediately to limit the number of oil tankers in one train to about 50 with a time of at least 15 minutes between trains. This should not increase the cost to the railways too much as in the above instance there were about 3 engines in the 228 tank train.

Cc Scott Moe, Premier of Sask.
CC Mayor of Saskatoon

Regards,
Walter D. Hall, P. Eng.
Phone (306)664-2772

If your e-mail program does not automatically send a receipt, **PLEASE ACKNOWLEDGE HAVING RECEIVED THIS E-MAIL.**

From: Marcia Provenzano <[REDACTED]>
Sent: Thursday, February 13, 2020 12:57 PM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Thursday, February 13, 2020 - 12:56

Submitted by anonymous user: 216.197.221.11

Submitted values are:

Date Thursday, February 13, 2020

To His Worship the Mayor and Members of City Council

First Name Marcia

Last Name Provenzano

Email [REDACTED]

Address Yale Crescent

City Saskatoon

Province Saskatchewan

Postal Code S7H [REDACTED]

Name of the organization or agency you are representing (if applicable)

Subject Bylaw 3655 Amendment Proposal

Meeting (if known)

Comments

Sunday morning the 19th of January, I went for a walk on a route I have established in College Park for healthful benefit. At about 6am, I tripped over an extension cord which had been laid across the sidewalk by a resident to operate a block heater on a vehicle which was parked on the street. I landed hard on my arm and face on an open portion of the walk and suffered bruising and a deep abrasion above my left eye. After arriving home, I arranged a ride to the Royal University Hospital where I was treated and received four stitches. Both eyes were blackened.

City Bylaw 3655 (Electrical Equipment Bylaw) says that it permits the use of extension cords across a sidewalk provided that they are plugged in and not left in a "haphazard manner". I suggest that the use of the word "haphazard" leaves too much leeway in the interpretation of the bylaw especially when dealing with the ephemeral nature of an extension cord being placed across a City sidewalk, to plug in an automobile block heater. In the winter, a night snowfall might conceal the cord from view and snare a passerby. Street lighting is sometimes uneven and shadows from a parked vehicle can make a cord much less conspicuous at night, especially if the cord is of a light color.

Extension cords placed across a city sidewalk should be marked or otherwise made visible to pedestrians. I think that even something as simple as a couple of lengths of orange surveyor's tape on the cord would make it more conspicuous and draw a passing pedestrian's attention. Canadian Tire has all sorts of driveway markers, priced to fit every budget that could be thrust into the snowbank by the sidewalk as a marker for a cord. My point being that things can be done to mitigate the hazard. As it is at present the Bylaw is weak in this regard and the hazard is merely tolerated with the onus on the pedestrians to preserve themselves from injury by what is potentially a snare.

Falls are one of the most common causes of injuries in Canada and steps should be taken to make a safer walking environment for Saskatoon pedestrians. I am now retired but in my working days I was in the Occupational Health and Safety Committee. If I ever encountered a company workspace cluttered by so many

cords on the floor I would have I would have shut the operation down until they were dealt with. Tripping hazards are a very serious safety concern anywhere and anytime.

Therefore having said the above, I am asking that the City of Saskatoon amend the Bylaw to say that extension cords crossing a City sidewalk should be marked in such a way that pedestrian traffic is made aware of the presence.

Attachments

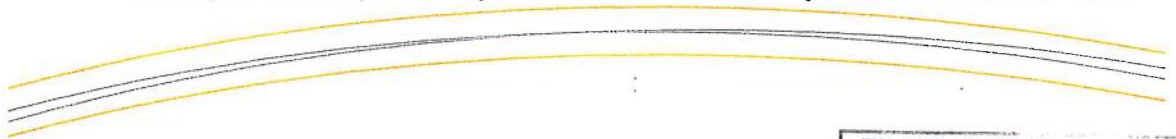
The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/370369>



Central Area Transportation Planning Committee

*To establish a vehicle for the development and evolution of
transportation planning into the 21st century for the central area*



January 29, 2020



Dear Mayor and Council Members:

The benefits of membership with the Central Area Transportation Planning Committee (CATPC) are many. Please take this opportunity to renew your membership or consider becoming a member.

The CATPC enjoys a collaborative working relationship with the Ministry of Highways and Infrastructure that has resulted in the development of new policy initiatives and a strategic, long-term planning approach to investments in the transportation system.

Along with the other 11 Area Transportation Planning Committees in the province, our Central Area Committee had the opportunity to present our completed Transportation Plan to the Ministry of Highways and Infrastructure in November. We will be having a presentation of highlights of the plan to our membership at our 20th Annual AGM on April 22nd in Davidson.

The Central Area Transportation Planning Committee continues to assess and set priorities on Highways in our region. Our Committee meets approximately 10 times per year. Our meetings are held at different locations throughout our region. Please let us know if you are interested in providing a venue in your area for one of our meetings.

We also provide learning workshops for our membership, which have proven quite popular, and we hold an Annual General Meeting in the Spring of each year.

As a CATPC member you will receive minutes from our regular meetings after they have been approved, and our members are encouraged to bring forward issues and concerns regarding area transportation to the Committee.

We rely on the grassroots voice of our membership when communicating our priorities to the Ministry. I hope that, if you are not already a member, you will consider this your invitation to join. Our membership fees are based on population and are invoiced annually. Associate Members are invoiced a flat fee of \$100.00 per year.

If you have any questions, or would like more information, please feel free to contact me; my cell phone is 306 [REDACTED]. My email address is [REDACTED]

You may also contact our Administrator, Iv-Lee Kane, at the address and phone number listed below.

Sincerely,

Steve Peters

Chairman,

Central Area Transportation Planning Committee

SP/idk

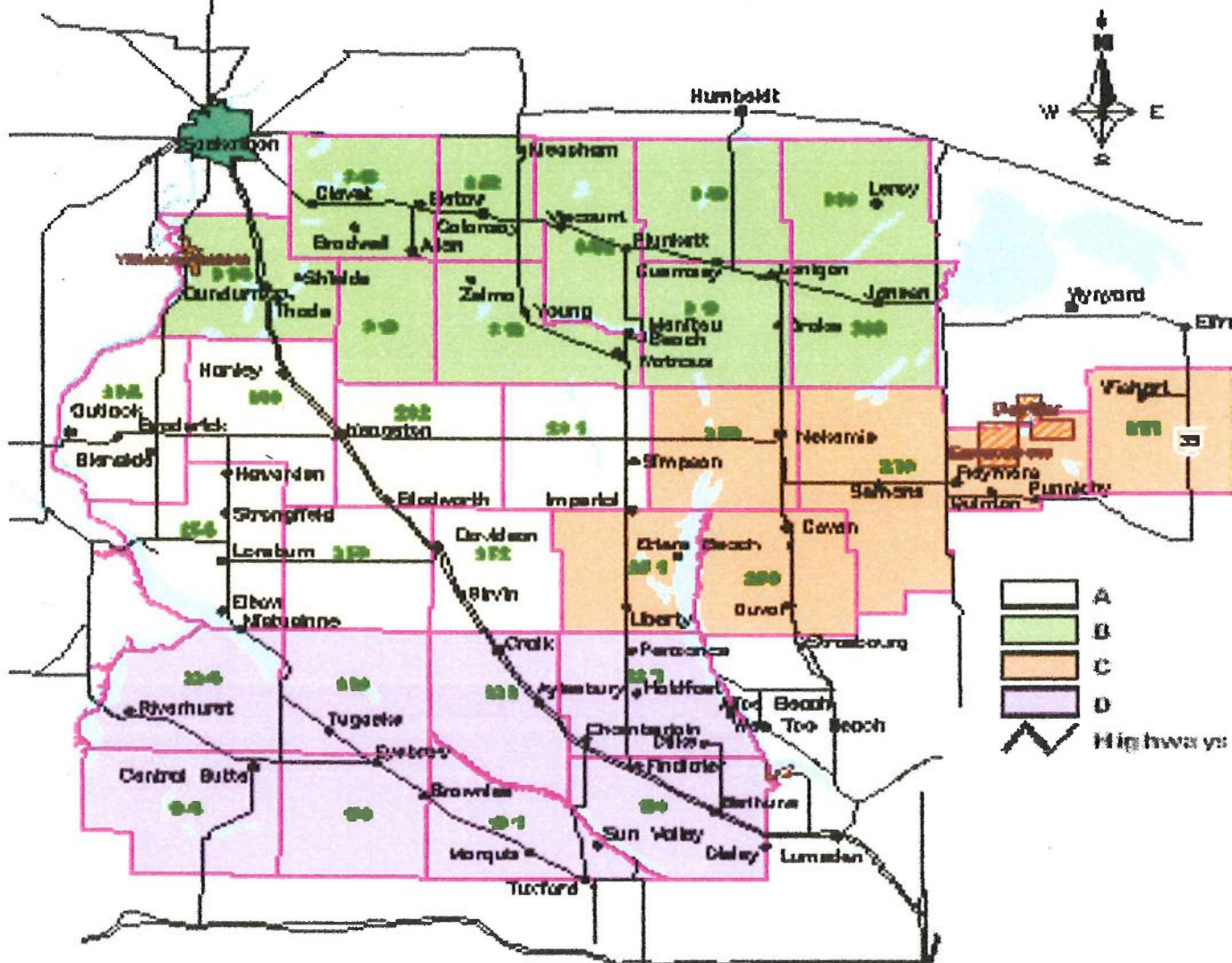
Central Area Transportation Planning Committee

**[REDACTED] Antler Crescent,
Warman, SK. SOK [REDACTED]**

Phone: 306 [REDACTED]

email: [REDACTED]

Central Area Transportation Planning Electoral Boundaries



Your Area Representatives:

- Area A – shown in light pink
 - Urban Representative – Donna Bessy
 - Rural Representative - Lorne Anholt
- Area B – shown in light green
 - Urban Representative – Steve Peters
 - Rural Representative – Larry Sommerfeld
- Area C – Shown in salmon colour
 - Urban Representative – Vacant
 - Rural Representative - Darin Pedersen
- Area D – Shown in light purple
 - Urban Representative – Don Linton
 - Rural Representative – Ken McEwen

Central Area Transportation Planning Committee (CATPC)

Antler Crescent
Warman, Saskatchewan
S0K 4S1

Memberships for the Central Area Transportation Planning Committee (CATPC)

City of Saskatoon
222 3rd Ave N
Saskatoon, SK
S7K 0J5

Membership Fee - \$500
Joint

Mail Cheque to:

CATPC
Antler Crescent
Warman, Saskatchewan
S0K 4S1

Your 2020-2021 membership fees have been calculated based on the following fee structure. Population values were obtained from the 2016 census.

<u>Population</u>	<u>Fee</u>
>1000	\$500
751-1000	\$400
501-750	\$300
251-500	\$200
100-250	\$100
<100	\$25

Comments

Please feel free to identify any current transportation related issues that are of concern to your municipality or subdivision.

Safe Transportation for Ill Disabled Riders of Special Needs Transport

ISSUE

City Council received a letter dated September 10, 2019, in which a citizen expressed concern for the safety of public transportation for individuals post dialysis. To improve services to these customers, the writer proposed prioritizing services to those in medical need and to provide more direct, shorter trips to customers leaving dialysis.

BACKGROUND

The Standing Policy Committee on Transportation, at its meeting held on October 7, 2019, considered a letter from Mildred Kerr related to the transportation of dialysis patients and the special medical treatment they require, and resolved:

- “1. That the letter be referred to the Saskatoon Accessibility Advisory Committee for feedback; and
2. That the Administration engage with the Saskatchewan Health Authority as to how the transportation needs of ill-disabled riders following treatments can be better met and report back.”

CURRENT STATUS

Access Transit provides specialized transportation, on a first come first served basis, to registered citizens of Saskatoon. Trips are not prioritized based on the trip's purpose, which is both recommended and supported by the Saskatchewan Human Rights Commission in its 2014 report (Appendix 1) following an investigation into systemic complaints against Regina Transit's specialized transit service.

Access Transit is a public transit service not medical transportation and registrants with special medical issues are required to have attendants (attendants do not pay a fare). Registrants are also able to have a companion, when there is no attendant needed, should they require assistance during their trip (companions pay the appropriate fare).

Access Transit aims to have registrants on a bus for less than 75 minutes.

DISCUSSION/ANALYSIS

On December 3, 2019, the Access Transit Manager met with the Saskatchewan Health Authority (SHA) Dialysis Unit Social Worker to review the challenges and opportunities faced by ill-disabled riders accessing dialysis treatment. Conversation points were as follows:

1. Saskatoon Access Transit is a public transportation service and is not a dedicated medical transportation service.
2. Should customers require specialized medical assistance during a trip, they are able to travel with a companion to provide support en route (companions pay the appropriate fare, if an attendant is required they do not pay the fare. The requirement of an attendant must be in the registrant's file).

3. Saskatoon Access Transit does not prioritize trips based on purpose. This decision is supported by Saskatchewan Human Rights Commission and a discussion stemming from systemic complaints in Regina's transit system.
4. Saskatoon Access Transit defines its level of service as providing trips no longer than 75 minutes. In 2019, less than 0.2% of trips went beyond the 75 minute time limit. These trips are monitored and reported on a weekly basis.
5. Provincial Social Assistance provides funding for transportation until an individual is 65 years of age at which time they "age out" and move to Federal Pension Plan Programs which do not provide additional funds for transportation to medical appointments.
6. Kinsmen Charities provide funding for transportation that is at least one hour away from Saskatoon. They do not provide funding for those within city limits or less than one hour away from Saskatoon.
7. The cost of taxi or personal private transportation three times per week is prohibitive for many who attend dialysis. (Taxi costs would be the equivalent of \$25 one way or \$150 per week for an average trip length).
8. Saskatoon Access Transit provides transportation grouped for dialysis patients Monday through Saturday three times per day.

As a result of the December 3, 2019 conversations, internal discussions and some preliminary phone calls with the SHA around this topic resulted in:

- Saturday timings for dialysis patients were changed to include 7:00 a.m. appointments as of October 2019.
- When Saskatoon Access Transit receives applicants requiring trips to and from dialysis, the SHA Dialysis Unit Social worker is contacted to determine best placement for capacities of both parties.
- Where possible a subscription service is automatically set up for dialysis patients.
- Both parties agreed to meet on a quarterly basis to review processes and bring new challenges and opportunities to light.

In response to the original request of prioritizing transit services for those in medical need:

- Providing priority public transit service to Saskatoon Access Transit customers would go against Saskatchewan Human Rights Commission's recommendations provided in their 2014 report to Regina Transit that followed systemic complaints in that system. North American best practice does not support prioritization based on trip purpose.

In response to the request that more direct, shorter trips are provided to customers leaving dialysis:

- Saskatoon Access Transit is a shared ride service. Customers are informed that they may be on the bus for up to 75 minutes at the time of application, however this is a metric that is under constant monitoring and review.

OTHER IMPLICATIONS

There are no financial, legal, social, or environmental implications identified.

NEXT STEPS

Saskatoon Access Transit will continue to work closely with the SHA's Dialysis Unit Social Worker to find a best fit for dialysis patients on Access Transit buses. Saskatoon Access Transit will continue to welcome companions and attendants on trips where they are required to assist customers post treatment.

APPENDICES

1. Saskatchewan Human Rights Commission - Achieving Accessible Public Transportation: A Systemic Approach for Saskatchewan

Report Approval

Written by:	Tracey Loewen, Access Transit Manager
Reviewed by:	James McDonald Director Saskatoon Transit
Approved by:	Terry Schmidt, General Manager, Transportation & Construction Department

Admin Report - Safe Transportation for Ill Disabled Riders of Special Needs Transport.docx



SASKATCHEWAN
HUMAN RIGHTS
COMMISSION



Achieving Accessible Public Transportation: A Systemic Approach for Saskatchewan

Stakeholders

The following stakeholder organizations have contributed to the systemic advocacy and engagement work on accessibility*

Regina

Canadian Paraplegic Association
City of Regina
City of Regina Accessibility Advisory Committee
IDEA Regina
Neil Squire Society
South Saskatchewan Independent Living Centre
Saskatchewan Abilities Council
Saskatchewan Deaf and Hard of Hearing Services
Tetra Society
Vision Impaired Resource Network

Saskatoon

City of Saskatoon Accessibility Advisory Committee
City of Saskatoon Transportation and Utilities
City of Saskatoon Transit

**Thanks also to the many stakeholders and individuals who have give of their time and were unintentionally omitted from this list.*



SASKATCHEWAN
HUMAN RIGHTS
COMMISSION

1

Letter of Transmittal

The Honourable Gordon Wyant, Q.C.
Minister of Justice and Attorney General
Legislative Building
Regina, Saskatchewan

Dear Minister Wyant,

I am pleased to deliver this report, “Achieving Accessible Transportation: A Systemic Approach for Saskatchewan.”

This report highlights the systemic advocacy and engagement activities of the Commission related to the provision of accessible transportation for people with disabilities in the City of Regina and the City of Saskatoon.

Sincerely,

David M. Arnot
Chief Commissioner

Sturdy Stone Building
122 – 3rd Avenue North
Saskatoon, SK S7K 2H6

PHONE 306-933-5952
FAX 306-933-7863
TOLL FREE 1-800-667-9249
EMAIL shrc@gov.sk.ca
WEB

www.saskatchewanhumanrights.ca

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Inclusion and Accessible Transportation

A Message from the Chief Commissioner

The *United Nations Convention on the Rights of Persons with Disabilities* clearly articulates the importance of accessible public transportation. Having ready access to public transportation, the Convention asserts, is a matter of achieving fairness and equity in our society.

In Saskatchewan, removing barriers to transportation also enables access to the services, opportunities, and benefits of living in a thriving multicultural and pluralistic society. Offering equitable public transportation is, in this light, as much about getting from place to place as it is about creating an inclusive society, and requires the active participation of many stakeholders.

As this report illustrates, stakeholders who offer accessible transportation services, and stakeholders who require accessible transportation services, should be seen as *interdependent* and not *independent*. Working together, stakeholders in Saskatchewan's two largest cities have clearly demonstrated that using an inclusive and collaborative approach can lead to system-enhancing developments. More than that, working cooperatively can also create mutually beneficial and situation-specific changes that neither party could have anticipated.

To be clear, the work in both cities is ongoing, and there is much that can be done. In releasing this report now, the Commission is updating people with disabilities, and all other citizens, who use accessible public transportation systems in Regina and Saskatoon, and commending the stakeholders for their contributions.

It is my hope that the work that has already been done will inform decision-making and foster inclusion in communities across Saskatchewan.

David M. Arnot
Chief Commissioner, Saskatchewan Human Rights Commission

About this Report



The chirps, lights, and audio messages that tell pedestrians when it's safe cross the streets are improving, and increasing in number.

Changes made to *The Saskatchewan Human Rights Code* in 2011 require the Saskatchewan Human Rights Commission to “prevent and address patterns of discrimination.” Since then, the Commission has found many opportunities to achieve systemic outcomes that promote equality and resolve discrimination faced by groups of people.

In this regard, two broad categories of systemic resolution have emerged. One, referred to as *systemic engagement*, addresses systemic patterns of discrimination by building collaborative relationships with stakeholders who can directly influence change.

In Saskatoon and Regina, listening to the transportation-related concerns of people with disabilities, and by working directly and collaboratively with service providers in those cities, the Commission is able to help facilitate actions that improve transit. The first part of this report documents many of the successes in Regina and Saskatoon related to the systemic engagement approach.

The other approach, *systemic advocacy*, works in a similar way. By bringing together and working directly with stakeholders who can directly influence change and the community stakeholders who benefit from change, the Commission

helps both groups find solutions. The recommendations of the Regina Accessible Transportation Stakeholder Advisory Committee (ATSAC) in Appendix 2, 3, 4, and 5 demonstrate how stakeholders can work together to positively shape public policy.

The successes in Regina and Saskatoon are ultimately attributable to the good will and efforts of the stakeholders. Whether achieved through group discussion and consensus as in Regina, or through dialogue with individual change makers in Saskatoon and Regina, both communities are living up to their responsibility to foster inclusion.

Recently, *Saskatchewan's Disability Strategy* prioritized the availability of accessible and safe transportation. This includes bus, paratransit, and taxi services. It also takes into account the need for audible bus announcements, and audible pedestrian signals for crosswalks.

The systemic engagement and advocacy collaboration in Regina and Saskatoon have explored these, and other, issues related to accessible transportation. As such, this report is also intended as a partial blueprint for other municipalities and communities. The transit-related issues facing people with disabilities outside of Regina and Saskatoon may be different in degree, but not necessarily in kind.



Thinking about Public Transportation



Public transportation systems, whether bus, taxi, or accessible pathways, are at the heart of what drives our cities. Public transportation keeps people moving, it helps get them to work and home again, and it takes them out for an evening of entertainment after a long week. It connects people to one another in significant ways.

For people with disabilities, it's not always as easy to get on a bus, take a taxi, or cross a street as it is for most people, but the City of Regina and the City of Saskatoon, in cooperation with the Saskatchewan Human Rights Commission, are trying to change that. The goal is that one day in the not too distant future, everyone in these cities will be able to easily go from place to place using the means of transportation best suited to their individual needs.

People don't often think what it must be like for someone who is blind or deaf to walk to, catch, and ride the bus. Or what if you're new to the city (or the country) and you don't know the area or perhaps

even the language very well? It can be an overwhelming experience to get on a bus or take a taxi cab to somewhere unfamiliar. You have to extend a certain amount of trust to the person who is driving you from place to place.

However, there are other more concrete solutions that can be incorporated. Things like clear audible and visual announcements for stops on buses; ramps that can be lowered to make access easier for people with mobility issues; policies and training to remind drivers that service dogs are legally able to accompany their owners wherever they need to go; and an increase in the number of accessible taxi cabs available.

The Saskatchewan Human Rights Commission would like to highlight a few of the successful initiatives that are happening right now in Saskatoon and Regina, and which add to the quality of life experienced by people with disabilities and all others who access and use public transportation systems.

Accessing Taxis



About 15 years ago, at 11:30 p.m., a man who is blind and his guide dog were trying to catch a cab home from the Saskatoon airport. Three cabs refused to take them. A witness to the event volunteered to take the man and his service dog home in his own vehicle. However, it was clear to the man something needed to change. Change started with the filing of a complaint with the Saskatchewan Human Rights Commission. Since that time, the Commission has worked with those involved to make notable changes.

In 2011, and recognizing that the issues in the taxi cab industry were widespread, the SHRC began to work with the city and the taxi companies on systematically addressing problems as they arise. They meet regularly to deal with complaints against the taxi industry, and consider ways to improve service in light of these complaints.

In Robin East's case, taxi drivers needed more training and education as to what the law is regarding service animals, and many cabs now carry a "service animals welcome" sticker to acknowledge their understanding of the law. However, there are occasionally still problems as new drivers get their licenses and more education is needed. East says, "I believe we're getting the message across in terms of awareness."

East recommends further changes, such as an increase in the number of accessible vehicles, and audible meters to ensure the visually impaired are being treated fairly when it comes time to pay for their fares. He advocates a solution where stakeholders can "talk out what a reasonable solution is," but stresses that it doesn't hurt to know there's a "hammer" that can push for enduring change, and "the hammer is the SHRC in this province."

“If it wasn’t for the Commission, we would not have what we have now,” East says. But he’ll not soon forget that night at the airport when three taxis refused him service. He points out the excess time and emotional efforts that people with disabilities often have to put into getting what is simply expected by everyone else, and what little recourse people with disabilities have when service is refused. East says: “There still needs to be monies for hurt feelings for the times you’ve had to endure.”

Malcolm Gibson, Taxi Bylaw Compliance Coordinator, feels positive about the current situation in Saskatoon. There are only two cab companies in the city now, and “they’re pretty good at self-regulation,” Gibson acknowledges. “They also work together to try and improve the situation.”

Often when people hear about an issue with a cab or a driver, they don’t remember what company was involved, so having a positive image and reputation for taxi companies is important to both United and Comfort Cabs. To this end, both companies also have shown a dedicated interest in providing more accessible units at a cost of approximately \$15,000 to \$20,000 per van conversion. Gibson points out that this extra expense shows a “commitment by the companies to provide a service.” By law, taxi companies are not allowed to charge a person with a disability any more for a fare than they would anyone else.

As with most industries, open and honest communication is key. Gibson explains: “It needs to have a common sense approach.

You can’t legislate every little thing that could happen.” At the same time, the cab companies have to be prepared to listen to their customers when things don’t go as expected, especially in terms of accessibility. This is where the Commission plays a major role in providing guidance and expertise. “You’ve got to have that resource,” Gibson says.

The Commission has provided help in assessing the training being given to taxi drivers to see if there are any additional components related to accessibility or equality that need to be incorporated. As training is ongoing, the Commission is available as necessary to consult on what aspects might need to be added, expanded or enhanced. By assisting with the settlement of current accessibility issues, the SHRC is able to monitor and assess the success of changes within the industry, as well as provide guidance from a human rights perspective.

Gibson says the key to success has been the cab companies themselves: “Both companies are driven to try to improve the industry... They know they’ve got to improve access and talking to one another.” He says it’s great when companies are willing to accept responsibility and find out how to go forward. If a driver makes a mistake, it’s a situation that can be learned from and changed in the future. This willingness to listen and cooperate bodes well for continuing positive relations between the taxi companies, the City of Saskatoon, and the Saskatchewan Human Rights Commission.

Audible Pedestrian Signals



The chirps, lights, and audio messages that tell pedestrians when it's safe to cross the streets are improving, and increasing in number.

"The walk light to cross Third Avenue is now on ..."

It's hard to believe that 25 years ago, a group of advocates for the blind and engineers from the University of Saskatchewan worked to come up with the first circuit boards for an audible pedestrian signal. Only one of those original installations is still in service, as technology has improved and become more widespread. Today, over 100 Audible Pedestrian Signals (APS), also called "accessible" pedestrian signals, are at work in our city, helping alert the visually-impaired to traffic light changes at intersections.

Goran Lazic, Senior Transportation Engineer with the City of Saskatoon, kindly explained how the signals work. Most feature a chirp or a cuckoo sound, and many also have a recorded message that indicates which street can be safely crossed. Chirps are used for east-west and cuckoos for north-south intersections. In addition to the audible indicators, newer installations are vibra-tactile, so that people can feel a vibration as well as a raised arrow to indicate crosswalk direction.

The city is following a national standard set out by the Transportation Association of Canada, but they have also listened to feedback. “It’s important to get it right and to be consistent,” Lazic says.

Robin East, Chair of the Saskatoon Accessibility Advisory Committee, recognizes that sometimes, especially near high-rises, people would prefer to have the sound turned down on these signals, but he reminds us “these are safety sounds, not noise pollution.”

Without them, a visually impaired person can’t know when it’s safe to cross the street. Lazic also stresses the importance of education, and says they’ll be having some public meetings/open houses in the future, “to consult the users about their priorities.” The city has been proactive in their accessibility efforts, and would like to continue to lead the way, setting the bar for other communities and municipalities to become more accessible.

The SHRC and the City of Saskatoon have been working on this issue along with other interested parties for some time. This relationship was instrumental in securing a letter of intent from the city.

“Because of this, the work on those pedestrian signal lights is actually moving forward,” East says, pointing out that the city is committed to 5 new APS each year, 5 retrofit installations, and that all new intersections will feature the audible signals. At this point, the number is only going to continue to increase, and the city’s goal of 167 installations will be two-thirds done by summer 2016.

Lazic says the SHRC was “co-operative and helpful,” but also clear about expectations. “Even before we signed the agreement, we were working towards the same objective,” Lazic says, but agrees that it’s nice to all be on the same page. “It’s not just the Commission’s goal, it’s our goal, the city’s goal.”

East, who is also a member of the blind community, says: “We’re really excited this has been done, and it couldn’t have been done without the Commission’s support.”

Along with the work that has been done related to Accessible Pedestrian Signals in Saskatoon, the Commission has undertaken a similar initiative with the City of Regina. Although the work has not moved at the same pace, significant improvements have been made.

Of the 199 signal systems that are in use, 49 have accessible features installed for approximately a 25% completion rate. In the Downtown core 24 of the 37 signals have accessible features; approximately 10 upgrades are planned for 2016 and all new signal installations with pedestrian access will have accessible features.

So the next time you hear one of the many audible pedestrian signals in Regina or Saskatoon, remember that it’s essential information for many people who rely on a clearly articulated message to let them know it’s safe to cross the street.

Audible Bus Announcements



Audible bus announcements give all bus passengers the information they need to make informed decisions about their trips.

Listening to the recorded announcement of bus stops has recently become a regular part of riding the bus in Saskatoon and Regina. Buses now feature both audio and visual announcements that assist riders in identifying the desired stop.

In Saskatoon, bus drivers were initially called upon to announce individual stops, but enthusiasm for that practice soon waned. Robin East ended up speaking to the members of the Amalgamated Transit Union (ATU) about the benefits of the bus announcements for the visually-impaired. "They then understood," East says.

Bob Howe, the Director of Access Transit for the City of Saskatoon, is proud of the changes being made. "It's not just for people with disabilities," Howe points out, indicating the signals also assist newcomers to Canada and non-English speakers in learning the language of places and street names.

Even beginning bus drivers can benefit from the announcements as they learn new routes, procedures, stops, and landmarks. We remember things better when we experience information in more than one medium, and so hearing and seeing stop information is ultimately a service that benefits all people.

Accessing Buses

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Thanks to new designs, most new buses can accommodate passengers with mobility impairments.

On April 3, 2014, the City of Regina announced that their entire conventional bus fleet was made “low floor” accessible to patrons using mobility devices. With the purchase of 15 buses that have the ability to “kneel” and align with the street curbs, giving access people who use wheelchairs and scooters access to the bus system.

In Saskatoon, the City is moving towards a complete low-floor bus fleet. Access Transit Director Bob Howe has been involved since early in the process. He says, “There’s a ripple effect going across the country. It’s not just a Saskatoon thing.” Being open to sharing information and data with other cities has been instrumental in learning what works and what doesn’t.

In addition to the conventional bus transit system, there is also a paratransit system that is available. Access Transit in Saskatoon, and Paratransit in Regina, are not taxi programs, but shared-ride services coordinating trips to accommodate as many people as possible.

The paratransit systems have several lift-equipped vehicles, which serve both seniors and people with disabilities. A high percentage of seniors also experience some type of disability or mobility issues, and therefore, with Canada’s aging population, such services are fundamental for the public. In the future, Howe reminds, Saskatoon will have an “even stronger demographic for paratransit services.”

Looking to the Future



Improving transportation systems for people with disabilities in Regina and Saskatoon will benefit other communities in Saskatchewan.

The success of the systemic advocacy and engagement in Regina and Saskatoon is attributable to the cooperation and participation of the stakeholders. Through the contribution of their time and insight, these individuals present the views of their respective organizations and give voice to the issues and concerns that would otherwise be overlooked.

Ron Filleul, representing the Vision Impaired Resource Network (VIRN), has served on the Regina Accessible Transportation Systemic Advisory Committee (ATSAC) since 2013. Filleul observes, “the systemic process has increased community involvement between member organizations and the City.”

In particular, Filleul says the bus announcements, “have been very well received by the community. Progress is being made on APS but more needs to be done to consult the community on locations and progress.”

Amber-Joy Boyd, also an ATSAC member, recognizes the willingness of city transit staff to participate and the support of the municipal leadership. Boyd says, “It’s wonderful that the City of Regina has begun the process of community engagement and attempting to address the different needs of the disability community. ATSAC is an excellent example of collaboration between individuals, non-profits and municipality working towards a common goal.”

Long time public transportation proponent, and accessibility advocate, Melissa Northe, is versed in the issues associated with accessible transportation. For over a decade Northe has served on several boards dedicated to serving the transportation and other needs of people with disabilities in Regina and across the prairie provinces. For her, the “positive collaborative effort improved transit and paratransit,” and the “extra cabs are a nice addition.”

Noting that while the work is ongoing Northe says, “The committee did some outstanding work with the volunteers including myself and the City employees. More work still needs to be done to improve accessibility and inclusion in the City of Regina with greater collaboration and greater community involvement.”

As a continuation of the work begun by the Regina ATSAC group, the SHRC, the City of Saskatoon and the City of Regina have begun the process of drafting provincial paratransit standards. The goal of this

project is to develop guidelines and standards for accessible transportation in the province.

It is hoped that this initiative will bring consistency to the reporting of wait times, booking windows and denial rates between municipalities. Although this work is in the very early stages of development, it could serve as the blueprint for all municipalities that receive funding from the Transit Assistance Program for People with Disabilities (TAPD).

If implemented, these standards will provide uniformity of accessible transportation for citizens of the province. Work on this project will continue over the next fiscal year, and feedback will be sought from various municipalities.

The standards will act as a minimum acceptable level of service within the provincial paratransit system and will be used as a benchmark by the Commission when addressing any shortcomings in specialized accessible transportation.



Appendix 1: Regina Consultation Report (2013)

*Achieving Equivalent, Comparable, and Accessible Public Transportation in the City of Regina: A Report to Stakeholders, June 3, 2013**

15

I. BACKGROUND

In the fall of 2012, the Saskatchewan Human Rights Commission (SHRC) received intake inquiries articulating perceived systemic discrimination relating to transportation services provided to persons with disabilities in the City of Regina. In order to determine the scope of these concerns, the SHRC consulted with individuals and stakeholder groups in the community. These consultations included:

- Several “coffee house” consultations were held for people with disabilities who use public/pay transportation services. Concerns with public transit (e.g., bus), accessible-for-hire transportation (e.g., taxi), and shared-ride/door-to-door bus transportation (e.g., Paratransit) were captured in writing.
- The Chief Commissioner met with the Mayor of Regina in late November 2012 to discuss the need for improvement to transportation for people with disabilities. Mayor Fougere expressed a willingness to explore these transportation issues.
- On December 3, 2012, SHRC staff attended the International Day of Persons with Disabilities event in Regina. The SHRC affirmed its willingness to assist all involved parties as per its mandate.

II. SYSTEMIC ADVOCACY

Human rights commissions across Canada regularly address inequity through systemic advocacy. With recent changes to Saskatchewan provincial legislation, the SHRC now also pursues complaint resolution that facilitates broad-based changes to discriminatory systems which affect many people without the need of case-by-case litigation. Defined as “taking action to create change in the greater community that addresses systemic discrimination,” systemic advocacy enables outcomes that are not always possible using traditional complaint and prosecution mechanisms. The mandate for this initiative is section 25(h) of the *Saskatchewan Human Rights Code (Code)*. Section 25(h), states, “The commission shall promote and pursue measures to prevent and address systemic patterns of discrimination.” This report was prepared as a stakeholder engagement tool to help address the concerns people with disabilities have with the public transportation system in the City of Regina.

** This report has been reformatted for inclusion in this document; errors contained in the original have been corrected.*

III. ACCESSIBILITY AND TRANSPORTATION

Within our communities, individuals of all ages rely on transportation to attain education, find and maintain employment, volunteer, use basic public services, visit medical professionals, buy groceries and goods, and participate in community activities. Transportation connects individuals to all other aspects of community life. Citizens who rely exclusively on publicly available transit services are particularly vulnerable to service disruption and access limitations. Restrictions and inequity further compound the vulnerability of people with disabilities who, unintentionally or not, may find themselves excluded from social participation and isolated within their own community. As Chief Commissioner Arnot recently stated:

“[T]ransportation inaccessibility, capacity and timeliness issues create real and significant barriers for people with disabilities. To go to work, to be social, and to engage in all of the opportunities in our community requires ready access to public transportation.”

Equal access for persons with disabilities to public services is a human right protected under the *Code* (see Appendix A). The *Code* and Canadian case law support the right for people with disabilities to have similar or comparable public transit opportunities. Services do not have to be provided in the same manner as regular transit, but the services must be equivalent. Failure to provide an equivalent or comparable transportation system for people with disabilities would constitute discrimination, based on disability with respect to services customarily offered to

the public, contrary to Section 12 of the *Code*. Under the *Code*, transit service providers have a duty to accommodate to the point of undue hardship. There are a number of factors that are taken into account when assessing undue hardship. These factors include, but are not restricted to: health, safety, and cost (see Appendix B). The SHRC weighs the accommodation of protected groups against the possibility of undue hardship.

IV. ACCESSIBLE “PARATRANSIT” IN CONTEXT

In 2006, the Ontario Human Rights Commission made an order that Paratransit services are not a “special program.” These services form part of the legal duty of transit providers, under the Ontario Human Rights Code (OHRC), to accommodate riders with disabilities who cannot access conventional public transit and/or when publicly available transit is not fully accessible. The Ontario Commission rejected the position that Paratransit is a voluntary “special program” and not a required form of accommodation for riders with disabilities. Following consultations with transit providers and other stakeholder groups, the Commission found that, “a service provider cannot abandon its duty to accommodate customers with disabilities through the guise of a special program.”

From an international perspective, Article 9 of the *United Nations Convention on the Rights of Persons with Disabilities*, adopted by Canada in March 2010, requires countries to identify and eliminate obstacles and barriers for persons with disabilities. The Convention approaches the issue of access for persons with disabilities

from a rights-based approach. As such, ensuring access within the environment, transportation, public facilities and e-services, and information and communications technologies are priorities. Article 9 asserts that enabling persons with disabilities to live independently and participate fully in all aspects of life will not be possible in communities where accessibility is not fully ensured.

This need was articulated during the stakeholder (passenger) consultation process in Regina by an individual who stated:

“Every day I cannot get out. Every day I cannot go to community meetings that I wish to attend. Every day I may not be able to get groceries or go to medical appointments. Every day I cannot get services available to everyone else in this City. Every day my quality of life is diminished because the basics of mobility are refused to me and others in this city.”

V. ACCESSIBLE TRANSPORTATION IN THE CITY OF REGINA

Transportation enables community participation, a sense of belonging, and access to all the benefits of citizenship. These outcomes are also consistent with *The Saskatchewan Plan for Growth* which has, as one objective, “making Saskatchewan the best place in Canada for persons with disabilities” (page 30). The SHRC understands that the City of Regina aspires to

these values. Brad Bells, Director of Transit for the City of Regina, wrote, “[t]he City of Regina’s vision is to become the most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.” He announced that as of March 6, 2013 all current transit bus operators received specific accessibility training. At the 2012 International Day of Persons with Disabilities event in Regina, held on December 3 at the Core Ritchie Centre, City officials expressed an interest in improving access to transit. Those officials observed that the increased use of “kneeling” buses might improve access to transportation for people with disabilities.

The SHRC is also aware of, and commends the City for, its strong commitment to public transportation. A similar commitment to making transit more relevant, convenient, and accessible to persons with disabilities would highlight the important contributions that people with disabilities make. It is also clear that an effective transit plan must address the needs of all citizens. Inclusivity, utilizing universal design principles, and focusing on accessibility for all, enables all residents to benefit equally from their citizenship. Equivalent, comparable, and accessible public transportation is, clearly, a necessity.

VI. MOVING FORWARD

The SHRC is committed to working with stakeholders to resolve systemic barriers associated with accessible transportation. Ensuring equivalent and comparable public transportation is a complex and necessary activity that should involve many players: transit providers,

municipal representatives, senior levels of government, non-governmental organizations, individuals with disabilities, and the SHRC. In order to eliminate inequality these stakeholders must work together to develop and maintain plans to achieve full integration and accessibility. The SHRC strongly supports the implementation of a systemic advocacy process that includes the establishment of a stakeholder committee charged with preparing action plans that meet the needs of users and the requirements of the Code. The SHRC is willing to assist with, and will monitor the implementation of, an equivalent and comparable transportation system for people with disabilities in Regina.

Based on the user consultations (see Appendix C), three areas of transportation were identified during the October consultation process with stakeholders (users). These were:

- private for hire transportation services (cabs and shuttles),
- public transit (low floor/kneeling buses), and
- door-to-door shared accessible transit (Paratransit).

It is important to note that, from a systemic perspective, the above three areas might not encompass all the transportation related issues that could, or should, be addressed. More to the point, the stakeholder committee might identify emergent issues that are deemed to be of greater priority and/or more action worthy.

VII. ISSUES TO BE ADDRESSED

Notwithstanding the possible future efforts of a stakeholder committee, it is likely that the following issues, aggregated from the consultations, will need to be addressed in a timely manner:

1. Review the transit/paratransit transportation system to improve equity, efficiency and effectiveness in order to achieve an equivalent and comparable public transit service for people with disabilities.
2. Ensure that equivalent and comparable complementary transit services (e.g., taxi) are available to people with disabilities. As a part of this strategy, fare equity should be assured for these patrons. As well, private licensed operators should be fully cognizant of their responsibilities under the Code.
3. Develop, implement, and revise strategies to ensure that transit hot spots frequented by people with disabilities are identified and placed on high priority for barrier free access throughout the year. This will ensure that public transit remains a viable option for citizens with disabilities.
4. Ensure ongoing safety and sensitivity training for all transit staff, including operators and administrators, with regard to the accommodations people with disabilities may require while using public transit.
5. The long term goal of the City should be to take steps to maximize integration and accessibility of the transportation system to comply with *The Saskatchewan Human Rights Code*.

APPENDIX A – The Saskatchewan Human Rights Code (Section 12)

The Saskatchewan Human Rights Code (page 8) states that:

12(1) No person, directly or indirectly, alone or with another, or by the interposition of another shall, on the basis of a prohibited ground:

- (a) deny to any person or class of persons the accommodation, services or facilities to which the public is customarily admitted or that are offered to the public; or
- (b) discriminate against any person or class of persons with respect to the accommodation, services or facilities to which the public is customarily admitted or that are offered to the public.



APPENDIX B - ACCESSIBLE TRANSIT IN SASKATCHEWAN

The Transit Assistance Program for People with Disabilities (TAPD) is a provincial program that provides financial support to municipalities that offer accessible transportation (Paratransit). In the 2013-14 provincial budget the program received a 10.1% increase to a total of \$325,000 that will accelerate renewal of the Paratransit fleet and allow for expansion to additional eligible municipalities. In the 2012-13 fiscal year, 74 communities were served by the program. Under the framework and regulations of the program, participating municipalities are responsible for determining their own operating arrangements for their Paratransit services within their community.

TAPD is a performance-based program. The funding formula allots participating municipalities with an annual operating grant calculated using the number of public service trips provided by each municipality in the previous calendar year and a per trip amount based on standardized population categories. A “public service trip” is one trip using the eligible municipal public service, but does not include a charter service, or a service provided to passengers who are not required to pay a fare. Within the framework of the TAPD there is also a capital funding portion for a replacement vehicle to a maximum of \$55,000 per municipality per year.

In 2012, 74 communities received funding from the province for Paratransit transportation services. Regina has 2550 registered users. Within the City of Regina approximately 176,236 trips were conducted, including 7500 contract or

charter trips. It should be noted that Regina had 16,123 documented denials of trips in 2011. This constitutes a denial rate of approximately 9.1%. Most Canadian transit properties report unaccommodated trip rates of between 1-2%. The United States has a legislated zero tolerance policy for denials.



APPENDIX C - FEEDBACK FROM TRANSIT USERS WITH DISABILITIES

The following accounts are taken from the public consultation initiatives on accessible public/pay transportation in Regina.

1. Private for-hire transportation services (cabs and shuttles)

Participants highlighted three areas in relation to private, for-hire, transportation service: They are: restricted hours of service; fare inequity; and the lack of knowledge and understanding exhibited by drivers as it relates to service animals and their purpose. Failure to implement a service with equal hours and fare equity is a violation of *The Saskatchewan Human Rights Code*. A sample of the submissions include:

- A senior citizen discharged from hospital after 6 p.m. on a Friday was unable to obtain a wheelchair accessible cab to her home. She was also unable to pre-book a cab as she did not know the exact time she would be discharged. A number of cab companies cease accessible taxi service after 6 p.m. and, as a result, she was unable to find an accessible ride home.
- An individual had to negotiate an early morning “special pickup” for a wheelchair accessible taxi to be used by a visitor to Regina. As this request was outside of regular hours, and individually arranged, there was no guarantee offered by the cab company that the booking would be honored.

- A person who uses a service dog reported that, on a number of occasions, taxi drivers initially refuse to accommodate the dog. Even when the user informed the driver of the legal requirement to accommodate, the drivers would refuse entry for the dog until he/she received clarification from the dispatcher. The user reported that, “this frequently makes me late for appointments and meetings.”

2. Public transit fixed route (low floor buses)

Low floor bus users highlighted four areas of concern: a lack of understanding of safety procedures when transporting wheelchair users; the inaccessibility of transit stops; individuals being refused service due to their need for accommodation; and the lack of alternative signage formats to convey transit information.

- An individual reported the bus operator refused to use the straps for any type of securement despite a request by the wheelchair user. The operator reportedly said, “I would rather not do that, but will drive slowly.”
- One individual reported that, as a result of not being secured, he was injured and required medical attention. The wheelchair was also damaged. After he arrived at his original destination, he was strapped down and taken to hospital by transit.

- A number of individuals reported that transit stops, particularly in the winter months, become inaccessible because of weather conditions. As a result, bus service is inaccessible to them. At times, individuals were able to enter a bus at one location but were unable to exit safely at their destination. This issue of entry/exit safety is also influenced by the placement of curb cuts.
- “I was denied access to a bus at a mall because I was not provided a clear path to the transit stop, and so could not use transit. I had to wait 3 hours for a Paratransit pickup.”
- An individual reported being denied access to a bus when he was waiting at a stop, “the operator closed the doors and drove away... this resulted in me having to drive home in my wheelchair in winter conditions.” The extreme low temperature at the time resulted in cold induced damage to his feet.
- One individual reported that, from January to March 2012, transit operators refused to “kneel” the bus and lower the lift to allow her to board on 4 occasions. To that person’s knowledge, the operator did not notify anyone that a wheelchair user was unable to board the bus and was waiting in the snow.

3. Signage / Stop Information

A number of comments noted a lack of alternative format signage/stop information that provides information about the environment and the transit system. This information is necessary during all stages of transit use: prior to entering a stop, during transit, and exiting the bus. A sample of the submission:

- A visually impaired individual noted that he does not use city bus services if a transfer between buses is required as he is unable to interpret the signage at the downtown bus stops.
- An individual commented that there is inconsistency of scheduling of low floor buses. In some cases the routes and schedule change daily so if you live in certain areas of the city this affects independence and access greatly.
- An individual commented that he was meeting a visually impaired client and, because of the inclement weather, the transit operator selected a different stop to drop off the passenger. The individual became disorientated and was unable to attend the meeting.
- Some buses are not able to take larger mobility scooters and power chairs. Currently, there is no way for individuals using these mobility aids to know which bus type will be on any given route, at any given time.

4. Door-to-door accessible service (Paratransit)

Paratransit services are designed to serve those citizens whose transportation needs cannot be served by regular transit. Paratransit is designed for, and should serve, any individual with a disability who:

- cannot navigate the fixed route transit system,
- cannot board, ride or disembark a transit bus independently, and
- is unable to travel to a transit stop due to disability or because of environmental barriers.

Concerns include booking requirements, prioritizing of trips, the complaints system, inconsistent service, denial rate, the time windows during service, and inconsistencies of pick up and drop off points. A sample of the user submissions:

- An individual noted that the booking windows are far too restrictive. The inability to book no further than 7 days in advance means that long term planning is difficult.
- Because of the method used for reporting concerns and complaints, there is significant fear of backlash for reporting inconsistencies or concerns with the service, as Paratransit serves a vulnerable and marginalized portion of the community. There were also concerns raised about the lack of surveillance equipment on Paratransit buses.
- One user commented she had missed social and community activities with her friends because trips were denied. Further, the wait time in the booking process can be over 90 minutes and even then the trip may be denied. The time between pickup and drop off in the evening has been as long as two and a half hours.
- One individual indicated that her time on the bus from pickup to drop off was over 2 hours and, as a result, she missed taking her medication and ended up in hospital.
- One user said that she needed to get to a daily life skills training program but, despite phoning every day Monday to Friday within the booking window, she was refused trips on three of the five days so she was unable to attend. The cost of a cab was deemed to be prohibitive.
- One user indicated that she regularly tried to attend church on Wednesday evenings. On several occasions this trip would be denied but, when she was able to schedule a bus, she was often required to wait for hours after the service for the return trip.
- An individual commented that she has had to change her work schedule to accommodate the pickup times specified by Paratransit. However, she still regularly misses appointments and meetings connected with work.

Social activities are also affected as she regularly has to leave events early to accommodate Paratransit pickup times.

- One client commented that it is impossible to get a trip at the supper hour (around 5 p.m.) any day of the week. Dispatch appears to deny the trip without even checking availability.

APPENDIX D – RESOURCES AND REFERENCES

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- Accessibility Training, March 6, 2013. Memo from Mr. Brad Bells, Director of Transit, City of Regina
- Notes taken from a meeting of Saskatchewan cities that provide transportation services for persons with disabilities, June 19, 2012.

Appendix 2: Regina ATSAC Report (2014)

Regina Accessible Transportation Stakeholder Advisory Committee

Recommendations Report, May 2014*

I. **Review the Transportation System to Improve Equity Efficiency and Effectiveness in order to achieve an Equivalent and Comparable Public Transit Service for People with Disabilities.**

In May of 2013, the Saskatchewan Human Rights Commission brought together a group of individuals representing disability related organizations as part of a Stakeholder Committee to review the Transportation System related to the City of Regina. This group was tasked with developing specific recommendations related to the report “Achieving Equivalent, Comparable and Accessible Public Transportation in the City of Regina: A Report to Stakeholders” that was released in June 2013. The Stakeholder Advisory Committee established a series of recommendations in response to the “Issues to be Addressed” section of the report.

Recommendation:

a. *Ongoing Review of the Accessibility of Transportation Services*

The Stakeholder Advisory Committee will meet at a minimum biannually, in April and October, to review the state of transportation services for people with disabilities in Regina. The purpose

is to identify, avoid and find workable solutions to emerging human rights concerns.

II. **Ensure that Equivalent and Comparable Complementary Transit Services (Taxi Services) are Available to People with Disabilities**

More than 11% of Canadian adults experienced disability related to pain, mobility or flexibility with 40% experiencing all three at the same time (Statistics Canada CSD, 2012). Statistics Canada reported that 11.5% of Canadians have a mobility disability (PALS, 2006). Based on the 2011 Statistics Canada Census of the Population estimate of 193,100 persons with a mobility disability, it can be surmised that approximately 22,200 residents in Regina have a mobility disability.

Recommendations:

a. *Increase the number of accessible taxi licenses*

In order to provide a comparable level of availability for people with disabilities, it is recommended that the City adopt a population ratio (the same ratio as provided for regular taxis) to determine an appropriate number of accessible taxis. The proposed population ratio

* This report has been reformatted for inclusion in this document;

errors contained in the original have been corrected.

would provide one accessible taxi for every 1,250 residents with a mobility disability, which equates to 18 accessible taxis based on current statistical information.

To work towards achieving the 1:1,250 accessible taxi ratio, it is recommended that additional accessible taxi licenses be issued incrementally. There are currently four active accessible taxis. The incremental approach will lessen the impact of an increased market on existing drivers. It is recommended that a total of 10 accessible taxi licenses be in place by the end of 2014 and that the end of 2017 achieve the accessible taxi ratio.

b. Equalize drop rates

All taxis will charge the same fares for service with increases calculated based on the Taxi Cost Fare Model as per Schedule “D” in the Taxi Bylaw amendments presented to City Council in February 2014. The Administration recognizes that the cost of operating an accessible taxi is higher than for a regular taxi and is reviewing options for mitigating the revenue lost from the decrease in accessible taxi drop rates.

c. Require Comparable Technology and Vehicle age Requirements for Accessible Taxis

Currently, Regina taxi bylaw provides vehicle age and technological requirements for only regular, seasonal, and temporary taxis. Age requirements mandate that by 2018, no vehicle to be used as a taxi shall be nine model years or older. Computer-

aided dispatch systems, GPS systems, security cameras, and electronic payment systems must be installed in taxis by the end of 2015. In order to maintain an equal service level across the entire taxi industry, the same requirements are recommended for accessible taxis.

III. Develop, Implement and Revise Strategies to Ensure that Transit Hot Spots Frequented By People with Disabilities are Placed on a High Priority for Barrier Free Access throughout the Year

Using data from Regina Transit’s automated fare collection system, ten bus stop areas in Regina have been identified that have a high level of usage by people with disabilities (See Appendix 1). These “Hot Spot” areas have a high number of people using mobility devices such as wheelchairs or scooters and CNIB passengers that use the bus stops at these locations.

Recommendations:

a. Make Snow Removal at Hot Spots a Priority

Partner with the City’s Winter Road Maintenance Branch to ensure snow removal at the Hot Spots is a priority beginning winter 2013/2014. Snow will be removed from the Hot Spots by the City’s Winter Road Maintenance Branch within 48 hours after the end of a snowfall.

The Transit Quality Assurance Coordinator will monitor that the snow has been removed from the Hot Spots within two business days following the 48-hour snow

removal period by the Winter Road Maintenance Branch.

b. *Create a Fully Accessible “Pilot” (Template) Bus Stop*

The bus stop that recorded the most people with visible disabilities was the downtown hub on 11th Avenue where most transfers take place. It is recommended that in 2015 an accessible bus stop at this location be created to trial including, but not limited to:

- Accessible signage including tactile features;
- Audible pedestrian signals;
- Appropriate sidewalks and curb cuts;
- Proper path of travel;
- Tactile wayfinding; and
- An accessible bus shelter.

c. *Collect Feedback related to the Accessible Bus Stop and Refine the Model*

The City will gather feedback on this pilot accessible bus stop up to December 31, 2016 and ascertain what is working, what is not, and what modifications may be required. This model would then serve as a template for creating additional accessible bus stops.

d. *Review and Update the list of “Hot Spots” Annually*

The City will review data collected from its automated fare collection system on an annual basis of bus stops frequented by people with visible disabilities with the Stakeholder Advisory Committee. The City’s list of Hot Spots will be updated annually and communicated to relevant City Branches.

IV. Ensure Ongoing Safety and Sensitivity Training for all Transit Staff, Including Operators and Administrators, with Regard to the Accommodation of People with Disabilities Require while using Public Transit

Providing training related to how to assist and serve passengers with disabilities to all Transit employees ensures that:

- Passengers are transported safely;
- Transit operators learn to assist passengers in a way that protects their safety and prevents injuries;
- Transit employees are aware of their roles and responsibilities; and
- Transit employees have information and tools that will assist them to provide good customer service and deal with any issues that may arise.

Correspondingly, it is equally important that Regina Transit invest in training and communicating with passengers with

disabilities about their responsibilities related to using transit. This will also ensure passenger safety and a positive travel experience.

Regina Transit needs to continually work with stakeholders representing people with disabilities in developing and delivering training to its employees. It also needs to consult stakeholders representing people with disabilities when developing communication materials and training for passengers.

Recommendations:

- a. *All Regina Transit Bus Operators Receive Securement and Awareness Training Related to People with Disabilities including Refresher Training.*

By the end of 2014, all Regina Transit bus operators will be trained on disability awareness, securement and ridership issues. Any operator who receives a complaint, which is substantiated through investigation, related to their customer service or securement skills will receive refresher training if warranted.

In addition, all Regina Transit bus operators will also receive general refresher securement and awareness training once every three years to ensure that their skills remain current. This is particularly important because of the safety implications related to their role in securing wheelchairs.

- b. *All additional Regina Transit Employees Receive Awareness Training about How to Provide Appropriate Customer Service to People with Disabilities*

By the end of 2014, all Regina Transit employees will be trained on disability awareness and ridership issues.

- c. *All New Regina Transit Employees Receive Training about How to Provide Appropriate Customer Service to People with Disabilities*

Beginning in 2014:

- New bus operators will receive training related to the securement of mobility devices and disability awareness and ridership issues as part of their initial training;
- City paratransit staff will receive training within three months of being hired; and
- All additional new transit employees will receive training within six months of being hired.

- d. *All Contracted Paratransit Operators Receive Training about How to Provide Appropriate Customer Service to People with Disabilities*

By the end of 2014, all contracted paratransit operator employees will be trained on disability awareness and ridership issues.

In addition, these contracted paratransit operator employees will receive

refresher training once every two years. Quality assurance personnel ensure that this training takes place.

e. *Regina Transit to have a Certified Mobility Device Securement Trainer on Staff*

By the end of 2014, Regina Transit will commit to having at least one certified mobility device securement trainer within its staff complement.

f. *A Process be Developed to Monitor Securement of Passengers using Mobility Devices on Conventional Transit Buses*

By the end of 2014, a process is developed and implemented by Regina Transit to ensure that random checks of the securement of mobility devices is performed. This will be to monitor the effectiveness of the securement training.

g. *A Communication and Training Strategy be Developed to Educate People with Disabilities about Transit*

By the end of 2014, a communication and training strategy is developed and implemented by Regina Transit to ensure that people with disabilities are provided opportunities to learn how to use transit. This will include but is not limited to; demonstrations about how to use transit, utilizing public events such as open houses, redesigning communication materials to make them more accessible, and promoting communication information.

V. **Maximize the Integration and Accessibility of the Transportation System to Comply with *The Saskatchewan Human Rights Code***

This section in the report is defined to include accessibility for people with disabilities in a universal sense. This relates to enhancing accessibility to include audible stop announcements and other accessibility factors built into the transit system. It also includes enhancements to the paratransit system to make it more equivalent with the conventional transit system.

Recommendations:

a. *Develop and Implement a Third Party Complaint / Compliment Process*

By December 31, 2014, Regina Transit and Bylaw and Licensing for taxis will implement a process whereby people with disabilities can have a person or agency report a complaint / compliment on their behalf. This process will be publicized so people are aware of this option.

b. *All Conventional Transit Buses be Low-Floor Accessible*

By December 31, 2015, all conventional transit buses will be low-floor accessible. Once the fleet is completely low-floor accessible the full accessibility of the fleet will be promoted.

c. *All Conventional Transit Buses have an Audible Stop Announcement System*

By December 31, 2015, all conventional transit buses will have an audible stop announcement system.

d. *Enhance Paratransit Service so that it is Comparable to Conventional Transit*

The unaccommodated trip rates for paratransit will decrease beginning in 2014. By the end of 2015 the City, Saskatchewan Human Rights Commission, and stakeholder advisory committee will establish definitions and standards related to unaccommodated trips based on research and best practices in other Canadian jurisdictions. The City will develop an implementation plan to ensure these standards are met.



Appendix 1

The frequently accessed “Hot Spots” include (and listed in no particular order):

1. 11th Ave (Rose to Lorne St) - both sides of the street
2. Albert Street from 9th Ave - 15th Ave - both sides of the street (Old Superstore to College)
3. Broad Street from 11th Ave - 14th Ave - both sides of the street (Sask. Drive to College)
4. Broad Street from 1st Ave - 3rd Ave - South bound only
5. Rae Street behind the Golden Mile Mall – both sides of the street
6. 12th Ave from Albert St to Lorne St (Behind City Hall)
7. 7th Ave N @ Smith Street, South Bound and East Bound (Northgate Mall)
8. Sangster Blvd @ Garuik Cr., @ Stern Bay and @ Carnegie St
9. Albert St @ Avonhurst Dr. – South bound only (by A&W)
10. Fleet St @ North Service Road

Appendix 3: Implementation Summary

Implementation Status of the ATSAC Recommendations (March 2016)

Item #	Due Date	Completion	ATSAC Recommendations
Ia	Ongoing/ Apr & Oct	Ongoing	6 Month Review of Transportation Services
IIa	31-Dec-14	Completed	Increase Accessible Taxi Licenses to 10
IIa	31-Dec-17	Completed	Increase Accessible Taxi Licenses to 18
IIb	Feb-14	Completed	Equalize Taxi Drop Rates
IIc	31-Dec-15	Pending	Require Comparable Taxi Technology
IIc	31-Dec-18	Pending	Require Comparable Taxi Age Requirements
IIIa	Feb-14	Completed	Make Snow Removal at Hot Spots a Priority
IIIb	31-Dec-15	Completed	Create a Fully Accessible “Pilot” Bus Stop
IIIc	31-Dec-16	Pending	Collect Feedback about Accessible Bus Stop
IIId	Ongoing/ Oct	Ongoing	Review and Update the List of Hot Spots Annually
IVa	31-Dec-14	Completed	All Regina Transit Bus Operators Receive Securement and Awareness Training

Item #	Due Date	Completion	ATSAC Recommendations
IVa	Ongoing (3 yrs) or incident based	Ongoing	All Regina Transit Bus Operators Receive Refresher Securement and Awareness Training
IVb	31-Dec-14	Completed	All Transit Staff have Disability Awareness Training
IVc	31-Dec-14	Completed	All New Regina Transit Employees Receive Disability Awareness Training
IVd	31-Dec-14	Completed	All Paratransit Staff have Disability Awareness Training
IVe	31-Dec-14	Completed	Certified Mobility Device Securement Trainer on Staff
IVf	31-Dec-14	Completed	Process to monitor Securement of Mobility Devices on Conventional Transit Buses
IVg	31-Dec-14	Completed	Transit Communication and Training Strategy
Va	31-Dec-14	Completed	Third Party Complaint/ Compliment Process
Vb	31-Dec-15	Completed	Conventional Transit Buses be Low-Floor Accessible
Vc	31-Dec-15	Completed	Audible Stop Announcement System
Vd	31-Dec-14	Ongoing	Enhance Paratransit Service – Reduced refusals
Vd	31-Dec-15	Completed	Enhance Paratransit Service – Service Standards

Appendix 4: Reporting Incidents

Some paratransit and transit passengers with disabilities have expressed discomfort with reporting transit-related incidents through the City of Regina Service Regina call system.

Process

Stakeholder organizations/groups can identify an individual (e.g., a leader, staff person, or member) who is willing to assist a transit/paratransit passenger report transit-related incidents to the Service Regina call number (i.e., (306) 777-7000).

If requested by a transit/paratransit passenger, the stakeholder liaison may bring forward, or otherwise assist with, the submission of an incident report(s) to the Service Regina call number. The stakeholder liaison will endeavor to provide the information necessary for the City to investigate an alleged incident. The City would then follow-up on complaints based on that information and communicate the results back to the stakeholder organization liaison and/or transit/paratransit passenger.

If the passenger does not wish to be contacted directly by the City about the incident, the resolution will be reported to the stakeholder liaison/organization that, in turn, will give the information to the passenger. The City will not release any confidential information during this process.

Advantages to Joint Incident Reporting

- Creates a buffer for passengers with disabilities who are not comfortable reporting incidents directly to the City of Regina;
- Allows passengers to share their experiences to individuals (i.e., the stakeholder liaison) with whom they already have a relationship;
- Increases the comfort of transit/paratransit passengers with the complaint process; and
- Enables stakeholders to gain a greater understanding of how the City handles complaints regarding transit/paratransit services;



- Stakeholder groups can provide support to their members who have concerns transit/paratransit services;
- Improves communication between the City of Regina and stakeholder groups.
- Enhances the City of Regina's credibility, both with stakeholders and their customers;

Disadvantages

- Increases the workload of stakeholder groups.
- May discourage individuals from advocating for themselves when bringing issues forward to the City.
- May increase the length of time required to investigate and/or resolve complaints because an additional party is involved in the process.

Appendix 5: Securing Mobility Devices



The Saskatchewan Human Rights Commission has recommended that Regina Transit establish a process for monitoring the securement of persons using mobility devices on conventional transit buses. This is to ensure that customers using mobility devices are transported safely.

The primary focus of the monitoring will be between April and October of each year as most people using mobility devices travel on conventional transit during snow free months.

The following approaches will be used to monitor the securement of persons using mobility devices on conventional transit buses:

1. Complaints-based monitoring

Any person using a mobility device that has difficulties with a bus operator securing their wheelchair properly can report their concern to Service Regina 306-777-7000. Regina Transit will investigate the concern including viewing camera footage of the incident if warranted. Once the investigation is completed, the department will conduct follow-up with the operator which may include securement refresher training.

2. Customer monitoring

Regina Transit will establish a pool of customers using mobility devices who are willing to confidentially rate their customer experience with having their mobility device secured.

Customers will be asked to commit to a one month period of monitoring at a time and will be given a free monthly bus pass or some other form of recognition for volunteering. Customers will either return a postage paid survey card or submit a survey via email. Customers will be asked to report both positive and negative experiences and follow-up will be conducted with the operators which may include securement refresher training.

3. Quality Assurance Customer Monitoring

The Quality Assurance Coordinator (QAC) or a Regina Transit Certified Q'Straint Trainer will contact individuals within the customer monitoring pool and ask them when they are taking a trip. The Regina Transit staff will then accompany them on their ride or meet them at their origin and/or destination and monitor securement. This will be done a minimum of four times per year.

4. Quality Assurance Random Monitoring

The QAC or a Regina Transit Certified Q'Straint Trainer will conduct random monitoring of securing of mobility devices when out monitoring other conventional transit issues. The QAC or Regina Transit Certified Q'Straint Trainer will not dedicate specific time to randomly try to find people using mobility devices using conventional transit buses to monitor.



Photographic images in this document:

- All images of City of Regina public transit systems courtesy of, and with thanks to, the City of Regina.
- Image on page 32 by Oran Viriyincy (<https://www.flickr.com/photos/viriyincy/4732112859>), license: <https://creativecommons.org/licenses/by-sa/2.0/>; no changes made.

February 13, 2020

Secretary, Standing Policy Committee on Transportation

Dear Secretary:

**Re: Mildred Kerr - Safe Transportation for Ill Disabled Riders of Special Needs
Transport [File No. CK 7305-1]**

The Saskatoon Accessibility Advisory Committee, at its meeting held on November 8, 2019 and January 10, 2020, reviewed a letter, dated September 10, 2019 from Mildred Kerr, referred from the October 7, 2019 meeting of the Standing Policy Committee on Transportation. This letter was referred to the Saskatoon Accessibility Advisory Committee for feedback.

During discussion of the matter, the Committee received requests to speak from Mildred Kerr, Frank Peters and Sandra Youngchief. Each of the speakers spoke to their experience either as a rider or caregiver, utilizing the Access Transit services. The Committee also heard from the Administration as to the steps they have undertaken to become informed and hold discussions with agencies. Each year there has been an increase in life sustaining therapy patients thus creating a higher need for Access Transit Services.

Further to discussion the Committee supported the direction that Access Transit is taking and requests that focus be placed on developing more partnerships to increase the accessible capacity.

The Committee resolved:

That a letter be forwarded to the Standing Policy Committee on Transportation, supporting the Administration's current efforts and request that focus be placed on developing more partnerships to increase the accessible capacity.

The Saskatoon Accessibility Advisory Committee respectfully requests that the recommendation be considered by the Standing Policy Committee on the Transportation.

Yours truly,



Bill Lehne, Chair
Saskatoon Accessibility Advisory Committee

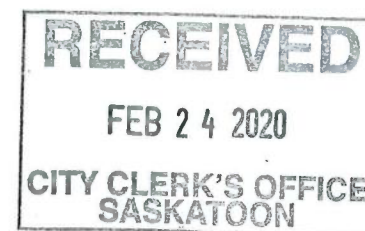
BL:ht

cc: General Manager, Transportation and Construction Department
Director of Saskatoon Transit, Transportation and Construction Department
Access Transit Manager, Transportation and Construction Department

February 14, 2020

Attention:

Mayor Charlie Clark and Members of Saskatoon City Council



cc: Transportation Committee Chair
Access Transit Manager, Ms. Loewen
Accessibility Advisory Committee Chair
Kidney Foundation of Saskatchewan
Patient and Family Advisory Committee Renal Health SHA
Federal Ministry of Transportation
Provincial Ministry of Health
Provincial Ombudsman, Saskatoon Office

Several months ago you received our letter and referred it to your Transportation Committee and then to your Accessibility Advisory Committee. On behalf of our group of dialysis patients and their partners (that includes my husband and me), we have twice presented to meetings of the latter committee.

In November I was accompanied by presenters [REDACTED] (who has since [REDACTED]) and [REDACTED] (whose [REDACTED]). To the January meeting, I brought descriptions of continued examples of waiting and suffering being endured. Again Friday, a patient who lives 10 minutes from St. Paul's at [REDACTED] did not arrive home by Access from 5-9 treatment until 11:25 p.m. [REDACTED] had several bouts of [REDACTED] as well as [REDACTED] and dialysis treatments. We ride Access together to treatments. My husband was so [REDACTED] and [REDACTED] on bumpy, long rides home like, [REDACTED], to [REDACTED], that we are now borrowing against the sale of our family home to cover Long Term Care, and physio and non-metered wheelchair cab rides at \$32 each three times a week home from dialysis. We still have not received a report from your committee.

We acknowledge Ms. Loewen's commitment to accessible transit for all disabled who qualify for Access Transit. However, in response to her refusal to prioritize travel for any group, even for the very ill-disabled; Access Transit has been prioritizing travel for working disabled for years. Prioritizing essential travel already has precedent in your service.



In response to her claim that Access Transit is a public service not a medical service, every person who applies to use Access buses has to be medically assessed and medically approved to qualify. It is a medical as well as a public service. Those who are granted this human right to access transportation would be supportive of the need to attend first to those riders who are suffering and spouses who can ride along to give required help.

Those riders who are travelling to medical appointments or to church or to meeting family or friends or shop can cancel trips when they are ill. Dialysis patients cannot. Their treatments are life-sustaining. We are having to spend up to eight hours including travel for a four-hour

treatment in order for Access buses to pick up and drop off non-ill disabled and make best use of only two buses for Saskatoon at night.

Transportation if cost-shared by responsible Federal and Provincial departments for those citizens our group represents, is affordable. We realize the cost of alternative cab rides after treatment 8 times per week over a year, per patient, is going to cost enough to compete with all the other essential services you must oversee. Most on dialysis already have cost Medicare a lot. Many have died since our small group began this advocacy with our City Councillor, then with the Saskatchewan Ombudsman and also with Human Rights. We need a Good Samaritan response and not the media one that was offered to me last July when our first letter was seen by reporters at City Council. I replied that we would wait for the recommendations of your committees. May we now have the response of your Council.


Mildred Kerr, BA BSW SVM


Saskatoon SK S7T 

306-

2019 Summer Road Maintenance

ISSUE

Summary of the 2019 summer road maintenance program and continuous improvement initiatives.

BACKGROUND

The Roadways, Fleet & Support division reports annually on the summer road maintenance accomplishments and program enhancements.

The summer road maintenance program includes maintenance of paved and earth streets, sidewalk maintenance, street cleaning and sweeping, and specialized maintenance.

DISCUSSION/ANALYSIS

Saskatoon is striving for safe and optimal traffic flow. The Roadways section contributes to this by applying treatments to make roads and sidewalks smoother and safer. Saskatoon's street sweeping is important to remove sand and debris that can become airborne due to wind and traffic. Clean air improves the quality of life of citizens. Service levels created in 2017 guided the Roadways section in prioritizing the work and defining objectives.

Highlights for 2019:

1. Defined levels of service for road maintenance, street cleaning and sweeping were met in 2019.
2. Continuous improvements were pursued through a number of initiatives to improve citizen service.

Accomplishments:

Some of the 2019 accomplishments are as follows:

- Placed 3,000 tonnes of asphalt to repair approximately 180,000 potholes;
- Performed maintenance and permanent repairs to roadways and sidewalks due to 2,000 utility cuts;
- Graded 400 km of back lanes and reconstructed 9.5 km of back lanes;
- Reapplied gravel and improved 20 km of boundary roads;
- Repaired nearly 14,000 sidewalk panels for a total length of approximately 21 km to eliminate tripping hazards;
- Treated 9.8 km of streets with crack sealant to defer the need for a major pavement rehabilitation;
- Applied dust suppressants twice to strategic locations on high traffic gravel roads;
- Washed all bridges and pedestrian overpasses to remove corrosive salt in order to defer the need for major rehabilitation or replacement;

- Completed curb-to-curb sweeping of all residential streets prior to the end of June; high traffic driving lanes, including Business Improvement Districts were cleaned once per month from June to September; a total of approximately 20,000 tonnes of debris was picked up from the streets; and
- Swept 127 km of streets in the fall to mitigate drainage problems in the spring.

Additional Capacity

In the 2019 budget, additional FTEs were approved for Roadways, Fleet & Support which allowed for:

- Introduction of a weekend night shift within the Roadways section;
- Additional capacity for sweeping of expressways and arterials; and
- Additional capacity for performing pothole repairs.

Having a weekend night shift allowed for timely responses to emerging issues on streets. The cost of the additional FTEs was offset by reducing the cost of contractor services while enhancing services provided to Saskatoon's residents.

Continuous Improvement

Continuous Improvement initiatives undertaken in 2019 included:

- Nighttime Patching:
 - In the past, asphalt for pothole repairs was not available at night. Patching potholes at night is beneficial as it means emergency pothole repairs can be completed faster and with less disruption to traffic.
 - As part of the improvement, crews implemented better coordination of material storing to ensure the required materials were available for use at nighttime, and lights were installed on equipment for illumination of work areas.
- Safety:
 - Truck decals were placed on pilot vehicles to promote visibility of the crews on the streets; and
 - 30 km/hr speed limit signs were used in work zones on local, low speed streets to slow down traffic and increase work zone safety.

IMPLICATIONS

There are no direct financial or social implications identified; however, the continuous improvement initiatives are expected to result in indirect financial benefits through faster emergency pothole repairs and safety improvements in work zones.

There are no legal or environmental implications identified.

NEXT STEPS

Planned continuous improvement initiatives for the 2020 summer maintenance season include:

- Improved dust palliation on Beef Research Road;
- Reduction in vehicle and equipment idling; and

- Improved planning and scheduling of work to promote efficiencies for crack sealing, sidewalk repairs and street sweeping.

Monitoring the effectiveness of parking restrictions during sweeping is also planned for 2020 so targeted strategies can be identified to address issues with compliance.

Report Approval

Written by:	Tracy Danielson, Roadways Manager
Reviewed by:	Goran Saric, Director of Roadways, Fleet & Support
Approved by:	Terry Schmidt, General Manager, Transportation & Construction Department

Admin Report - 2019 Summer Road Maintenance .docx

Briarwood Neighbourhood Traffic Review

ISSUE

Through the Neighbourhood Traffic Review (NTR) process, a Traffic Plan for the Briarwood neighbourhood was developed in consultation with the community in response to concerns such as speeding, traffic shortcutting, and pedestrian safety.

BACKGROUND

A public meeting was held on April 16, 2019 to identify traffic concerns and potential solutions within the Briarwood neighbourhood. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Neighbourhood Traffic Plan was developed and presented to the community at a second public meeting held on October 15, 2019. Additional feedback received at the follow-up public meeting was also incorporated into the NTR.

The proposed improvements were circulated to: Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Parking Services, Roadways, Fleet & Support, and Saskatoon Transit, and their comments were incorporated into the NTR recommendations.

CURRENT STATUS

To improve safety in the Briarwood neighbourhood, the following will be completed:

- Standard crosswalks
- Curb extensions
- Median islands
- Speed display boards
- Pedestrian ramp
- Centerline pavement markings

DISCUSSION/ANALYSIS

The Briarwood Neighbourhood Traffic Review is included as Appendix 1.

FINANCIAL IMPLICATIONS

The costs are summarized in the following table:

Item	2020-2021	Beyond 2021
Signs, Pavement Markings & Temporary Traffic Calming	\$6,600	-
Speed Display Board		minimal
Permanent Traffic Calming	-	\$100,000
Pedestrian Ramp	-	\$ 3,500
TOTAL	\$6,600	\$103,500

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2020 and 2021, which includes implementation of all signage, pavement markings, and temporary traffic calming measures. The remainder of the work, beyond 2021, including implementation of permanent traffic calming measures, will be considered alongside all other improvements identified through the NTR Program. The Administration will include these in the multi-year business plan and budget submission package listing the projects recommended to be funded and the rationale used to prioritize the projects.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings, speed display boards
Medium-term (3 to 5 years)	Permanent traffic calming devices
Long-term (5 years plus)	Pedestrian ramp

The temporary traffic calming installations will begin as early as spring 2020. The annual report on the NTRs will provide an update on the status of converting the temporary measures to a permanent condition.

APPENDICES

1. Briarwood Neighbourhood Traffic Review

Report Approval

Written by: Chelsea Lanning, Transportation Engineer, Transportation
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation
David LeBoutillier, Engineering Manager of Transportation
Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation & Construction
Department

Admin Report - Briarwood Neighbourhood Traffic Review.docx

Briarwood Neighbourhood Traffic Review



Briarwood Neighbourhood Traffic Review

Authorization

Prepared By:



Chelsea Lanning, P.Eng.
Transportation Engineer



Nathalie Baudais, P.Eng.
Senior Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.
Engineering Manager, Transportation

Acknowledgements

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

- Briarwood residents
- Briarwood Community Association
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Sarina Gersher

Executive Summary

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

A public meeting was held in April 2019 to identify traffic concerns and potential solutions within the Briarwood neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in October 2019.

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

The Briarwood Traffic Plan is illustrated in Exhibit ES-1.

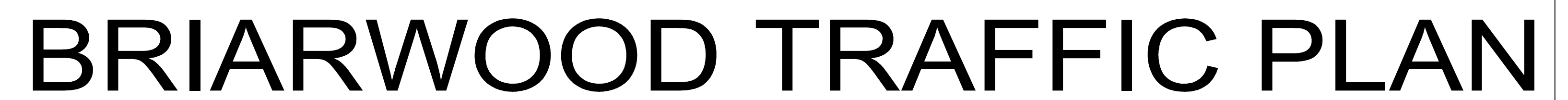
Briarwood Neighbourhood Traffic Review

Table ES-1: Briarwood Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Briargate Road and Bayview Crescent (north leg)	Crosswalk (north side)	Improve pedestrian safety
		Median island (south side)	Reduce speed
2	Briargate Road between Bayview Crescent (north leg and south leg)	Speed display board (facing southbound traffic)	Reduce speed
3	Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (southeast corner and west side)	Reduce speed and pedestrian crossing distance
		Pedestrian ramp (southwest corner)	Improve pedestrian accessibility and enhance trail connectivity
4	Briarwood Road between Beechmont Crescent and Brookdale Crescent	Speed display board (facing southbound traffic)	Reduce speed
5	Briarwood Road and Beechdale Crescent/ Brookshire Crescent	Crosswalk (west side)	Improve pedestrian safety
		Median island (west side)	Reduce speed and improve pedestrian safety
6	Briarwood Road	Paint centerline pavement marking	Standard application for collector streets
7	Briargate Road	Paint centerline pavement marking	Standard application for collector streets
8	Briarvale Road	Paint centerline pavement marking	Standard application for collector streets

Other Projects in the Area			
9	Briargate Road and 8 th Street	Traffic Signals	Recommended as part of the 8 th Street widening to support the Holmwood Sector

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1. Introduction

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

The Briarwood neighbourhood is bound by Taylor Street to the south, Boychuk Drive to the west, Wess Road to the east and 8th Street to the north. The land use is residential, supporting medium and low density residential properties.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in April 2019 to identify traffic concerns in the Briarwood neighbourhood and residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- Braeside View;
- Briargate Road;
- Briarwood Road between Briarvale Road and Brookdale Crescent (east leg);
- Briarvale Road north of Blackshire Crescent/Brookhurst Crescent;
- Wess Road;
- Beechdale Crescent (west leg); and
- Beechmont Crescent (south leg adjacent to the park).

The residents suggested the following solutions:

- Speed bumps; and
- Speed display board.

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

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

- Briargate Road and Bayview Crescent (north and south legs);
- Briargate Road and Briarwood Road;
- Briarwood Road and Beechmont Crescent (south leg);
- Briarwood Road midblock between Beechmont Crescent and Brookdale Crescent/Beechdale Crescent;
- Briarwood Road and Brookshire Crescent/Beechdale Crescent;
- Briarwood Road (north leg) and Boychuk Drive; and
- Briarvale Road and Blackshire Crescent/Brookhurst Crescent.

The residents suggested the following measures:

- Standard crosswalks;
- Zebra crosswalks;
- Removing obstructions to increase visibility; and
- Improved snow clearing.

2.3. Traffic Control

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

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

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

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

- Briargate Road and 8th Street;
- Briarvale Road and Briarwood Road (south intersection); and
- Briarvale Road and Taylor Street.

Proposed solutions identified by residents:

- Traffic signals;
- All-way stop;
- Two-way stop; and
- Roundabout.

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- Brookdale Crescent (east side or north leg) near Briarwood Road; and
- Briarvale Road and Blackshire Crescent/Brookhurst Crescent.

Proposed solutions identified by residents:

- Increase parking restrictions.

2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Briarwood Road snow clearing between Briarvale Road and Briargate Road; and
 - Residents would like the windrows removed near the community centre every time the street is cleared to increase access from the parking lane;
- Condition of park pathways.
 - Concerns about cracks in the pathway were raised.

2.6. Major Intersections and Corridors

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

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

- 8th Street and Briargate Road:
 - Residents raised concerns about delays turning left from Briargate Road northbound due to increased traffic accessing the Brighton development;
 - Residents raised concerns about fast moving traffic eastbound when they are making a right turn into Briarwood; and
- Taylor Street and Briarvale Road:
 - Residents requested that this intersection be converted to a roundabout to improve operations and eliminate the stop signs.

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

3.2. Traffic Volume and Speed Assessments

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

Briarwood Neighbourhood Traffic Review

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

Characteristic	Classifications								
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major	
Traffic Service Function	Land access function only (traffic movement not a consideration)		Land access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration	Traffic movement primary consideration
Land Service/ Access	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access
Typical Traffic Volume (veh/day)	<500	<1,000	<1,000	<5,000	<5,000	8,000 – 10,000	5,000 – 25,000		>20,000 >10,000
Traffic Flow Characteristics	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)
Typical Posted Speed Limit (kph)	20		50		50		50 to 70		80 to 90
Typical Vehicle Type	Passenger and service vehicles	All types	Passenger and service vehicles	All types	Passenger and service vehicles	All types	All types	All types, large portion of trucks	All types, large portion of trucks
Desirable Network Connections	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/Expressways
Transit Service	Not permitted		Generally avoided		Permitted		Permitted		Express buses only
Cyclist Facilities	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*
Pedestrians Facilities	Permitted, no special facilities		Sidewalks provided both sides		Sidewalks provided both sides, separation from traffic lanes preferred		Sidewalks provided both sides, separation from traffic lanes required		Prohibited*
Typical Parking Restrictions	Some restrictions		No restrictions or restrictions one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions	Prohibited
Minimum Intersection Spacing (m)	As needed		60		60		200	400	800 or 1,600 between interchanges
Typical Right-of-Way Width (m)	6		15 to 22		21 to 41		33 to 43		75 to 125

*May be considered beyond the clear zone

Vehicle 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 Briarwood neighbourhood is 50 kph.

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

Briarwood Neighbourhood Traffic Review

Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Beechdale Crescent	Beechdale Way north and south legs	Local	395	40
Briarvale Road	Braeside Bay and Braeside Court	Local	635	50
Briarwood Road	Briarvale Road and Briargate Road	Collector	2,385	56
Briarwood Road	Beechmont Crescent north and south legs	Collector	1,385	58
Briarwood Road	Brookdale Crescent east and west legs	Collector	1,945	58
Briarvale Road	Blackshire Crescent and Briarvale Crescent	Collector	2,020	53
Briargate Road	Bayview Crescent north and south legs	Collector	3,130	56

3.3. Traffic Control Assessments

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

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

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

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

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

Results of the studies are shown in Table 3-3 and Table 3-4 and details assessments are provided in **Appendix C**.

Briarwood Neighbourhood Traffic Review

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions in one-year period within three years (5 or more)	Results
8 th Street and Briargate Road	751	8,560	0	Criteria met. Proceed to Step 2.
Briargate Road and Bayview Crescent	345	3,990	0	Criteria NOT met.
Briargate Road and Briarwood Road	820	8,970	1	Criteria met. Proceed to Step 2.
Briarvale Road and Blackshire Crescent/ Brookhurst Crescent	225	2,580	0	Criteria NOT met.
Briarwood Road and Beechdale Crescent/ Brookshire Crescent	257	3,360	0	Criteria NOT met.
Briarwood Road and Beechmont Crescent (south)	174	1,850	0	Criteria NOT met.
Briarwood Road and Briarvale Road (south)	574	6,910	0	Criteria met. Proceed to Step 2.
Briarwood Road and Briarvale Road (north)	363	3,630	1	Criteria NOT met.

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
8 th Street and Briargate Road	22% - Condition NOT met	No – Condition met	Conditions NOT met.
Briargate Road and Briarwood Road	23% - Condition NOT met	No – Condition met	Conditions NOT met.
Briarwood Road and Briarvale Road (south)	40% - Condition met	No – Condition met	Conditions met. Existing all-way stop to remain.

3.4. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

Pedestrian crossing devices include:

- standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian studies are provided in Table 3-5 and details are provided in **Appendix D**.

Briarwood Neighbourhood Traffic Review

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Briargate Road and Bayview Crescent (north leg)	Confirmed	Distance from nearest control < 200 m Provides connection to transit stop and a neighbourhood pathway system Standard crosswalk is recommended
Briarvale Road and Blackshire Crescent/Brookhurst Crescent	Limited pedestrian desire	Distance from nearest control > 200 m Provides indirect connection to pathways into Briarwood Park Not eligible for pedestrian crossing device
Briarwood Road and Beechmont Crescent	Confirmed	Distance from nearest control > 200 m Provides connection to Donna Birkmaier Park, Briarwood Park and transit stop Existing standard crosswalk is appropriate
Briarwood Road and Briargate Road	Confirmed	Distance from nearest control > 200 m Provides connection to neighbourhood pathway system Standard crosswalk is appropriate Existing zebra crosswalk will remain
Briarwood Road and Briarvale Road (north intersection)	Confirmed	Distance from nearest control > 200 m Provides connection to transit stop and a neighbourhood walkway Standard crosswalk is appropriate Existing zebra crosswalk will remain

3.5. Collision Analysis

The most recently available five-year collision data (2014 to 2018) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. There were no intersections in the Briarwood neighbourhood that had two or more collisions per year.

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, “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.

Briarwood Neighbourhood Traffic Review

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Briarwood Road and Bayview Crescent (north leg)	Median island (south side)	Reduce speed
Briargate Road between Bayview Crescent (north leg and south leg)	Speed display board (facing southbound traffic)	Reduce speed
Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (southeast corner and west side)	Reduce speed
Briarwood Road between Beechmont Crescent and Brookdale Crescent	Speed display board (facing southbound traffic)	Reduce speed
Briarwood Road and Beechdale Crescent/Brookshire Crescent	Median island (west side)	Reduce speed
Briarwood Road	Paint centerline pavement markings	Typical application for collector streets
Briargate Road	Paint centerline pavement markings	Typical application for collector streets
Briarvale Road	Paint centerline pavement markings	Typical application for collector streets

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Briarwood Road and Bayview Crescent (north leg)	Crosswalk (north side)	Improve pedestrian safety
Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (southeast corner and west side)	Reduce pedestrian crossing distance
	Pedestrian accessibility ramp (southwest corner)	Improve pedestrian accessibility and enhance trail connectivity
Briarwood Road and Beechdale Crescent/ Brookshire Crescent	Crosswalk (west side)	Improve pedestrian safety
	Median island (west side)	Improve pedestrian safety

4.4. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in October 2019. The meeting minutes and feedback from emails and phone calls are provided in **Appendix F**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional concerns raised during the follow-up meeting were assessed and outlined in **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet & Support, and Saskatoon Transit.

4.5. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-3.

Table 4-3: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 16, 2019 Elim Church 12 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 15, 2019 Elim Church 25 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Briarwood were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- requesting the neighbourhood community association to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments.

Eighteen residents subscribed for email updates. Study updates were provided to these residents at several milestones throughout the project.

Residents were invited to provide their concerns and feedback through the following:

- saskatoon.ca/engage webpage;
- report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix I**.

Briarwood Neighbourhood Traffic Review

Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

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

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Installations for Briarwood are likely to begin in spring/summer 2020.

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

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Permanent Traffic Calming Cost Estimate
- Table 5-4: Pedestrian Ramps Cost Estimate
- Table 5-5: Total Cost Estimate

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

Location	Device	Cost Estimate	Implementation Goal
Brairgate Road and Bayview Crescent (north leg)	Standard crosswalk (1) Crosswalk signs (4) Median island (1) Keep right signs (2)	\$150 \$1,000 \$500 \$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (2)	\$1,000	
Briarwood Road and Beechdale Crescent/ Brookshire Crescent	Standard crosswalk (1) Crosswalk signs (4) Median island (1) Keep right signs (2)	\$150 \$1,000 \$500 \$500	
Briarwood Road	Centerline (~2520m)	\$800	
Briargate Road	Centerline (~430m)	\$200	
Briarvale Road	Centerline (~770m)	\$300	
Total		\$6,600	

Briarwood Neighbourhood Traffic Review

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Briargate Road between Bayview Crescent (north leg and south leg)	Speed display board (1)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
Briarwood Road between Beechmont Crescent and Brookdale Crescent	Speed display board (1)	\$0 (Ten devices purchased in 2017 are relocated annually.)	
Total		\$0	

Table 5-3: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Brairgate Road and Bayview Crescent (north leg)	Median island (1)	\$5,000	3 to 5 years
Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (2)	\$90,000	
Briarwood Road and Beechdale Crescent/ Brookshire Crescent	Median island (1)	\$5,000	
Total		\$100,000	

Table 5-4: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Briarwood Road and Beechmont Crescent (south leg)	Pedestrian ramp (1)	\$3,500	5 years plus
Total		\$3,500	

Briarwood Neighbourhood Traffic Review

Table 5-5: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$6,600	-	-
Speed Enforcement	\$0	-	-
Permanent Traffic Calming	-	\$100,000	-
Pedestrian Ramps	-	-	\$3,500
Total	\$6,600	\$100,000	\$3,500

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$6,600. The total cost estimate for medium and long-term improvements (permanent traffic calming and pedestrian ramps) is \$103,500.

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

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

Briarwood Neighbourhood Traffic Review

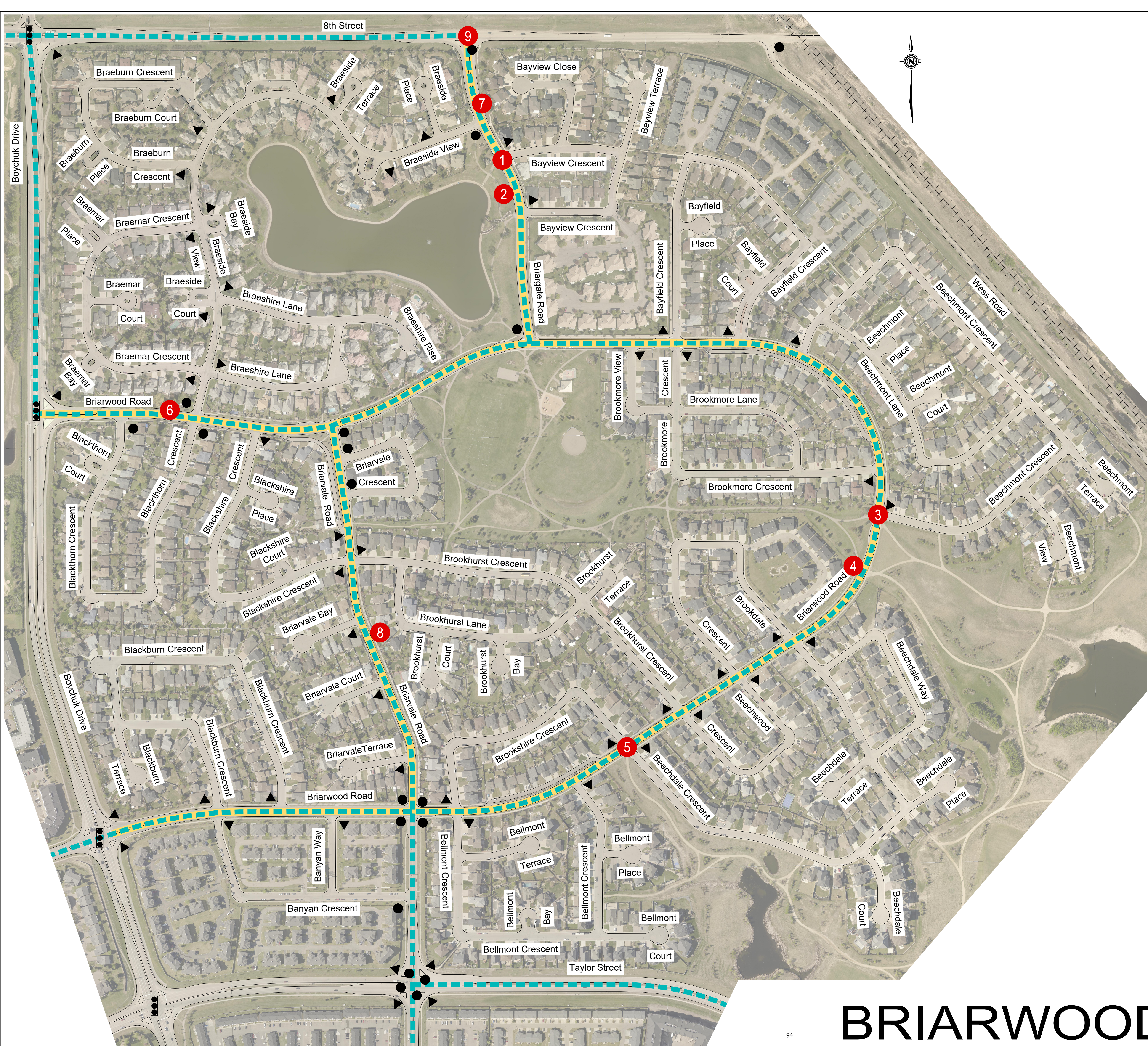
Table 5-6: Briarwood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Briargate Road and Bayview Crescent (north leg)	Crosswalk (north side)	Improve pedestrian safety
		Median island (south side)	Reduce speed
2	Briargate Road between Bayview Crescent (north leg and south leg)	Speed display board (facing southbound traffic)	Reduce speed
3	Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (southeast corner and west side)	Reduce speed and pedestrian crossing distance
		Pedestrian ramp (southwest corner)	Improve pedestrian accessibility and enhance trail connectivity
4	Briarwood Road between Beechmont Crescent and Brookdale Crescent	Speed display board (facing southbound traffic)	Reduce speed
5	Briarwood Road and Beechdale Crescent/ Brookshire Crescent	Crosswalk (west side)	Improve pedestrian safety
		Median island (west side)	Reduce speed and improve pedestrian safety
6	Briarwood Road	Paint centerline pavement marking	Standard application for collector streets
7	Briargate Road	Paint centerline pavement marking	Standard application for collector streets
8	Briarvale Road	Paint centerline pavement marking	Standard application for collector streets

Other Projects in the Area			
9	Briargate Road and 8 th Street	Traffic Signals	Recommended as part of the 8 th Street widening to support the Holmwood Sector

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- ▬ BUS ROUTE
- ⬆ EXISTING TRAFFIC SIGNAL
- # RECOMMENDATIONS
- RECOMMENDATION TO PAINT CENTRE LINE ON ROAD



BRIARWOOD TRAFFIC PLAN

Appendix A

Public Meeting #1 – April 16, 2019

CITY OF SASKATOON

Briarwood Neighbourhood Traffic Review Minutes

Date: Thursday, April 16, 2019

Time: 7:00 – 9:00 pm

Location: Elim Church (419 Slimmon Road)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Chelsea Lanning	City of Saskatoon Transportation Engineer Briarwood Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
David LeBoutillier	City of Saskatoon Acting Engineering Manager
Councillor Sarina Gersher	Ward 8 City Council Representative
Patrick Barbar	Staff Sergeant Traffic Unit Saskatoon City Police

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – April 16, 2019

Saskatoon Police Services

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Briarwood and potential solutions.

Group 1: Chelsea Lanning

- Briarwood Road & Beechmont Crescent (south leg):
 - There is an existing standard crosswalk that should be upgraded to a zebra crosswalk, or something else to make it more visible.
 - The crosswalk is on a curve which increases the concern that it's not visible.
- Layby exit north of Brookmore Crescent:
 - Drivers are turning left out of the layby which is unsafe because the northbound traffic approaches from a curve.
 - Left turns out of the layby are not allowed.
 - Some drivers make a right turn out of the layby then make a U-turn at the nearest intersection. The closest intersection is on a curve making the U-turn unsafe.
- Layby exit east of Brookshire Crescent/Bellmont Crescent:
 - Drivers are making a left turn out when the exit wasn't designed that way.
- Briargate Road:
 - There is a lot of traffic; it's loud and dusty.
- 8th Street & Briargate Road:
 - It is difficult to get onto 8th Street from Briargate Road.
 - Residents said they were informed that traffic signals would be installed here.
- Taylor Street (north side):
 - There are no sidewalks.
 - Would like the connection for both pedestrians and cyclists along Taylor Street.
 - It would really improve safety for cyclists as well.
- 8th Street:
 - Missing path/sidewalk along both sides of 8th Street.
 - Boulevard and ditch are hard to walk along.
 - Connection west along golf course is also needed.
 - 8th Street is dangerous for cyclists; we aren't making roads safe for cyclists when our goal is to increase cycling.
 - Eastbound bus stop and operation on 8th Street near Boychuk Drive seems insane; they pull into the stop west of the intersection, then have to cross two lanes to continue through on 8th Street.

- Briarwood Road (N) & Boychuk Drive:
 - There is an obstruction blocking visibility of the path on the northeast corner.
 - Right turning drivers are looking left and not seeing pedestrians on the right behind the obstruction (utility box).
 - Not satisfied with the crosswalk ahead sign that has been installed on Briarwood Road.
- The group likes wide sidewalks/multi-use paths to keep pedestrians and cyclists safer on busy streets.
- Briarwood Road (in front of Community Centre):
 - Winter snow clearing and parking issues exist in front of the Community Centre.
 - People don't come because they can't park safely. It is a safety concern for users.
 - Windrows being created by snow clearing is the issue.
- Sidewalk condition is degrading at various locations on Banyan Crescent and Brookmore Crescent.
- Crack filling on asphalt paths needs to be done, specifically in Briarwood Park.
- 'Don't feed the animals' signs should be put up in neighborhood parks.
- The Briarwood community would like to be consulted about what happens to Wess Road in the future (after it is closed at 8th Street).

Group 2: Nathalie Baudais

- Briarwood Road & Brookdale Crescent (E):
 - There are 3 addresses near this corner including a day care, Hope's Home, and condominium complex.
 - Creates heavy traffic congestion, primarily in the morning and afternoon when kids are picked up/dropped off from the day care and Hope's Home. The children being picked up / dropped off are disabled, so bus loading takes more time. The bus is sometimes stopped for 5 to 7 minutes.
 - Staff is parking on the street reducing the flow of traffic in and out of Brookdale Crescent and impacting the ability for vehicles to safely enter Brookdale Crescent. This can also lead to backups on Briarwood Road when vehicles are waiting to enter Brookdale Crescent.

- Concerned about the safety of other persons at risk as there are a number of children catching school busses at the same corner.
 - Suggest parking restrictions in front of Briar Ridge Condominiums from the corner of Briarwood Road to the entrance gate of the Briar Ridge Condominium site.
 - Concerns with the traffic flow between the intersection and the driveway to Briar Ridge (1110 Brookdale Crescent).
 - Drivers wanting to make a right turn onto Brookdale Crescent from Briarwood Road cannot fit then have to back up onto Briarwood Road.
 - The conditions are worse on waste pick up days since the care home has extra large garbage bins placed on the street.
 - Winter conditions make it worse also.
- Briargate Road & 8th Street:
 - It's hard to get onto 8th Street, both left and right turns.
 - Eastbound traffic queues up to the intersection when a train is passing.
 - Would like turning lanes onto Wess Road.
 - Trees planted in the boulevard block visibility. These trees are replaced almost every year after being knocked over by vehicles.
- 8th Street:
 - Snow is ploughed into the ditch on the north side and cars hit the ditch because they can't see the edge of the road. It creates the illusion that the road is wider than it is.
 - Semi-trailers and gravel trucks are using 8th Street here. Why are they using this route? The roads were not designed for this weight.
 - Tractor-trailers should not be parked on residential streets. Can't see the children riding bikes behind them.
- Brighton Boulevard, north of 8th Street:
 - The 50 kph sign is placed too close to the intersection.
 - Creates a speed trap when drivers miss the sign.
- Briargate Road:
 - Traffic is speeding in both directions, especially southbound from 8th Street.
- Braeside View:
 - Traffic is speeding along entire stretch.
 - Street is being used as a shortcut.
- 8th Street:
 - Caraganas need to be maintained.

- Braeburn Court & all other Courts:
 - Landscaping in the islands need maintenance.
- Snow ploughing shouldn't create windrows or plough the snow onto sidewalks. It can create issues with mobility, accessibility and visibility.

Group 3: Mariniel Flores

- Wess Road:
 - Freeway to Costco.
 - Too much traffic and dust issues.
 - Fully support connecting Taylor Street to Costco. It should reduce shortcutting on 8th Street.
 - Traffic from north neighbourhoods are using this road to access Costco
 - This should be a pedestrian/cyclist road, at least from the cemetery to 8th Street. There were once many cyclists using Wess Road but it is no longer cyclist-friendly.
 - More and more service vehicles and semis using this road
 - There is a good amount of enforcement on this road.

8th Street & Briargate Road:

- Difficult to make northbound left turns due to traffic going to Costco.
- Suggest signals or roundabout.
- 8th Street & Wess Road:
 - Difficult to turn. Westbound left turn gets queued up.
- Shortcutting:
 - Lots of shortcutting to get to Costco via Boychuk Drive to Briarwood Road to Briargate Road to 8th Street to Wess Road to Costco.
- Can't walk to Costco due to lack of sidewalks.
- Zimmerman Road:
 - Needs to be paved.
- 8th Street:
 - Want more details on construction including timing of construction and cross-section.
- Briarwood Road between Briargate Road & Brookmore View:
 - Parking on both sides makes it too narrow especially with drivers opening their car doors on the same side as the travel lane.

- Create an off-street parking lot.
 - Suggest removing parking.
 - Sightline issues exist.
 - Suggest hauling away snow since it pushes cars out towards travel lanes.
- Briarvale Road & Briarwood Road:
 - Suggest a two-way stop instead of four-way stop or a mini-roundabout.
- Why wasn't the infrastructure provided before Costco/strip mall was constructed?
- Taylor Street & Briarvale Road:
 - Suggest a roundabout instead of a 4-way stop so traffic doesn't have to stop.
- Bayview Crescent (N/S) & Briargate Road:
 - Standard crosswalk is needed at one of the intersections.
- Briarwood Road & Beechmont Crescent:
 - Upgrade to zebra crosswalk.
- Brookshire Crescent & Briarwood Road:
 - Zebra crosswalk wanted here.
- 8th Street (south side):
 - Would like a path (crusher dust, asphalt, or concrete) from McKercher Drive to Briargate Road.
- Briarwood Road near the lake and park:
 - Suggest speed display board.
- Briarwood Road between Brookdale Crescent & Beechmont Crescent:
 - Would like speed measurements done.
- Briarwood Road west of Briargate Road:
 - Snow is stored here which blocks pedestrian access.
- Briarwood Road:
 - Mid-block crossing south of Beechmont Crescent (S) where the park pathways intersect with Briarwood Road
- Need more parking for the parks.

- Taylor Street extension:
 - What is the timeline for completion?
 - Want it to be finished ahead of schedule.
 - Make it more of a priority.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 10th, 2019
3. Additional public input via Engage Page no later than May 10th, 2019
4. Traffic counts data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

Question and Answer

1. Question: What is the timing of the 8th Street improvements and what does the cross-section look like?

Chelsea Lanning: Work for 8th Street will progress from McOrmond Drive towards Boychuk Drive. Utility work will happen first, followed by roadway work. All of the work is expected to be completed within the next 5 to 10 years; however, is dependent on the Brighton development. The roadway design is currently being finalized, and details about the design will be released as it is approved. It will be widened and will include traffic signals at 8th Street & Briargate Road.

2. Question: What is the timing of the Taylor Street construction?

Chelsea Lanning: Work is planned in two phases. Over the next two summers, Phase 1 will be completed (as a two-lane road). The plan is to have the first two lanes complete by fall 2020.

3. Question: How long will it take for the grade separation at the railway tracks to be built?

Chelsea Lanning: Construction of the grade separation is included in the 5 to 10 year timeline for the 8th Street improvements.

4. Question: Will sidewalks be included in the Taylor Street construction?

Chelsea Lanning: Sidewalks are planned along Taylor Street, however construction timing is unclear at this time.

5. Question: Will Wess Road be closed off after Taylor Street is constructed?

Chelsea Lanning: The closure of Wess Road is linked to the construction of the rail grade separation at 8th Street, not the Taylor Street construction.

Briarwood Neighbourhood Traffic Review

April 16, 2019
7:00 pm – 9:00 pm



Outline

- Welcome & Introductions
- Traffic Management Presentation
- Traffic Issues Discussion – Your Ideas / Solutions
- Next Steps
- Question / Answer Period – what else do you need to know?

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Neighbourhood Traffic Review Background

- NTR Introduction
 - Developed to address traffic issues holistically rather than case by case
 - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
 - Number of outstanding concerns
 - Number of collisions
 - Number of existing temporary traffic calming devices
 - Regional representation throughout the City
 - Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

- 2014
 - 11 neighbourhood traffic reviews completed
- 2015 / 2016 / 2017 / 2018
 - 8 neighbourhood traffic reviews completed per year
- 2019 Selected Neighbourhoods
 - Pacific Heights/Kensington
 - Holiday Park / King George
 - Lawson Heights / Lawson Heights Suburban Centre
 - Nutana Park
 - Briarwood
 - Airport Business Area
 - Blairmore Suburban Centre
 - University Heights Suburban Centre

Study Area

- Study Limits
 - 8th Street, Wess Road, Donna L BirkMaier Park, Taylor Street, Boychuk Drive
- Local and Collector Roads

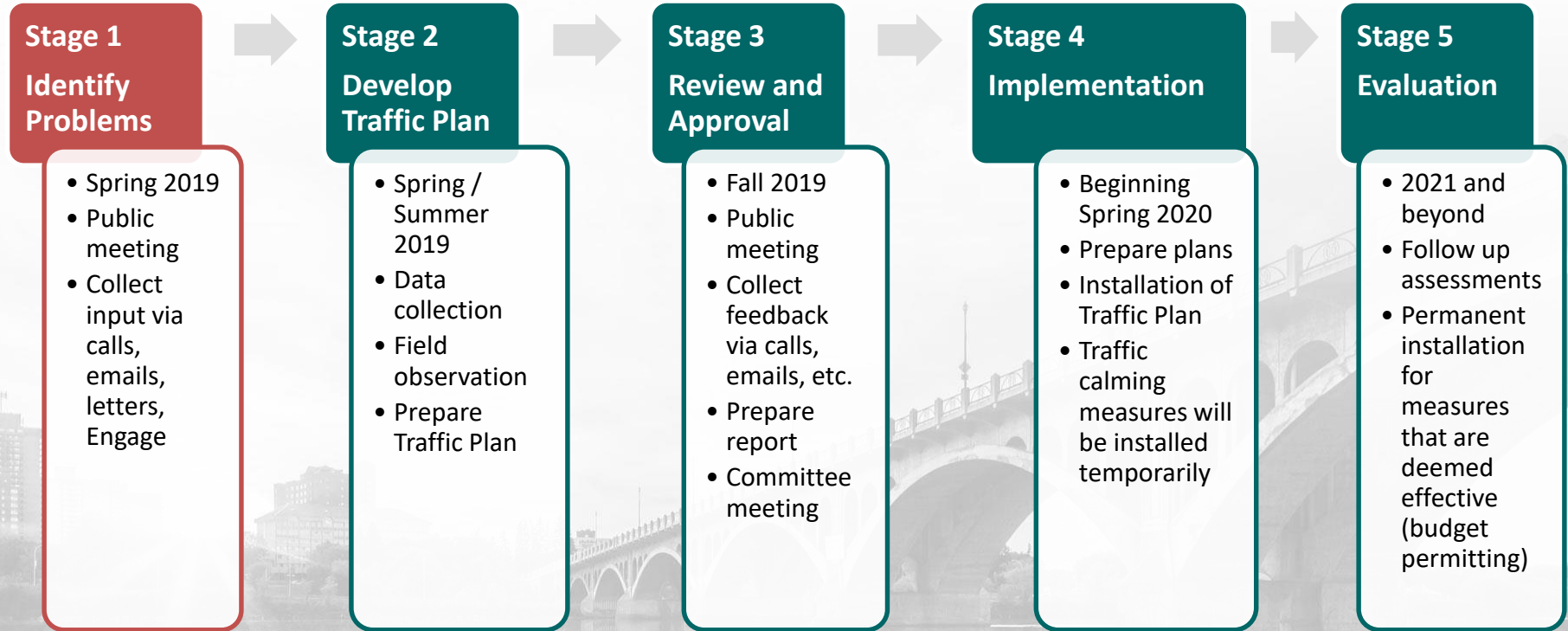


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sample of Concerns Received

- Speeding
 - Briargate Road (entire length)
 - Briarvale Road (northern section)
 - Briarwood Road (various sections)
 - Beechmont Crescent (near the park)
- Pedestrian Crossings
 - Briargate Road & Bayview Crescent (N & S)
 - Brairgate Road & Briarwood Road
 - Briarvale Road & Brookhurst Cr/Blackshire Cr
- Visibility
 - Briarwood Road & Bayfield Cr/Brookmore Cr
 - Briarwood Road & Brookdale Cr/Beechdale Cr

- *Note: This is a sample of concerns received and does not include every reported traffic issue for this area*

Additional Studies / Projects

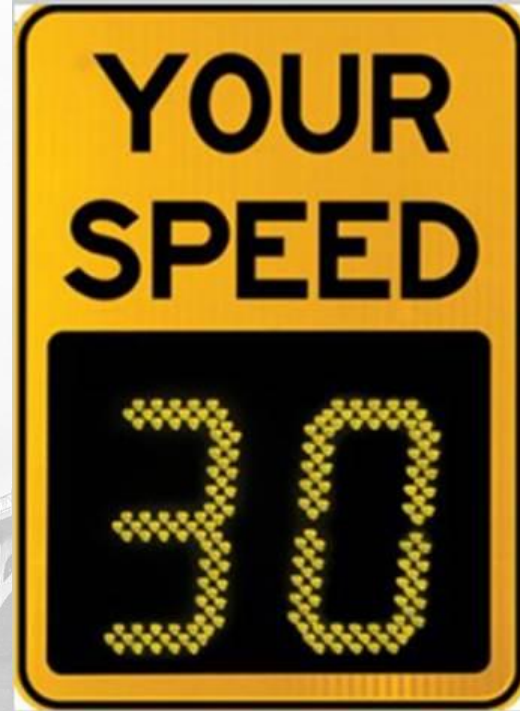
- Work planned along 8th Street over the next 5-10 years as Brighton continues to develop including:
 - Underground utility work
 - Upgrades to 8th Street
 - Grade separation over CP Rail tracks
- Taylor Street Extension to Wess Road
 - Construction of two lanes taking place over the next two years.

Traffic Calming Measures Examples



Speed Display Devices

- Interactive sign that displays vehicle speeds as motorists approach.
- Reduces speeds.
- Can be relocated.
- Drivers may become immune to the devices.



Horizontal Deflection Devices

- Physical measure that requires motorists to steer around them.
- Discourage short-cutting traffic.
- May reduce vehicle speeds, turning movement conflicts or enhance the neighbourhood environment.
- Enhance pedestrian crossings and sign placement.
- Relatively inexpensive.

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Causes a vertical upward movement of the vehicle.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.

Raised Crosswalk



Raised Intersection



Speed Humps



Obstructions

- Physically restrict certain vehicle movements.
- Used to discourage shortcutting.
- Should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

- Assist pedestrians in safely crossing streets.
- Promotes orderly and predictable movement of vehicular and pedestrian traffic.

Standard Crosswalk



Zebra Crosswalk



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN BRIARWOOD

Seeking Your Ideas and Solutions!

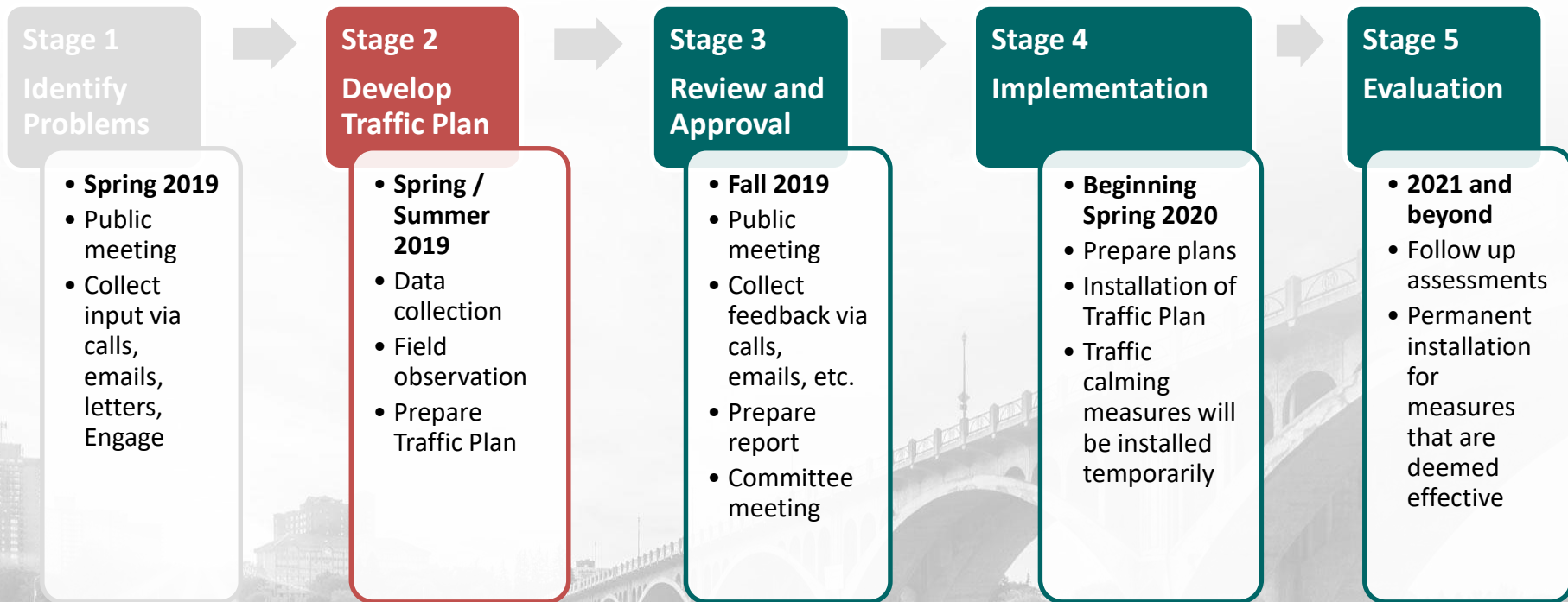
Table Group Discussions

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Briarwood.

How Did You Hear About the Meeting?

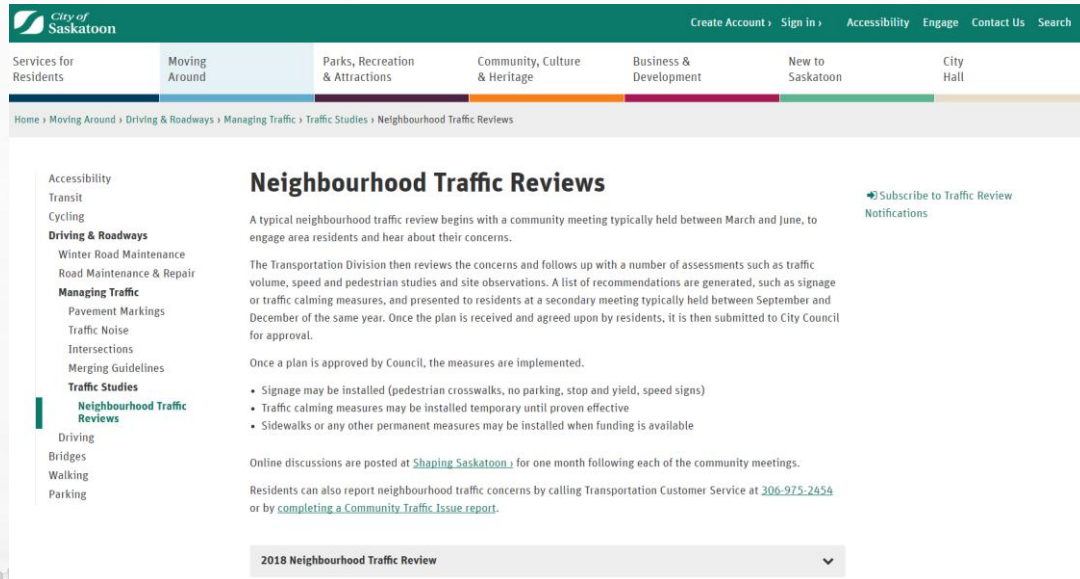
- Please take a minute to fill out the evaluation form.

Next Steps



Join the Discussion

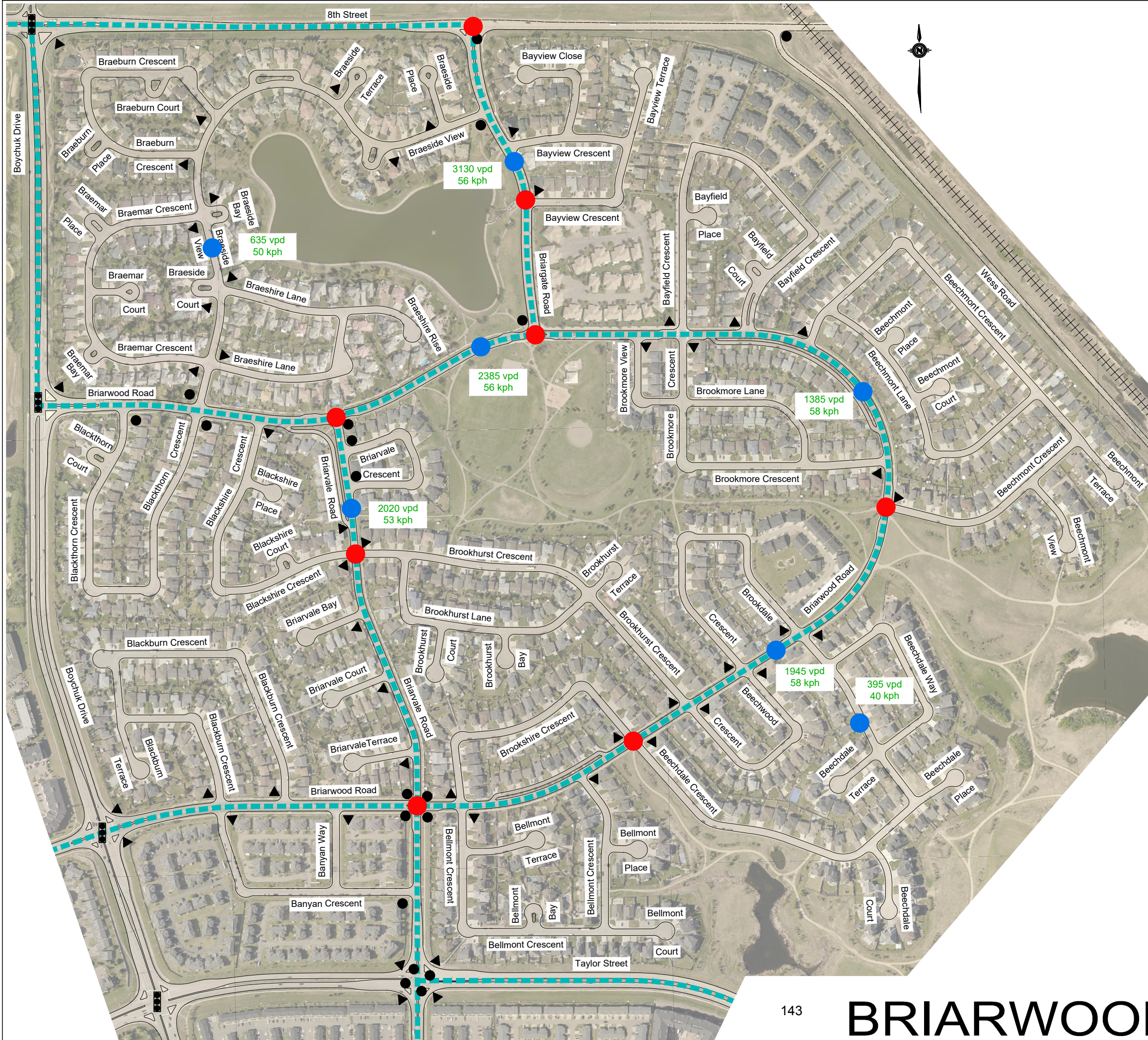
- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by:
May 16, 2019



The screenshot shows the City of Saskatoon website with a green header. The main navigation bar includes links for Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. A secondary navigation bar shows the breadcrumb trail: Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews. The left sidebar lists various services, with 'Neighbourhood Traffic Reviews' highlighted under the 'Traffic Studies' category. The main content area is titled 'Neighbourhood Traffic Reviews' and contains text about the review process, including community meetings and the submission of recommendations to City Council. A 'Subscribe to Traffic Review Notifications' link is visible on the right. At the bottom, there is a dropdown menu for '2018 Neighbourhood Traffic Review'.

Appendix B

Traffic Data Collection



- ### LEGEND
- EXISTING STOP SIGN
 - ▼ EXISTING YIELD SIGN
 - BUS ROUTE
 - ⬮ EXISTING TRAFFIC SIGNAL
 - TRAFFIC + PEDESTRIAN COUNT MOVEMENT COUNT (INTERSECTION)
 - 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
 - 786 vpd — NUMBER OF VEHICLES PER DAY
 - 47 kph — 85th PERCENTILE SPEED (School kph)

Appendix C

All-Way Stop Assessments

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

Step 1:

One of the following criteria must be met to warrant an all-way stop:

- i) When five or more collisions are reported in a one-year period within the three years and are of a type susceptible to correction be 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.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
8 th Street and Briargate Road	0 – Criteria NOT met	751 – Criteria met 8,560 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
Briargate Road and Bayview Crescent	0 – Criteria NOT met	345 – Criteria NOT met 3,990 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.
Briargate Road and Briarwood Road	1 – Criteria NOT met	820 – Criteria met 8,970 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
Briarvale Road and Blackshire Crescent/ Brookhurst Crescent	0 – Criteria NOT met	225 – Criteria NOT met 2,580 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.
Briarwood Road and Beechdale Crescent/ Brookshire Crescent	0 – Criteria NOT met	257 – Criteria NOT met 3,360 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.
Briarwood Road and Beechmont Crescent (south)	0 – Criteria NOT met	174 – Criteria NOT met 1,850 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Briarwood Road and Briarvale Road (south)	0 – Criteria NOT met	574 – Criteria NOT met 6,910 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
Briarwood Road and Briarvale Road (north)	1 – Criteria NOT met	363 – Criteria NOT met 3,630 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.

Continue to Step 2 if one of the criteria are met.

Step 2:

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
8 th Street and Briargate Road	22% - Condition NOT met	No – Condition met	Conditions NOT met.
Briargate Road and Briarwood Road	23% - Condition NOT met	No – Condition met	
Briarwood Road and Briarvale Road (south)	40% - Condition met	No – Condition met	Conditions met. Retain existing all-way stop.

Appendix D

Pedestrian Device Assessments

Briargate Road and Bayview Crescent (north leg)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	-
	Vehicular Volume	3,130 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	165 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Briarvale Road and Blackshire Crescent/Brookhurst Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	2 EAU
	Vehicular Volume	2,020 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	350 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides indirect connection to pathways into Briarwood Park.
	Answer (Y/N)	No

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Briarwood Road and Beechmont Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	7 EAU
	Vehicular Volume	1,950 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	800 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to Donna Birkmaier Park, Briarwood Park, and transit stop
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Briarwood Road and Briargate Road

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	5 EAU
	Vehicular Volume	2,385 vehicles per day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	675 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to neighbourhood pathway system
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate Existing zebra crosswalk, median island and curb extensions to remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Briarwood Road and Briarvale Road (north intersection)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	5 EAU
	Vehicular Volume	2,385 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	400 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood walkway
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate Existing zebra crosswalk and median island to remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2014 – April 2019)	All collisions (2018 - April 2019)	Right Angle, Left Turn & Right Turn Only (2014-2018)	Right Angle, Left Turn & Right Turn Only (2018)	Average # of Collisions Per Year (2014-2018)
Braeburn Cr	Midblock	P10-5	1	1	0	0	0.2
Braeside Vw	800 Block	P10-18	1	0	0	0	0.2
Braeside Bay	Midblock	P10-28	2	1	0	0	0.4
Braeside Vw	300 Block	P10-17	1	0	0	0	0.2
Blackthorn Cr	300 Block	P10-40	1	0	0	0	0.2
Blackthorn Cr	500 Block	P10-34	1	0	0	0	0.2
Blackshire Cr N	Briarwood Rd	P10-15	3	1	1	0	0.6
Briarvale Rd	Briarwood Rd	P10-32	6	2	1	1	1.2
Blackshire Pl	Midblock	P10-26	2	1	0	0	0.4
Briargate Rd	Briarwood Rd	P10-38	6	0	1	0	1.2
Braeside Vw	Briargate Rd	P10-37	1	1	0	0	0.2
Brookhurst Ter	300 Block	P10-42	2	2	0	0	0.4
Bayview Ter	500 Block	Q10-6	2	0	0	0	0.4
Bayfield Cr	400 Block	Q10-8	2	1	0	0	0.4
Briarwood Rd	800 Block	Q10-16	2	1	0	0	0.4
Brookmore Cr	300 Block	Q10-15	1	1	0	0	0.2
Beechmont Cr	100 Beechmont Cr – Briarwood Rd	Q10-11	5	3	0	0	1.0
Beechmont Cr	200 Block	Q10-14	2	1	0	0	0.4
Beechmont Ln	800 Block	Q10-19	1	1	0	0	0.2
Beechmont Vw	1200 Block	Q10-20	1	0	0	0	0.2
Brookdale Cr	300 Block	Q10-24	4	0	0	0	0.8
Brookdale Cr	100 Block	Q11-4	4	1	0	0	0.8
Beechwood Cr	Midblock	Q11-9	1	0	1	0	0.2
Beechdale Way	Beechdale Cr – Beechdale Cr	Q11-6	1	1	0	0	0.2
Bellmont Crt	700 Block	Q11-2	1	0	0	0	0.2
Bellmont Cr	300 Block	P11-24	1	0	0	0	0.2
Brookshire Cr	Midblock	P11-28	1	0	0	0	0.2
Brookhurst Ln	400 Block	P10-39	1	0	0	0	0.2
Briarvale Crt	400 Block	P11-22	1	0	0	0	0.2
Briarvale Rd	Briarvale Ter	P11-32	2	1	0	0	0.4
Briarvale Ter	Midblock	P11-31	1	1	0	0	0.2
Briarwood Rd	Boychuk Dr – Banyan Cr	P11-33	4	1	0	0	0.8
Banyan Cr	100 Block	P11-30	10	0	1	0	2.0

Appendix F

Public Meeting #2 – October 15, 2019

CITY OF SASKATOON

Briarwood Neighbourhood Traffic Review Minutes

Date: Tuesday, October 15th, 2019

Time: 7:00 – 9:00 pm

Location: Elim Church (419 Slimmon Road, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Chelsea Lanning	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Transportation Engineer
Marina Melchiorre	City of Saskatoon, Transportation Engineer
Mariniel Flores	City of Saskatoon, Transportation Engineer
David LeBoutillier	City of Saskatoon, Transportation Engineering Manager
Sarina Gersher	City Councillor Ward 8
Patrick Barbar	Saskatoon Police Service, Traffic Unit Staff Sergeant

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – October 15, 2019

Saskatoon Police Service

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern

Small Group Discussions

Residents were divided into small groups to discuss the draft traffic plan recommendations.

Group 1: Marina Melchiorre

- Briargate Road & 8th Street Traffic Signals
 - People are avoiding the intersection and using Boychuk Drive and Briarwood Road instead.
- Taylor Street
 - Residents would like a multi-use path on the north side.
- 8th Street
 - Residents would like a multi-use path on both sides.
- Bayfield Crescent & Briarwood Road
 - Northwest parking is too close to the corners.
- Banyan Way
 - Maintenance hole covers are too high.
- Briargate Road & Briarwood Road
 - Southbound stop compliance is low.
- Briarwood Pond
 - Walking path doesn't go around the lake.
- Snow clearance needed on lakeside near Briarwood.
- Glad the staff listened to us.

Group 2: Nathalie Baudais

- Briargate Road & Bayview Crescent median island and crosswalk
 - The south side is a good location.
- Briargate Road between Bayview Crescent north & south legs Speed Display Board
 - Northbound would be better.
 - Southbound traffic will be slowed by the median island recommended to the north and the curve.
- Briarwood Road between Beechmont Crescent & Brookdale Crescent Speed Display Board
 - More enforcement activities requested.
 - Suggest having it northbound before Brookdale Crescent.
- Briargate Road & 8th Street Traffic Signals
 - It is difficult to make the northbound left, but it has been a bit easier since Wess Road is closed.
- Briarwood Road & Briargate Road
 - Non-compliance with stop sign is high.
 - More enforcement is needed.
- Wess Road
 - Adding trees might help cut down on noise issues.
- Briarwood Road
 - Playground zone requested by the community centre.
- 8th Street and Rail Grade Separation
 - Concerns about noise once the road is elevated.
- Bayview Close and anyone backing 8th Street

- Concerns with noise from 8th Street.
 - Will a sound wall be included as part of the 8th Street construction?
- 8th Street
 - Speed enforcement is needed in summer.
 - Muscle cars make U-turns at Wess Road.
- Briargate Road, Briarwood Road, and Briarvale Road
 - High maintenance hole covers are an issue for drivers.
- Bayfield Crescent
 - Stop signs are needed for condo unit driveways.

Group 3: David LeBoutillier

- Briargate Road & Bayview Crescent median island and crosswalk
 - There are lots of people at this crossing including children.
 - Would prefer zebra markings.
 - Majority of people are crossing on the north side to the pathway in the park and the bus stop, so the north side may be better for installation.
- Briarwood Road between Beechmont Crescent & Brookdale Crescent Speed Display Board
 - Request pedestrian ramps on both sides and a crosswalk.
 - There are lots of bikes in the summer using this crossing, lots of pedestrians also. It's really hard to cross the curbs.
- Briarwood Road Centerline Painting
 - Don't think this will do anything to calm traffic, but it's not a bad idea.
 - Eastbound traffic seems fast.
 - Kids are crossing the street at bus stops.
- Briargate Road Centerline Painting
 - This won't hurt and might help with speeding.
- Briarvale Road Centerline Painting
 - Can't hurt.
- Briargate Road & 8th Street Traffic Signals
 - Don't want to wait for five or more years.
 - A short-term solution is needed to reduce speeds on 8th Street.
 - Suggestion for a 3-way stop.
- Briarwood Road east of Briargate Road
 - Windrows from snow plowing in the winter along the park and parking lane need to be removed to permit access to the community centre.
- Wess Road
 - In the future, when Wess Road closes, need to be careful with shortcutting traffic on Briarvale Road.

Group 4: Mariniel Flores

- Briargate Road & Bayview Crescent median island and crosswalk –
 - Supportive of the crosswalk because it connects to the park.
 - Some group members supportive of the median island, some are not because snow makes median islands difficult to see.

- Better snow removal is needed around these islands.
 - Permanent concrete islands should have a mountable tip.
- Briarwood Road & Beechmont Crescent Curb Extensions & Pedestrian Ramp
 - Supportive of this recommendation because it connects parks.
 - Suggest that the standard crosswalk should be upgraded to a zebra crosswalk.
- Briarwood Road between Beechmont Crescent & Brookdale Crescent Speed Display Board
 - Residents would like a mid-block zebra crossing.
 - There are northbound speeders here too.
 - Suggest placing this speed display board north of recommendation #3 (before the park) instead.
- Briarwood Road & Beechdale Crescent/Brookshire Crescent Crosswalk & Median Island
 - Supportive of the recommendations.
 - Suggest that the permanent median islands have rolled curb or be semi-mountable.
- Briarvale Road Centerline Painting
 - Supportive of the centerline painting, but the road is too bumpy and needs to be leveled.
 - Wonder if the street is too narrow to paint.
- Briargate Road & 8th Street Traffic Signals
 - Supportive if loop detectors for northbound left turn vehicles and pedestrians are installed.
- Wess Road
 - Keep it open since it reduces shortcutting in the neighbourhood.
- Briarwood Road at Briargate Road
 - Impassable due to snow. High priority for snow clearing.
 - Trees or a temporary snow fence should be considered to prevent snowdrift.
- Briarwood Road at Brookmore Crescent
 - A bus shelter is needed on the northwest corner on Briarwood Road.
- Briarwood Road at Blackthorn Crescent
 - A bus shelter is needed on the northeast corner.
- Boychuk Drive and Briarwood Road
 - Vehicles don't see pedestrians and cyclists crossing here due to the service box and shrub obstructing visibility.
- Boychuk Drive
 - Trees close to the main road.
 - Repave northbound traffic lanes.
- 8th Street from Boychuk Drive to Wess Road
 - Sidewalk or pathway is needed.

Group 5: Chelsea Lanning

- Briargate Road & Bayview Crescent median island and crosswalk
 - Support the recommendation, but there is a missing sidewalk on the west side between Braeside View and Bayview Crescent north leg that is requested.
- Briargate Road between Bayview Crescent north & south legs Speed Display Board
 - Canoe and kayak classes park here, so make sure that the installation is visible.
- Briarwood Road & Beechmont Crescent Curb Extensions & Pedestrian Ramp
 - Lots of kids cross here, so decreasing the speed would be good to increase their safety.
- Briarwood Road between Beechmont Crescent & Brookdale Crescent Speed Display Board
 - Lots of pedestrians crossing between the two parks.
 - There is nothing to indicate high pedestrian area right now.
 - Residents would like to see a crosswalk at midblock crossing since pathway is on both sides.
 - Speed display board will help.
 - Maybe the park paths should be reconfigured if crossing isn't promoted there.
- Briarwood Road & Beechdale Crescent/Brookshire Crescent Crosswalk & Median Island
 - Lots of school kids crossing here so support the recommendation.
- Briarwood Road Centerline Painting
 - Not sure if this will reduce speed.
- Briargate Road & 8th Street Traffic Signals
 - Traffic on 8th Street in both directions has gotten much busier with commercial and local traffic.
 - Crossing is dangerous as a pedestrian and a vehicle.
 - Don't want to wait until there is an accident to install signals. Sooner is better than later for this installation.
- Reducing speed is always a good thing for safety.
- Snow clearing/grading of 8th Street in the winter can make the ditch look like a road and cars get sucked into the ditch there.
- Briargate Road & Briarwood Road
 - Difficult intersection to navigate because of sight lines and congestion.
- Briarvale Road & Briarwood Road
 - Cement fence makes sight lines difficult.
- Wess Road
 - Speed limit should be higher. It was never noticed as an issue until Costco opened and more people started using it.
- Brookdale Crescent & Briarwood Road

- School bus drop-off location, Hopes Home, and a day home operate across the street from the condo complex.
- Traffic is coming and going all the time.
- Busses are parking out from the curb making it impossible to pass by.
- Please keep it on your radar, especially since there are lots of kids crossing here.

Next Steps

1. Mail-in or email comments no later than November 15th, 2019.
2. Additional public input via City Engage Page no later than November 15th, 2019.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Resident: Will the recommendations be posted, reviewed, revised, and then re-posted?

City: We will review to see if there are additional recommendations and then re-post.

Resident: How do we, as a community bring it to the City's attention that we want the 8th Street and Briargate Road traffic signals sooner than later?

City: The traffic signals at this location are development driven, in accordance with the development of the Brighton neighbourhood.

Resident: What do we do in the mean time without traffic signals at 8th Street and Briargate Road? How do we get it moved up on the priority list?

City: Our locations get prioritized by many criteria or factors and this location is not at the top of our city-wide list at the moment.

Resident: You can do other little things other than a traffic signal for now. Put a three-way stop up to reduce speeding and keep traffic under control. You've got a traffic jam right now. We don't want a reactive approach because it will be too late and a three-way stop is inexpensive and easy to install.

City: We have a stop and yield policy that we follow for the installation of three-way stops. This location doesn't meet the criteria within that warrant or policy for the installation of a three-way stop.

Resident: You need to check when the analysis was done and when traffic data was collected.

Resident: I've been close to being sideswiped making an eastbound right turn into the neighbourhood and traffic passing by me on 8th Street.

Resident: Assessment isn't done often enough because traffic has changed drastically from a year ago and will change again over the next year.

City: We will review the assessment information and include with the meeting minutes. Update: *The last assessment was completed in 2012. At that time, the peak hour and total daily traffic volumes did not meet the threshold for an all-way stop. We will complete an updated traffic count and all-way stop warrant analysis and include the results in the final report.*

Resident: Are recommendations all-or-nothing? Are they prioritized?

City: The majority of the recommendations will be installed in the spring / summer 2020. The traffic signals at 8th Street & Briargate Road are outside of the scope of the NTR process and are a higher cost item. Signs and pavement markings will be installed permanently next year. Speed display boards will be installed depending where they fall on the priority list. Median islands and curb extensions will be installed temporarily in the spring. Ramps or other concrete work will be completed in the longer term.

Resident: Snow is always piled up. I have only seen a snow plough twice in the 27 years that I've lived in the neighbourhood. Maybe the money allocated for snow removal could be used to get the traffic signals at 8th Street & Briargate Road sooner.

Resident: Does 8th Street and Briargate Road meet the criteria to get a roundabout?

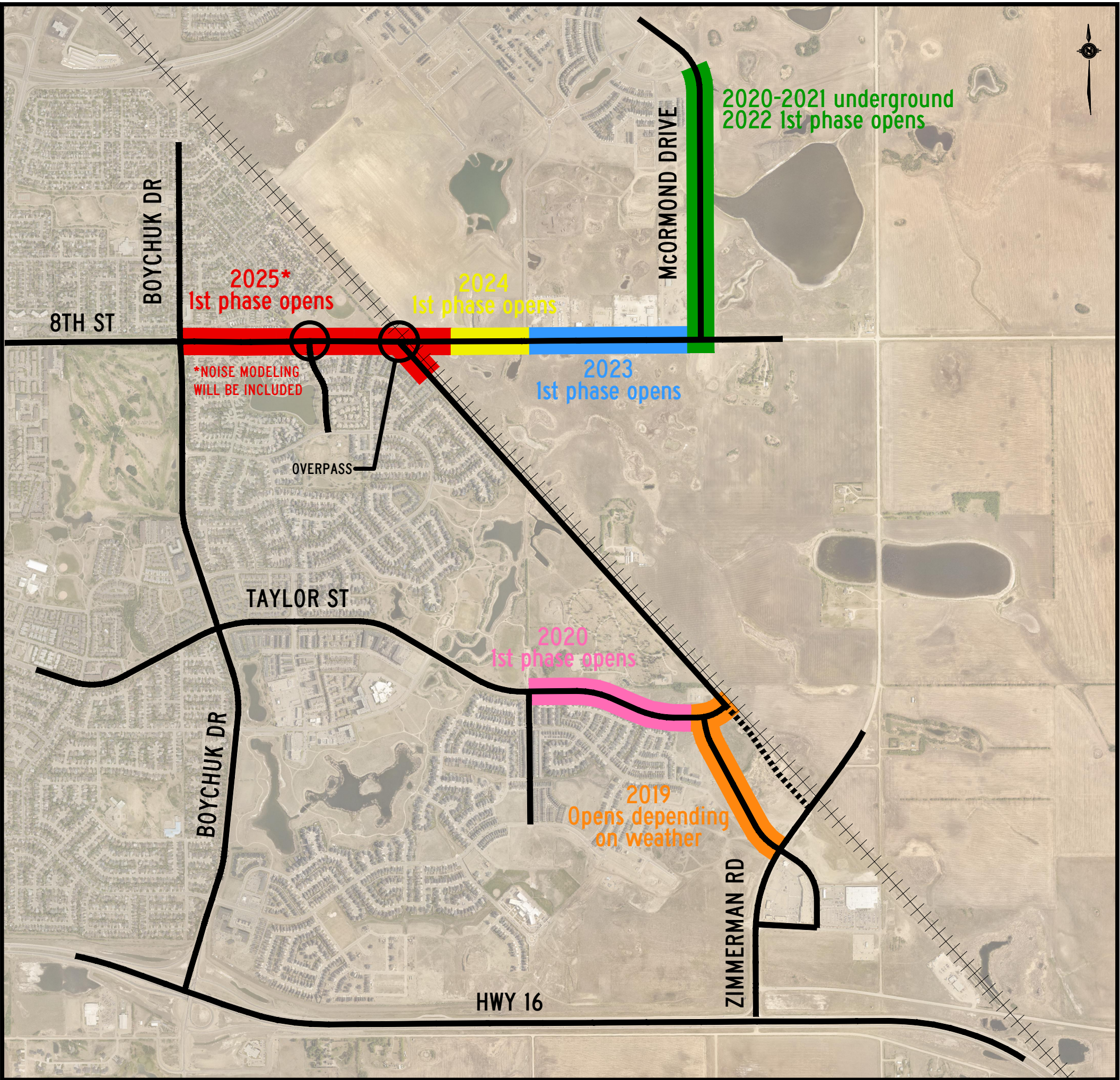
City: The design of 8th street has been completed and it does not include a roundabout. It includes traffic signals. Any feedback we've received tonight about 8th Street will be passed on to our colleagues who work on development related projects.

Resident: Do you consult with other departments such as Roadways or Transit?

City: Before we bring recommendations forward to the Standing Policy Committee on Transportation, we consult with other internal departments and incorporate their feedback into the final recommendations and plans.

Update: *Attached to these meeting minutes is a map detailing the anticipated construction phasing associated with the development of the Brighton neighbourhood.*

Southeast Saskatoon Construction Phasing



Briarwood Neighbourhood Traffic Review

October 15, 2019
7:00 pm – 9:00 pm



Agenda

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

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Briarwood Study Area

- Study Limits
 - 8th Street, Wess Road, Donna L BirkMaier Park, Taylor Street, Boychuk Drive
- Local and Collector Roads

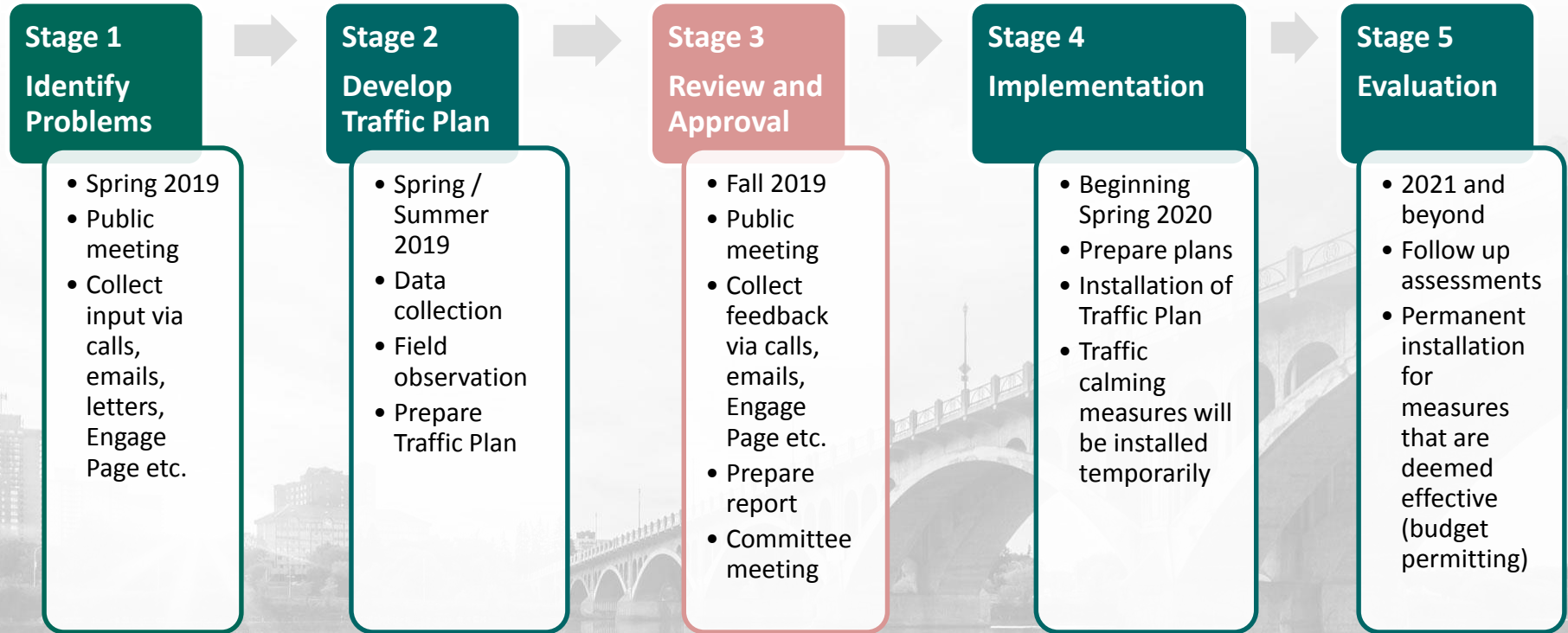


Neighbourhood Traffic Review Process



We are here

Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Shortcutting Concerns:

- Briarwood Road
- Briargate Road
- Brairvale Road
- Braeside View
- Beechmont Crescent
- Beechdale Crescent
- Wess Road

What We Heard

B. Pedestrian Safety Concerns:

- Briargate Road & Bayview Crescent (both legs)
- Briarwood Road & Briargate Road
- Brairwood Road & Beechmont Crescent
- Briarwood Road & Beechdale Crescent
- Brairvale Road & Blackshire/Brookhurst Crescent
- Briarwood Road (north leg) & Boychuk Drive

What We Heard

C. Intersection Safety and Delay Concerns:

- Several lay-by's
- Briarwood Road & Brookdale Crescent
- Brairgate Road & 8th Street

What We Heard

D. Other Concerns:

- Parking narrowing the roadway
 - Banyon Crescent
- School bus pickup
 - Brookdale Crescent & Briarwood Road
- Trees/planters/fences obstructing sightlines
 - Bayfield Crescent & Briarwood Road
 - Brookhurst Crescent & Briarvale Road
- Maintenance issues:
 - Snow near the community centre
- Speed Limit
 - Wess Road

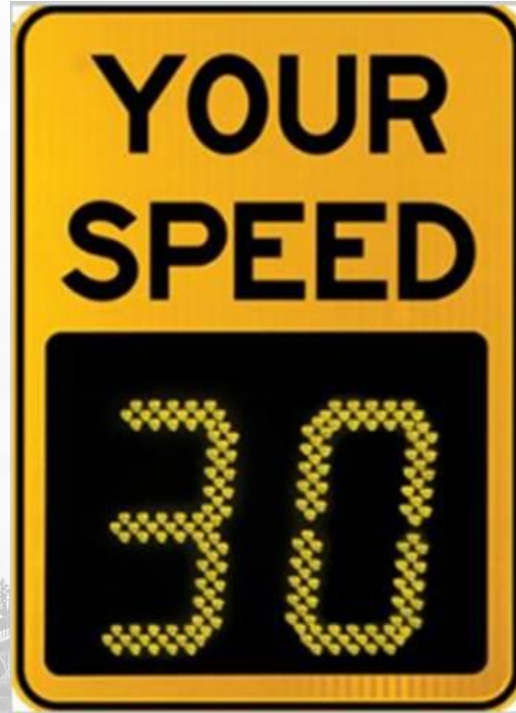
What We Did

- Field observations
- Data collection:
 - 7 pedestrian counts
 - 7 intersection counts
 - 8 traffic volume / speed studies
- Collision Analysis
- Forwarded Speed Data to Saskatoon Police Service

What We Propose

- Speed Display Boards
- Crosswalks
- Accessibility ramps
- Curb Extensions
- Median Islands

Speed Display Devices



Curb Extension



Raised Median Island



Standard Crosswalk



Additional Studies / Projects

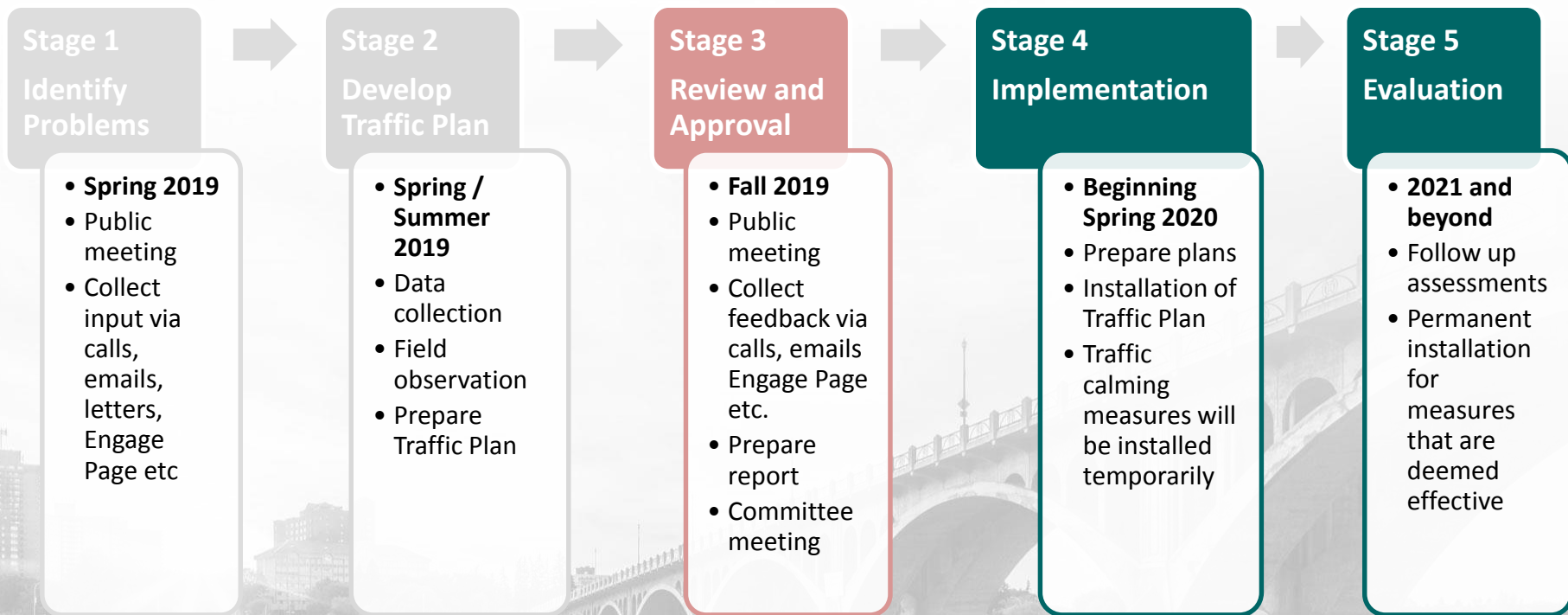
- Work planned along 8th Street over the next 5-10 years as Brighton continues to develop including:
 - Underground utility work
 - Upgrades to 8th Street
 - Grade separation over CP Rail tracks
- Taylor Street Extension to Wess Road
 - Construction of two lanes taking place over the next two years.
- Wess Road closures
 - South end will close with the opening of Taylor Street & Meadows Boulevard
 - Closure at 8th Street when grade separation is constructed

SMALL GROUP DISCUSSIONS

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form.

Next Steps

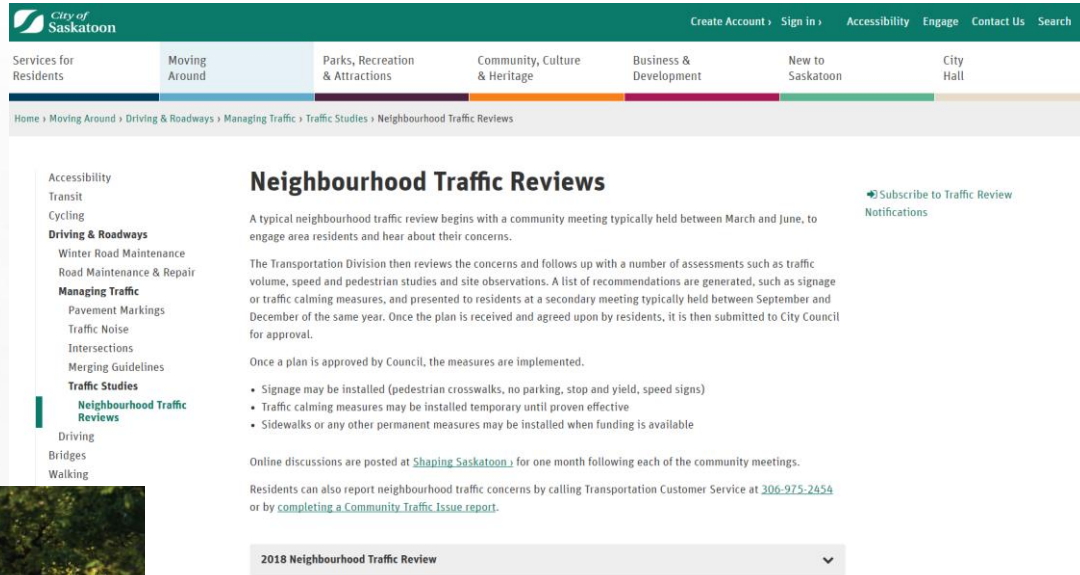


Next Steps

1. Send comments no later than November 15, 2019
2. Additional consultation if required
3. Present traffic plan to City Council as information
4. If City Council approval is required, an additional recommendation will be included in the report to City Council.
5. What if I don't agree?

Stay Engaged

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage



The screenshot shows the City of Saskatoon website. The header includes the City of Saskatoon logo and navigation links: Create Account, Sign in, Accessibility, Engage, Contact Us, and Search. A secondary navigation bar lists various services: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The breadcrumb trail reads: Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews.

Neighbourhood Traffic Reviews

A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns.

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

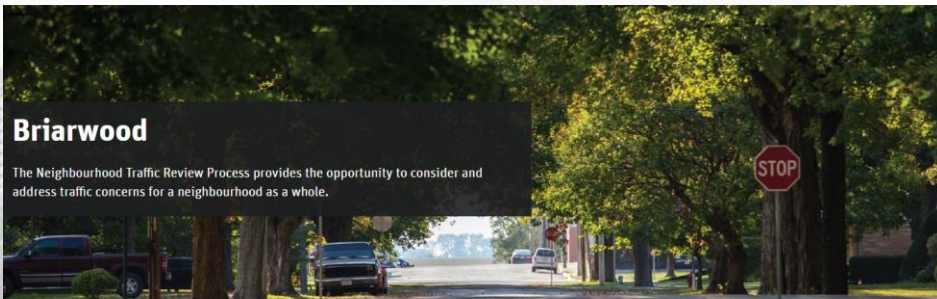
Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

Online discussions are posted at [Shaping Saskatoon](#), for one month following each of the community meetings.

Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2654](tel:306-975-2654) or by [completing a Community Traffic Issue report](#).

2018 Neighbourhood Traffic Review



Engage

Engage

Background

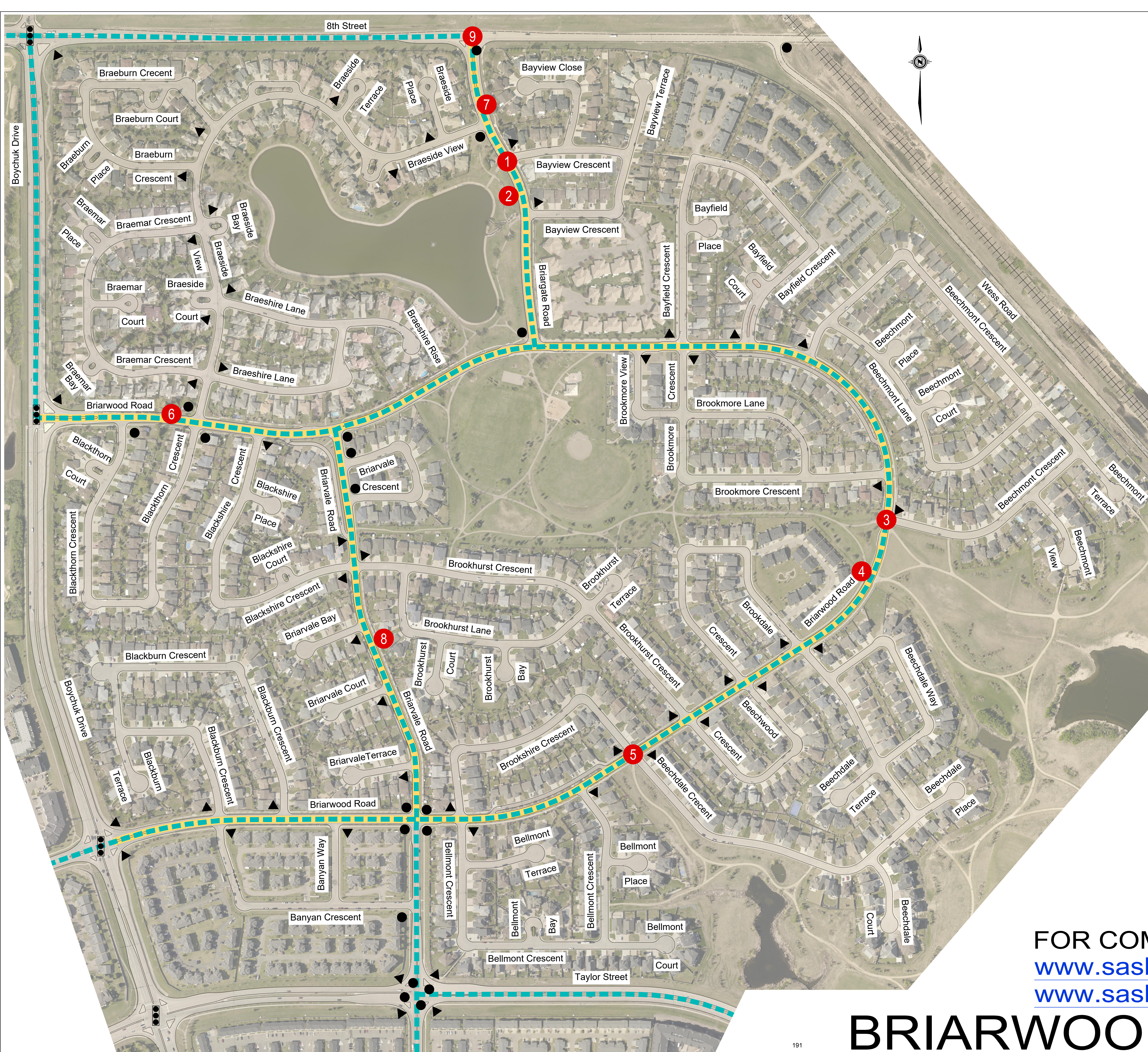
Process

Contact Us

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Briarwood Traffic Plan – Recommendations

Item	Location	Recommendation	Reason
1	Briargate Road & Bayview Crescent (north leg)	Crosswalk (south side)	Improve visibility of pedestrian crossing
1.1		Median Island (south side)	Reduce speed and improve visibility of pedestrian crossing
2	Briargate Road between Bayview Crescent (north leg & south leg)	Speed Display Board (southbound)	Reduce speed
3	Briarwood Road & Beechmont Crescent (south leg)	Curb Extensions (southeast corner & west side)	Reduce speed and pedestrian crossing distance
3.1		Pedestrian Ramp (southwest corner)	Improve pedestrian accessibility & enhance trail connectivity
4	Briarwood Road between Beechmont Crescent & Brookdale Crescent	Speed Display Board (southbound)	Reduce speed
5	Briarwood Road & Beechdale Crescent/Brookshire Crescent	Crosswalk (west side)	Improve visibility of pedestrian crossing
5.1		Median Island (west side)	Reduce speed and improve visibility of pedestrian crossing
6	Briarwood Road	Paint Centerline	Typical pavement marking for collector streets
7	Briargate Road	Paint Centerline	Typical pavement marking for collector streets
8	Briarvale Road	Paint Centerline	Typical pavement marking for collector streets
Other Projects			
9	Briargate Road & 8 th Street	Traffic Signals	Recommended as part of the 8 th Street upgrades due to Brighton development



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⬆ EXISTING TRAFFIC SIGNAL
- # RECOMMENDATIONS
- RECOMMENDATION TO PAINT CENTRE LINE ON ROAD

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/engage/Briarwood
www.saskatoon.ca/NTR

BRIARWOOD TRAFFIC PLAN

Appendix G

Decision Matrix

Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Marina’s Group	Nathalie’s Group	David’s Group	Mariniel’s Group	Chelsea’s Group	Decision
1	Briargate Road and Bayview Crescent (north leg)	Crosswalk (south side)	Improve visibility of pedestrian crossing	Supportive	The south side is a good location.	There are lots of people at this crossing including children. Would prefer zebra markings. Majority of people are crossing on the north side to the pathway in the park and the bus stop, so the north side may be better for installation.	Supportive of the crosswalk because it connects to the park.	Support the recommendation, but there is a missing sidewalk on the west side between Braeside View and Bayview Crescent (north leg) that is requested.	Crosswalk moving to north side after additional site checks; median island remaining on south side due to utility conflict. Request for sidewalk connection will be logged as part of the sidewalk retrofit program.
1.1		Median island (south side)	Reduce speed and improve visibility of pedestrian crossing	Supportive			Some group members supportive of the median island, some are not because snow makes median islands difficult to see. Better snow removal is needed around these islands. Permanent concrete islands should have a mountable tip.		Carried
2	Briargate Road between Bayview Crescent (north leg and south leg)	Speed display board (facing southbound traffic)	Reduce speed	Supportive	Northbound would be better. Southbound traffic will be slowed by the median island recommended to the north and the curve.	Supportive	Supportive	Canoe & Kayak classes park here, so make sure that the installation is visible.	Carried
3	Briarwood Road and Beechmont Crescent (south leg)	Curb extensions (southeast corner and west side)	Reduce speed and pedestrian crossing distance	Supportive	Supportive	Supportive	Supportive of this recommendation because it connects parks.	Supportive	Carried
3.1		Pedestrian ramp (southwest corner)	Improve pedestrian accessibility and enhance trail connectivity	Supportive	Supportive	Supportive	Suggest that the standard crosswalk should be upgraded to a zebra crosswalk.	Supportive	Carried

Item	Location	Recommendation	Reason	Marina's Group	Nathalie's Group	David's Group	Mariniel's Group	Chelsea's Group	Decision
4	Briarwood Road between Beechmont Crescent and Brookdale Crescent	Speed display board (facing southbound traffic)	Reduce speed	Supportive	More enforcement activities requested. Suggest having it northbound before Brookdale Crescent so that drivers slow before the curve.	Request pedestrian ramps on both sides and a crosswalk. There are lots of bikes in the summer using this crossing, lots of pedestrians also. It's really hard to cross the curbs.	Request a mid-block zebra crossing. There are northbound speeders here too. Suggest placing this speed display board north of recommendation #3 instead.	Lots of pedestrians crossing between the two parks. There is nothing to indicate high pedestrian area right now. Residents would like to see a crosswalk at mid-block crossing since there is pathway on both sides. Speed display board will help. Maybe the park paths should be reconfigured if crossing isn't promoted there.	Carried. The location of the speed display board was selected for the direction of travel with higher operating speeds, and considered available light standard poles for mounting the device. This location is not eligible for a midblock pedestrian crossing device since it is ~75 metres from the existing crossing at the intersection of Briarwood Road and Beechmont Crescent.
5	Briarwood Road and Beechdale Crescent/Brookshire Crescent	Crosswalk (west side)	Improve visibility of pedestrian crossing	Supportive	Supportive	Supportive	Supportive of the recommendations.	Lots of school kids crossing here so support the recommendation.	Carried
5.1		Median Island (west side)	Reduce speed and improve visibility of pedestrian crossing	Supportive	Supportive	Supportive	Suggest that the permanent median islands have rolled curb to be semi-mountable.	Supportive	Carried
6	Briarwood Road	Paint Centerline	Reduce speed	Supportive	High maintenance hole covers are an issue for drivers.	Don't think this will do anything to calm traffic, but it's not a bad idea. Eastbound traffic seems fast. Kids are crossing the street at bus stops.	Supportive	Not sure if this will reduce speed.	Carried
7	Briargate Road	Paint Centerline	Reduce speed	Supportive	High maintenance hole covers are an issue for drivers.	This won't hurt and might help with speeding.	Supportive	Supportive	Carried
8	Briarvale Road	Paint Centerline	Reduce speed	Supportive	High maintenance hole covers are an issue for drivers.	Can't hurt.	Supportive of the centerline painting, but the road is too bumpy and needs to be leveled. Wonder if the street is too narrow to paint.	Supportive	Carried

Other Projects in the area:

Item	Location	Recommendation	Reason	Marina’s Group	Nathalie’s Group	David’s Group	Mariniel’s Group	Chelsea’s Group	Action
9	Briargate Road and 8 th Street	Traffic Signals	Recommended as part of the 8 th Street upgrades due to Brighton development	People are avoiding the intersection and using Boychuk Drive and Briarwood Road instead.	It is difficult to make the northbound left, but it has been a bit easier since Wess Road is closed.	Don’t want to wait for five more years. A short-term solution is needed to reduce speeds on 8 th Street. Suggestion for a 3-way stop.	Supportive if loop detectors for northbound left turn vehicles and pedestrians are installed.	Traffic on 8 th Street in both directions has gotten much busier with commercial and local traffic. Crossing is dangerous as a pedestrian and a vehicle. Don’t want to wait until there is an accident to install signals. Sooner is better than later for this installation.	Construction of the traffic signals is a requirement of the Brighton Development. An all-way stop was evaluated but is not warranted.
10	8 th Street Improvements	Upgrade to 6 lane arterial	Brighton Neighbourhood required upgrades	Residents would like a multi-use path on both sides.	Concerns with noise from 8 th Street. Will a sound wall be included as part of the 8th Street construction?			.	Multi-use path will be provided on north side of 8 th Street. The need for a sound wall will be assessed as part of the 8 th Street widening project.
11	8 th Street and CPR Rail Tracks	Road over rail - overpass	Improve safety of rail crossings and improve traffic operations		Concerns about noise once the road is elevated.				The need for a sound wall will be assessed as part of the 8 th Street widening project.
12	Wess Road and 8 th Street	Closure of the access to Wess Road	Closure required as part of rail overpass project		Adding trees on Wess Road might help cut down on noise issues.	In the future, when Wess Road closes, need to be careful with shortcutting traffic on Briarvale Road.	Keep it open since it reduces shortcutting in the neighbourhood.	Speed limits should be higher. It was never noticed as an issue until Costco opened and more people started using it.	Closure of Wess Road will proceed as part of the 8 th Street and CPR Rail overpass project.

Appendix H

Additional Concerns

Location	Comments	Decision
Taylor Street	Residents would like a multi-use path on the north side.	A multi-use path on the north side of Taylor Street will be considered through the implementation of the Active Transportation Master Plan.
Bayfield Crescent and Briarwood Road	Northwest parking is too close to the corners.	Sight lines were reviewed in the field. The Traffic Bylaw parking restrictions of 10 m from an intersection are considered adequate. Additional parking restrictions are not recommended.
Banyan Way	Maintenance hole covers are too high.	Comment sent to Asset Preservation Division.
Briarwood Road and Briargate Road	Southbound stop compliance is low.	All-way stop not warranted; no changes recommended. Request for enforcement forward to Saskatoon Police Service for consideration.
	Non-compliance with stop sign is high. More enforcement is needed.	
	Impassable due to snow. High priority for snow clearing. Trees or a temporary snow fence should be considered to prevent snowdrift.	
	Difficult intersection to navigate because of sight lines and congestion.	
Briarwood pond	Briarwood pond walking path doesn't go around the lake.	Comment forwarded to Parks Division.
Briarwood Road	Snow clearance needed on the lakeside near Briarwood Road.	Comment sent to Roadways, Fleet and Support Division.
	Playground zone requested by the community centre.	Playground zones are being reviewed as part of a City-Wide Speed Limit Review in Winter 2021. No playground zones will be introduced until the completion of the review.

8 th Street	Speed enforcement is needed in summer. Muscle cars make U-turns at Wess Road.	Request for enforcement forward to Saskatoon Police Service for consideration.
	Sidewalk or pathway is needed between Boychuk Drive and Wess Road.	This will be incorporated into the design of 8th Street as part of the widening.
	Snow clearing and grading in the winter can make the ditch look like a road and cars get sucked into the ditch there.	Comment sent to Roadways, Fleet and Support Division.
Bayfield Crescent	Stop signs are needed for condo unit driveways.	Comment sent to property owner.
Briarwood Road east of Briargate Road	Windrows from snow plowing in the winter along the park and parking lane need to be removed to permit access to the community centre.	Comment sent to Roadways, Fleet and Support Division.
Briarwood Road at Brookmore Crescent	A bus shelter is needed on the northwest corner on Briarwood Road.	Request sent to Saskatoon Transit.
Briarwood Road at Blackthorn Crescent	A bus shelter is needed on the northeast corner.	Request sent to Saskatoon Transit.
Boychuk Drive and Briarwood Road	Vehicles don't see pedestrians and cyclists crossing here due to the service box and shrub obstructing visibility.	Pedestrian crossing ahead signs were installed to improve awareness of pedestrian crossing. Relocating the utility box will be considered with future improvements.
Boychuk Drive	Trees close to the main road. Repave northbound traffic lanes.	Request for repaving forwarded Asset Preservation Division.
Briarwood Road and Briarvale Road	Cement fence makes sight lines difficult.	Sight line was reviewed in the field. No changes required.

<p>Brookdale Crescent and Briarwood Road</p>	<p>School bus drop off location, Hopes Home, and a day home operate across the street from the condo complex. Traffic is coming and going all the time. Busses are parking out from the curb making it impossible to pass by. Please keep it on your radar, especially since there are lots of kids crossing here.</p>	<p>Field observations completed at multiple times throughout the year, including winter conditions on garbage pick-up days.</p> <p>Although the busses obstruct the travel lane during student loading, it is for a relatively short period of time (< 10 minutes). There is adequate room on the street for northbound drivers to wait until the bus passes before proceeding.</p> <p>The busses stop at a consistent and predictable time of day (between 8:10 am and 8:30 am). During that time period, residents can plan their route accordingly to use the west intersection of Brookdale Crescent and Briarwood Road to access their homes.</p> <p>Introducing parking restrictions on the east side of Brookdale Crescent would prohibit parking for 24 hours to allow room for one vehicle to pass during the bus loading period. This could introduce conflicts between northbound and southbound drivers.</p>
--	--	---

Appendix I

Public Feedback

Sapieha, Katie

From:
Sent: Monday, November 25, 2019 1:45 PM
To: Lanning, Chelsea
Subject: Re: Unresolved Issue - Brookdale Cres

Thank you.

Sent from my iPhone

On Nov 25, 2019, at 1:26 PM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:

Hello

Thank-you for your e-mail. As we discussed at the Briarwood Neighbourhood Traffic Review Meeting in October, there is currently no recommendation to increase the parking restriction at this location. However, I did commit to completing another site visit once there is snow on the street in order to view winter conditions as a part of my assessment. Once there is snow and I have completed that review I will email to inform you of the result.

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation Department

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

Treaty 6 Territory & Homeland of the Métis

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

If you receive this email in error, please do not review, distribute or copy the information.

Please contact the sender and delete the message and any attachments.

From: |
Sent: Wednesday, November 20, 2019 11:08 AM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Cc:
Subject: Fwd: Unresolved Issue - Brookdale Cres
Re: Briarwood Road & Brookdale Cres.

Chelsea, attached is a photo from one of our residents. This is an ongoing issue and will only get worse when there is a build up of snow on the curbs. The issue is a major concern as traffic can not pass from either direction. Also concerning is that this congestion occurs right at the time that there are school children gathering at the corner to get picked up by other busses for school. A recommendation is the only solution to this dangerous situation.

Thank you for your consideration in making this problem a priority for the City before a major accident occurs.

Begin forwarded message:

From:
Date: November 20, 2019 at 10:03:45 AM CST
To:
Cc:
Subject: Unresolved Issue - Brookdale Cres

Good morning

November 19th, Tuesday morning around 8:54 a.m., I was trying to turn left onto Brookdale Crescent to access Briarwood Road

Brookdale was blocked by a school bus..... again.

As we all know who live in the immediate vicinity of this area, this has happened numerous time since school has resumed this year. Please forward this photo to the appropriate person from the city, that doesn't think this represents a problem.

I still think the most simple solution is still to have no parking on the east side of Brookdale Crescent from Briar Ridge vehicle gate to the corner of Briarwood Road. If you would like to discuss, please call.

Thank You

<image001.jpg>

Sapieha, Katie

From:
Sent: Wednesday, November 20, 2019 11:08 AM
To: Lanning, Chelsea
Cc:
Subject: Fwd: Unresolved Issue - Brookdale Cres

Categories: Briarwood

Re: Briarwood Road & Brookdale Cres.

Chelsea, attached is a photo from one of our residents. This is an ongoing issue and will only get worse when there is a build up of snow on the curbs. The issue is a major concern as traffic can not pass from either direction. Also concerning is that this congestion occurs right at the time that there are school children gathering at the corner to get picked up by other busses for school. recommendation is the only solution to this dangerous situation.

Thank you for your consideration in making this problem a priority for the City before a major accident occurs.

Begin forwarded message:

From:
Date: November 20, 2019 at 10:03:45 AM CST
To:
Cc:
Subject: Unresolved Issue - Brookdale Cres

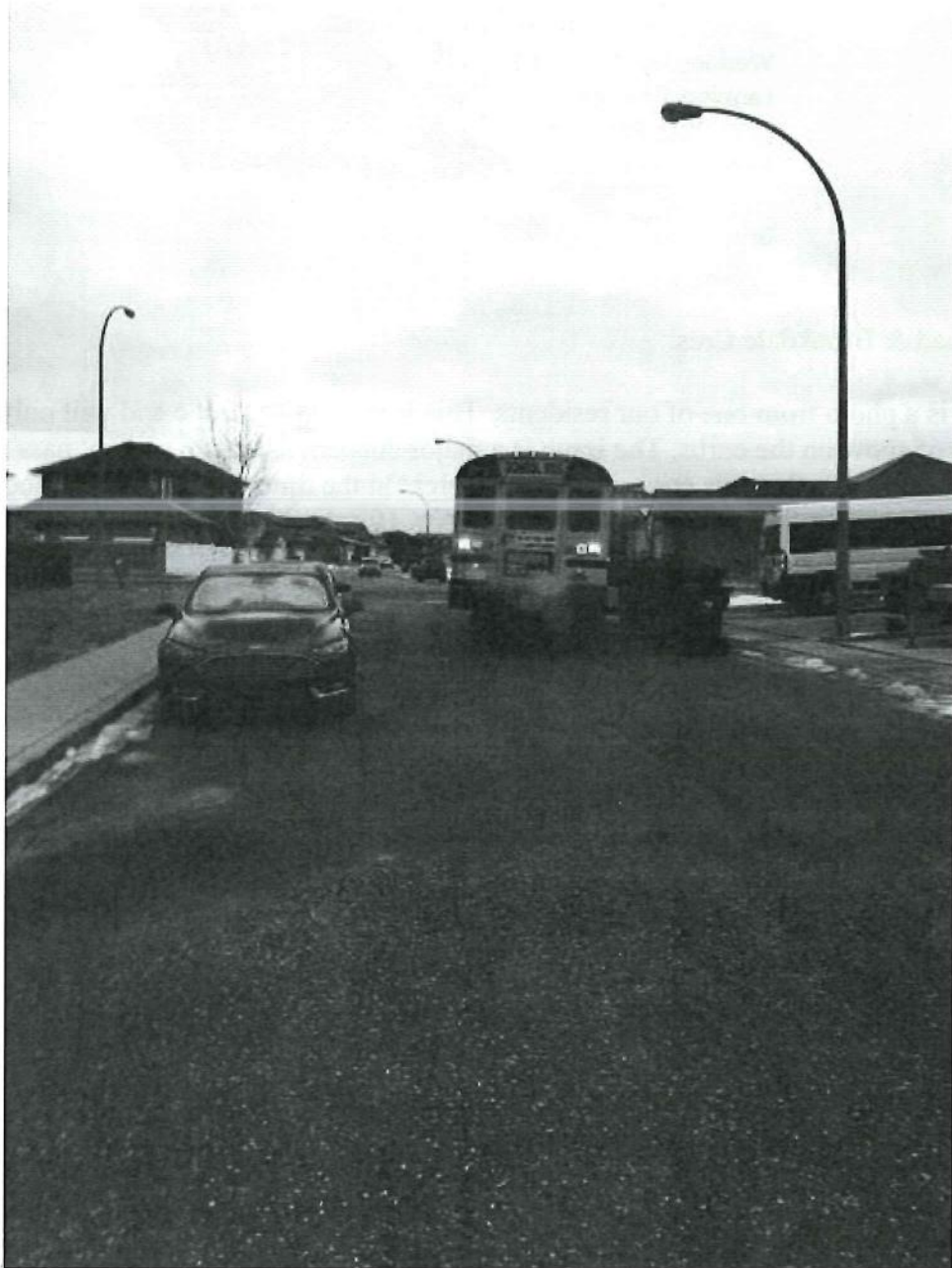
Good morning .

November 19th, Tuesday morning around 8:54 a.m., I was trying to turn left onto Brookdale Crescent to access Briarwood Road : Brookdale was blocked by a school bus..... again.

As we all know who live in the immediate vicinity of this area, this has happened numerous time since school has resumed this year. Please forward this photo to the appropriate person from the city, that doesn't think this represents a problem.

I still think the most simple solution is still to have no parking on the east side of Brookdale Crescent from Briar Ridge vehicle gate to the corner of Briarwood Road. If you would like to discuss, please call.

Thank You



Sapieha, Katie

From:
Sent: Monday, September 23, 2019 7:30 PM
To: Lanning, Chelsea
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Re: COS Autoresponder -Neighbourhood Traffic Review

Thank you for your reply. We still remain concerned about the congestion and the risks this creates. We can discuss further at the meeting in October.

Sent from my iPhone

> On Sep 23, 2019, at 1:03 PM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:
>
> Hello
> Thank you for your email. I have been out in Briarwood a few times to observe the operations on Brookdale Crescent (east) near Briarwood Road. Thank you for letting me know when the bus is typically stopped on Brookdale Crescent. Thanks to your help, I was able to schedule my site visits so that I could watch the bus loading activities on school days with garbage pick-up.
>
> During my site visits, I observed the following:
> - School bus loads six or seven students from the care home on the corner. Loading takes approximately ten minutes in the morning, consistently starting between 8:10 and 8:15.
> - There was enough space for a single vehicle to pass the bus on Brookdale Crescent each time that I was there. I recognize that the road is narrow for traffic passing the bus.
> - The existing parking restriction on Brookdale Crescent provides a driver with a waiting area while the bus is loading.
> - Less than five vehicles used Brookdale Crescent during the 10 minute period while the bus was loading with no directional conflicts.
>
> If you are interested, I can meet with you on-site to discuss your concerns. Please feel free to give me a call or email to set up a meeting time if you are interested. My contact information is below.
>
> Regards,
>
>
> Chelsea Lanning, P. Eng. | tel 306.975.2483
> Transportation Engineer
> Transportation Department
> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
> Treaty 6 Territory & Homeland of the Métis
> chelsea.lanning@saskatoon.ca
> www.saskatoon.ca
>
> If you receive this email in error, please do not review, distribute or copy the information.
> Please contact the sender and delete the message and any attachments.
>
>

>
>
> -----Original Message-----
> From:
> Sent: Tuesday, September 17, 2019 9:15 AM
> To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
> Subject: Re: COS Autoresponder -Neighbourhood Traffic Review
>
> This morning Brookdale Crescent was inaccessible due to school buses and garbage bins as well as cars parked across from Hopes Home. Cars had to back up to Briarwood Road. Is this safe?
>
>
>
>
> Sent from my iPhone
>
> On May 21, 2019, at 11:57 AM, City of Saskatoon - Neighbourhood Traffic Reviews <NTR@saskatoon.ca
<mailto:NTR@saskatoon.ca> > wrote:
>
>
>
> Thank you for contacting the City of Saskatoon Neighbourhood Traffic Review team. The project manager responsible for your neighbourhood will provide a response within 5 business days.
>
> You may also wish to call Transportation Customer Service at 306-975-2454, Monday to Friday, 8:30 a.m. to 5:00 p.m.
>
> To complete a Community Traffic Issue report online, click the link below
>
> <https://www.saskatoon.ca/TrafficIssuesMap>
>

Sapieha, Katie

From: Gersher, Sarina (City Councillor)
Sent: Tuesday, October 22, 2019 2:10 PM
To:
Cc: Lanning, Chelsea
Subject: RE: Briarwood traffic meeting

Hi

Thank you for the follow up comments and for being present at the public meeting. I appreciate you taking time to provide additional feedback on the proposed recommendations.

By way of this email, I am providing your feedback to Chelsea Lanning, who is the Transportation Engineer leading the Briarwood Neighbourhood Traffic Review. Ms. Lanning will be able to include this as consideration in preparing the final recommendations.

Please let me know if you have any other feedback to add.

Sincerely,
Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | [Twitter](#) | [Facebook](#)
www.saskatoon.ca | www.sarinagersher.ca

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Your communication may be forwarded to City Administration as is necessary to fully address your inquiry. E-mail messages sent or received by Council Members and City Administration are records, subject to both the access and protection of privacy provisions of The Local Authority Freedom of Information and Protection of Privacy Act. If you have any questions about the collection of your personal information, please contact the City Clerk's Office at 306-975-3240.

-----Original Message-----

From:
Sent: Tuesday, October 22, 2019 11:23 AM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: Briarwood traffic meeting

I was at the meeting and people are saying that the traffic is going too fast. I think the cars and trucks are just going to and from work.

They might be going 40 or 50 km/hr which isn't fast. and I have no complaints of cars speeding. once in a while one car might be going a little faster, but there is no need to put concrete sections to close off a lane to try to slow the cars down. i think that is a little over kill.

Also painting a centre line is a waste. I don't see any point in that.

This is my opinion, might be wrong. I think it is a great community to live in.

Sapieha, Katie

From: Lanning, Chelsea
Sent: Friday, October 4, 2019 2:18 PM
To: Lanning, Chelsea
Subject: Briarwood NTR - Phone Call

called:

- The flyers should have something about how you can't contribute comments on the Engage page before the meeting.
- She would like to see that there isn't parking on both sides of the street year-round, but especially in winter.
- Banyon Crescent and Banyon Way are particularly bad.
- Condo buildings make the street parking very busy.
- School busses are using this to drop off a student and it's too narrow to pass.
- You often have to back up because it's too narrow when you meet another car.
- It's really a problem in the winter.
- Ruts lead to accidents because it's too narrow and it's not cleared because it's a local street.

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer
Transportation Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
chelsea.lanning@saskatoon.ca
www.saskatoon.ca

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Sapieha, Katie

From:
Sent: Friday, October 4, 2019 10:37 AM
To: Lanning, Chelsea
Subject: Wess Road

Good morning Chelsea,

I recently received a letter in my mailbox about neighbourhood traffic. As I was driving to work on Wess road the police were there giving speeding tickets to everyone that went by. The speed limit on that road has been reduced in the past couple years and is ridiculous at 50 km an hour. The police have a heyday pulling over everybody because 70 seems to be the natural speed that people travel at. I did not get a ticket on that road I would like to point out but I feel sorry for the people that did.

That road is the main way to get to Costco from the north and has had a Gravel section for several years that is a couple hundred yards long. This should've been paved even if it was temporary because it was going to be several years. It is always washboard or mud. I understand there is going to be a road from Rosewood in the near future. Thank God!

Can you please look at increasing the speed on this road?

Thanks for reading this. I've never wrote in before but I get angry every time I see the police on that road and kept meaning to actually tell somebody my thoughts.

Thanks,

Sapieha, Katie

From:
Sent: Thursday, October 3, 2019 12:20 PM
To: Lanning, Chelsea
Subject: traffic changes

Categories: Briarwood

We live at

one issue we would like addressed is two houses on brookhurst acres. 102 and 103 have trees that block the view of traffic on Briarvale road. Briarvale at this area does not have any homes on it and as a result traffic, in many cases, exceeds the speed limit. To exit on to Briarvale from Brookhurst we have to drive on to the street to see what traffic may be coming both ways. At the speed some traffic is heading down the street it is an accident waiting to happen. To help a safe entry on to Briarvale we would recommend these trees be trimmed back. I believe the trees on 103 are on city property.

Sapieha, Katie

From:
Sent: Wednesday, October 2, 2019 6:06 PM
To: Lanning, Chelsea
Subject: Briarwood Road

Hello I live at the

If I look out my front window I look straight west down Briarwood Rd. to the park.

I've seen many close calls on this road at those cross walks .

In the winter the white paint used for the cross walk doesn't work well with the white snow.

The signs in the middle of the road get knocked down and broken almost every year.

The concrete that protects the signs just breaks the rims on cars and makes it hard to clear the snow and ice.

(hang the signs above the road. get rid of the concrete tire slashers and signs)

The driver of the moving van that moved me here had many kind words for those tire slashers and signs.

Another problem is that the speed limit is 50km but every body (including the city buses) goes 60km.

My house is so close to the road that a city bus going 60km shakes the whole house.

I emailed my councilor back in 2013 to try and get the buses to slow down and obey the law but had no luck.

I questioned the weight of the city buses and whether Briarwood road was designed for this enormous vehicle.

The ground under the road is soft mud/clay saturated with water.

I maintain the sidewalk and snow on the side of my lot the faces both Briarwood Rd and Bayfield Cres.

So when people leave dog crap and garbage behind I end up cleaning it up.

Bin thinking about more video cameras to catch the culprits. (I already have 5 which stopped the petty theft).

Recently the school buses decided to start using the part of Briarwood Rd that I maintain beside my house.

Now even though I'm expected to maintain this area I cannot park my car there (school bus drivers knock on my door).

I have also got ticketed \$50 for parking my truck and trailer there (something to do with my truck having dual rear wheels?).

It seems unfair that I'm expected to maintain something that I cannot use.

There is plenty of room for the school buses farther west down the street where the city bus stops.

With the congestion of school buses, city buses, kids, parents ,dogs, bad drivers it won't be long before somebody gets hurt.

On another Note:

I use Briarvale RD and Herald RD a lot.

Its the quickest way to the grocery store.

I've had close calls at both of the 4 way stops. Once a guy

ran both stop signs (at high speed) heading east on the south Briarwood Rd.
just as I approached it from the north.

These 4 way stops are getting busy and there are some crazy drivers out there.

Maybe time for some lights and/or cameras.

This stretch of road is also bumpy and unlevel all the sewer covers are higher than the road.

Makes for a rough ride. Needs another layer of asphalt to level it up.

All the cars parked on the road around BP are causing visibility issues when

you pull out of the parking lot to go home from the grocery store.

Did the apartment building builders forget to included 2 parking spots for everybody again.

So I'm done complaining.

P.S.

I've had people huddle at the door of my garage waiting for the city bus.

What good is a city bus if you freeze to death waiting for it?

How about a wind shelter at the city bus stop for these poor souls..

The wind really blows from the west down that stretch of BriarWood Road.

I guess I could sell them some hot chocolate.

P.S.2

The street light posts are all tilted over. Need to adjust the bolts.

Sapieha, Katie

From:
Sent: Tuesday, October 1, 2019 4:41 PM
To: Lanning, Chelsea
Subject: Traffic changes - Briarwood

Hello Chelsea

I got a notice in my mailbox about proposed traffic changes. I'm not really sure of what the changes are that are being proposed, but I thought I would tell you about some of the issues I encounter around my neighborhood.

I find there are more people who are turning left as they drive south on Boychuk crossing 8th Street (then heading East) which often creates a bottle neck for people behind going straight towards Briarwood. It would make sense to expand that lane to allow people to wait for traffic to turn left without impeding all traffic behind.

I also noticed that there seems to be an increased number of people who do not know how to make a left turn – in and around Briarwood. They seem to make a 45 degree turn into the potential oncoming traffic lane instead of a proper 90 degree turn clear of the oncoming lane. I'm not sure what the solution would be for this – perhaps painted centre lines on the road to help people recognize that they are crossing lanes; maybe eventually small boulevards, I don't know – just thought I would mention it.

Thanks.

Sapieha, Katie

From:
Sent: Tuesday, October 1, 2019 1:49 PM
To: Lanning, Chelsea
Subject: Neighborhood Traffic Review

Follow Up Flag: Follow up
Flag Status: Completed

Hi Chelsea,

I live in Briarwood. Demographically,
I think I have average attitudes about city life. I recycle.
I pay my taxes.

I drive the speed limit on city roads. I slow down during
winter. I use winter tires.

For many years, I have felt that the traffic engineers of the city
try to **contain traffic**, to **slow it down**, rather than move it.
It makes me question how things get decided.

Of note, I am ALL for 50 km/hr (or less) in residential areas. Safety first.
Lots of kids. Less room. Done to make areas quieter. I totally buy in.

But, where I have issue, is with bigger access roads to get to places in the
city. There are many examples I could raise, but will focus on 3 speed limits
that make NO sense to me:

1) 22nd St West to Blairmore past the Shaw Center. That
road is completely walled off by a steel cage, and yet the
speed limit is 60 km. You can see it on almost EVERY driver's
face on that road – why is this not 80 km??? Even 70 would
be nice.

2) At the end of 8th St East, past the rail tracks, turning left
onto McOrmond to go into Brighton. Speed limit = 50 km/hr. A speed trap!
The going rate of average drivers is 70 km, and yet we are still all
alive to talk about it.

3) McOrmond Road by the Northeast Swale, on to the Chief
M bridge. 50 km!! Then 60 km!! Hard to fathom for a commuter
road! That is all for optics, nothing else. As a wildlife lover myself, I can
tell the people mad about the road in the first place, that the bigger problem
is the 50 million tons of concrete that now dissect the area, NOT a reasonable
speed limit! The damage has been done, folks. Going 50 km
is solely a feel-good gesture, to make some now feel less guilty about the road
in the first place.

I don't need a response to my email, as I can guarantee to disagree with the thinking that lead to those posted speeds. I am sure I would hear of wildlife crossing (#3), small shoulders (#2), near a school (#1).

I will also likely hear that if the speed limit is 60, people will push it to 70, so we better make it 50. Lets always err on the low side.

In my view, the 3 zones above completely fly against reasonable driving and common sense. I am not a speed demon at 60 years of age by any stretch, I am just in favour of moving traffic when that is what the road is intended to do.

Briarwood

Sapieha, Katie

From:
Sent: Monday, September 30, 2019 3:54 PM
To: Lanning, Chelsea
Subject: Re: Briarwood traffic review

Chelsea, thanks for the reply. I'm looking forward to Park's response.

Sent from my iPad

> On Sep 30, 2019, at 1:40 PM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:
>
> Hello I
>
> Thank-you for your email regarding traffic issues in Briarwood. Unfortunately I do not have an answer for you in regards to having the parking lot gate locked in the evenings. These parking lots are the responsibility of our Parks Department. I have passed your request on to them and they are reviewing it. If you would like to get in touch with parks for further information on the topic their email address is Parks@saskatoon.ca.
>
> Thank-you again for your email.
>
> Regards,
>
>
> Chelsea Lanning, P. Eng. | tel 306.975.2483
> Transportation Engineer
> Transportation Department
> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
> Treaty 6 Territory & Homeland of the Métis
> chelsea.lanning@saskatoon.ca
> www.saskatoon.ca
>
> If you receive this email in error, please do not review, distribute or copy the information.
> Please contact the sender and delete the message and any attachments.
>
>
>
>
> -----Original Message-----
> From: I
> Sent: Friday, September 27, 2019 8:37 AM
> To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
> Subject: Briarwood traffic review
>
> Good Morning Chelsea;
>
> I live on Beechdale Court and am along the Donna Birkmaier park, backing on the parking lot. This parking lot is accessed from Taylor Street. I would like to see this park traffic access gate locked at nights, preventing vehicle access.

This would control the noise and crime that occurs on a regular basis. Locking the gate from let's say 10pm to 6am would solve this problem for homeowners in our area. There is a second parking lot for the park that is just a few hundred meters east of the Slimmon Road lot and is not adjacent to housing and this could remain open 24 hours a day.

>

> The quality of life on my street would improve greatly if this could be done. Because there is a second parking lot (that is usually empty) it could be a win/win result. It is possible the city police would agree to provide the locking service just to lower their workload.

>

> Sincerely,

>

>

>

> Sent from my iPad

>

Sapieha, Katie

From:
Sent: Monday, September 30, 2019 9:31 AM
To: Lanning, Chelsea
Subject: Briarwood Traffic Review

Hi Chelsea,

I won't be able to attend the October 15th session for Briarwood but wanted to provide my input.

Unlike some of the other comments, I don't see significant issues with speeding in our neighborhood to the point where there is any serious concern for safety and looking at solutions such as a speed indicator in my mind is counter-productive in that I have seen incidents in other places I have lived where this actually causes a safety hazard in that there are people who will insist on seeing how fast they can get that number up to.

My main concern going forward is the old Highway 11. I'm unsure if this street has a new name, but it is the road that connects 8th Street to the Meadows Market. There are two concerns I have with this road in particular as it is a road that we use frequently to access Costco and the other stores nearby.

1) The road has a 50km/hr speed limit which is frequently ignored. I make a point of turning on my cruise control but I am constantly being tailgated by other vehicles behind me. I understand why the speed limit is 50km/hr, the road simply isn't built to handle faster speeds, but the open environment of the road encourages people to thinking they can drive faster. As it is a connector road, and is now a very busy road, consideration should be given to rebuilding it so that it can handle faster traffic.

2) It is my understanding that some form of overpass is being contemplated for the tracks on 8th street. This might put the Old Highway 11 out of use. This I am concerned about as this would make our commute to this shopping district considerably longer, currently having to go to Boychuk, to Highway 16 and over. Even if Taylor Street is extended, that still places a significant driving distance increase for us. My recommendation is that some form of exit remain onto Old Highway 11, even if it can only be accessed from the west side of the intersection (80% of the traffic on this road accesses it from the west). Potentially something as simple as an exit lane from the Briarvale Road intersection on the right hand side and a 1 lane access under the overpass to allow traffic to go from Old Highway 11 west onto 8th St.

If you require any further clarification, please contact me at the information below. Thanks.

Sapieha, Katie

From: Lanning, Chelsea
Sent: Monday, September 30, 2019 9:26 AM
To: Lanning, Chelsea
Subject: RE: Voice Mail (22 seconds)

Called Jack:

Explained the NTR program to She isn't able to make the meeting and doesn't use the internet as she's a senior citizen.

The only thing she would complain about is the concrete median island at Briarwood and Briarvale road. Street sweepers stop there and you can't get around. Also doesn't like the one by the spray park Briarwood Road and Briargate Road. The graders can't grade past it.

The McOrmond Rd/Brighton Blvd temporary road is pitch black at night and it's curvy with no shoulders. It should have street lights.

Wess Road speed limit should be put back up to 60km/hr.

From: Microsoft Outlook **On Behalf Of**
Sent: Saturday, September 28, 2019 11:06 AM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: Voice Mail (22 seconds)

Hi I just left a message with the traffic pattern changes in briarwood but and assumed your machine.

Getting my name is phone number is at seconds OPS could you please call back way at ank you.

Preview provided by Microsoft Speech Technology. [Learn More...](#)

You received a voice message from

Caller-Id:

Sapieha, Katie

From: Microsoft Outlook on behalf of
Sent: Saturday, September 28, 2019 11:04 AM
To: Lanning, Chelsea
Subject: Voice Mail (36 seconds)
Attachments: (36 seconds) Voice Mail.mp3

Good morning.

Please got this flyer here and stuff to engage in our mailbox for briarwood -- out boat traffic -- patterns being changed and we were totally unaware that there was ever meeting in April and apparently the one coming up with the last one -- and before I talked to my knee brace I would really like to know what this is all about.

So I'd appreciate if you could get back to me please thank you.

Preview provided by Microsoft Speech Technology. [Learn More...](#)

You received a voice message from

Caller-Id:

Sapieha, Katie

From:
Sent: Thursday, September 26, 2019 5:43 PM
To: Lanning, Chelsea
Subject: Re: Briarwood Neighborhood Traffic Review

Follow Up Flag: Follow up
Flag Status: Completed

Thanks for the update Chelsea. I'm excited to see the green area paved. I did see earth movers in that area but thought it was for Rosewood development. Also I live at . All our kids have grown and gone but a young family lives across us. I know they think traffic is too fast on Braeside and so does my wife. I'm not sure if this is part of the study and what can be done. It is a school bus route. Also some of the vehicles hit the manhole cover in front of our place, it rattles stuff in our house. Maybe slower would save the pipes under the road or this manhole should be smoothed out.

Thanks again

Sent from my iPhone

On Sep 26, 2019, at 1:43 PM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:

Hello

Thank-you for your email and interest in the Briarwood Neighbourhood Traffic Review (NTR). Wess Road is a part of the NTR, and I have received comments on both sides of this issue throughout the project. Many Briarwood residents were concerned with speeding, noise, and dust from Wess Road. There were other residents who thought that the speed limit should be increased.

Wess Road has had a 50km/h speed limit for many years. Speed limits in Saskatoon are reviewed once per year, and changes must be approved by City Council. This review happens in the winter and I have added Wess Road to the list of streets to be reviewed. That being said, it does not mean that the speed limit will change, but that it will be reviewed and considered based on street design, traffic volumes, and many other factors.

I have enquired with our land development group about the unpaved portion of Zimmerman Road between Meadows Parkway and Wess Road. This portion of Zimmerman Road will not be paved until the grade separation at the railway tracks is constructed. There is no planned date for construction of the grade separation at this time. Additionally, the Wess Road (red) connection to Zimmerman Road will be permanently closed and replaced by a new connection just to the southwest (green) that matches the ultimate roadway configuration for the area. Construction is underway on these connections. The image below shows the approximate location of the streets to be opened (green) and closed (red) in the near future.

<image001.png>

I'm sorry to hear that you aren't able to attend the meeting. All meeting materials, including the presentation, draft plan, and meeting minutes will be posted to www.saskatoon.ca/NTR within a week of the meeting for you to review if you wish. I will be also taking comments until mid-November regarding the draft traffic plan before it is finalized.

If you have any further questions please let me know.

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation Department

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

Treaty 6 Territory & Homeland of the Métis

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

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From:

Sent: Wednesday, September 25, 2019 6:37 PM

To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>

Subject: Briarwood Neighborhood Traffic Review

Hi Chelsea,

I see Wess road is part of the Briarwood neighborhood traffic discussion. I read there is a meeting October 15th but unfortunately I cannot attend. Most people that I talk to say Wess road speed limit at 50kph is too slow. It should be at least 60. About the only people I know that might enjoy it at 50 are the police as I saw another driver pulled over today by the white ghost truck. I was wondering if you can bring this up as a topic.

Also I read that Taylor will be extended to Wess road in 2 years. I was wondering if the 500' feet on Zimmerman just after the end of Wess road could be paved in the near future?

Thanks

Sapieha, Katie

From:
Sent: Thursday, September 26, 2019 1:53 PM
To: Lanning, Chelsea
Subject: noisy vehicles

Follow Up Flag: Follow up
Flag Status: Completed

Looking at the traffic review of Briarwood I noticed that there did not seem to be any mention of loud exhaust on vehicles and racing vehicles on 8th street and also on Boychuck. What is the city doing about this. I have complained to city police on numerous occasions with no response. Please contact me if you have any suggestions as to who to call.

Note new email is

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Sapieha, Katie

From: Lanning, Chelsea
Sent: Tuesday, September 10, 2019 3:21 PM
To: Lanning, Chelsea
Cc: Baudais, Nathalie
Subject: RE: Briarwood

Called back – his original email from March 25, 2019 was regarding site line issues related to some landscaping at Bayfield Cr (west leg) and Briarwood Road. His comments from our conversation are as follows:

Bus stop right there as well and a big concrete fence that surrounds a community.
Bushes there may need to be pruned.
Icy in the winter coming a bit downhill SB towards the intersection.
Road is declining and the shrubs are up a bit.
It's ok if you can slow right down in good driving conditions.
Drivers left turning onto Bayfield cut the corner sharp making it uncomfortable to creep forward.
Would like them removed instead of pruned.
Has been in contact with the City before about having the bushes trimmed and they were.
Not sure if they are the City's responsibility or the property owner.
He's sure it's an issue because the vegetation at Briarwood Road and Briargate Road (the other end of the same fence for that property) was removed.

I told that I'd been out just this week and didn't have trouble seeing at the intersection. I told him that next time I was out there I would look for the specific issues he's identified here, but I couldn't tell him now if they will be removed. I also informed him about the upcoming meeting in October.

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Friday, September 06, 2019 3:54 PM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: FW: Briarwood

Hi Chelsea,
Can you please call and let him know about the upcoming meeting?

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Kowalchuk, Amy
Sent: Wednesday, September 04, 2019 1:48 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Briarwood

Good Afternoon,

Please call I , he has requested a call back before but has yet to receive one.

He received an email in June requesting feedback from Briarwood residents, he gave feedback but has heard nothing since. He gave his feedback 5 months ago.

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

amy.kowalchuk@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

From: Ditto, Randi
Sent: Tuesday, July 23, 2019 10:54 AM
To: Baudais, Nathalie
Cc: ST - Service Saskatoon Customer Care Centre
Subject: Crosswalk

Hi there,

is requesting for a crosswalk to be put at Briarwood Road and Briargate road. It is the intersection that leads to the spray park and there is no cross walk for kids going to the park. Her phone number is

Thanks,

Randi Ditto | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

randi.ditto@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

From: Lanning, Chelsea
Sent: Thursday, July 18, 2019 1:39 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: Lanning, Chelsea
Subject: RE: Briarwood

Hey Nathalie,

I gave a call back. Notes from the conversation are below. I will file this with the rest of my Briarwood correspondence.

Comments:

Thinks the speed limit should be 60km/hr. 8th Street, Taylor Street, Brighton's roads are all 60km/h. Why is this one different?

He thinks it's just a way for police to give tickets.

My Comments:

This road has been 50km/h for many years and has not been previously identified for review to increase the speed limit. The residents of Briarwood largely like the 50km/h speed limit because of their concerns with speeding, noise, and dust from Wess Road. (he disagreed with that)

We will put it on our list for annual review.

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, July 18, 2019 11:09 AM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: FW: Briarwood

Hi Chelsea,
Are you willing to give a call?

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Kowalchuk, Amy
Sent: Thursday, July 18, 2019 10:11 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>

Subject: Briarwood

Good Morning,

Traffic concerns in Briarwood...the speed limit on Wess Road which runs N/S between 8th St and Zimmerman (most people use it to get to Costco) is inconsistent with other similar roads. Most roads are 60 km/hr, Ken feels that this is a speed trap as the speed limit on Wess Rd is 50km/hr. He feels that this road should be 60km/hr like other roads in the vicinity that are similar. Would also like the city to stop letting the police prey on human nature by setting up speed traps. would like a call back.

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

amy.kowalchuk@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

From:
Sent: Tuesday, May 21, 2019 7:25 PM
To: Lanning, Chelsea
Subject: Fwd: Brookdale Cres and Briarwood Road

Categories: Briarwood

Chelsea here is email that I received from a neighbour. Thank you for you help.

Sent from my iPhone

Begin forwarded message:

From: _____
Date: May 21, 2019 at 5:38:47 PM CST
To: _____
Cc: _____

Subject: Re: Brookdale Cres and Briarwood Road

Good for you The exact same thing happened to me a few weeks ago - only coming out of the north end of the complex and I was literally stuck with nowhere to go... couldn't turn around as there were four cars lined up ahead and behind me and no one could get through... made me late for an appointment because like you say - the bus loading is not a speedy thing... People get frustrated and then it's certainly not safe with them trying to wiggle around...

Sent from my iPhone

On May 21, 2019, at 12:06 PM, . wrote:

I was totally frustrated this morning. Sent this to the neighbour traffic review committee this morning.

Sent from my iPhone

Begin forwarded message:

From:
Date: May 21, 2019 at 11:56:58 AM CST
To: ntr@saskatoon.ca
Cc: Sarina.Gersher@Saskatoon.ca
Subject: Brookdale Cres and Briarwood Road

Good morning we are wondering if there has been any developments concerning our previously discussed issues concerning safety and congestion at the subject corner.

The situation is getting worse. This morning while turning left off Briarwood Road onto Brookdale Crescent I was subjected to three cars parked on the condo side of Brookdale Crescent, two extra large black city garbage bins and a yellow school bus in front of the bins in front of Hopes Home . The school bus had it back end sticking out making getting past it almost impossible. I estimate that I had no more than two inches of space on either side of my vehicle. The school bus is loading disabled children so it's stop is not short!

I could not take an alternative route as I was turned into Brookdale Crescent before I realized how narrow this space was. Certainly not going to back up on to Briarwood Road at 8:30 in the morning. This is an awful situation that occurs all to often. At the same time school buses are picking children up on their normal routes on Briarwood Road. The congestion is simply not safe.

We need to have at least a temporary total ban on parking on Brookdale Crescent from the corner of Briarwood Road to the Briar Ridge Condo gate on Brookdale Crescent until the City can finalize their assessment and make final recommendations

Please let us know when this issue will be resolved

Sincerely

Sent from my iPhone

Sapieha, Katie

From:
Sent: Tuesday, May 21, 2019 3:22 PM
To: Lanning, Chelsea
Subject: Brookdale Crescent & Briarwood Road

Categories: Briarwood

Thank you Chelsea for your prompt reply. We appreciate the timeframe you are working with but wonder if this problem can have a short term resolution by having a temporary no parking zone from the Briarwood Road corner up to the Briar Ridge Condos main gate on Brookdale Crescent. There is ample alternative parking on Brookdale Crescent for the three cars that will be affected. This problem has been identified for many months now and we wonder if the City would consider a short term fix until it can be properly addressed and before something tragic happens.

Thank you for your consideration

Sapieha, Katie

From: Lanning, Chelsea
Sent: Tuesday, May 21, 2019 2:45 PM
To:
Cc: Gersher, Sarina (City Councillor)
Subject: RE: Brookdale Cres and Briarwood Road

Hello

Thank you for your continued interest in the Briarwood Neighbourhood Traffic Review (NTR).

At this time we have completed collection of concerns from the neighbourhood and are preparing the data collection plan for Briarwood. I would expect that our team will start to complete counts fairly soon. I will also be conducting my site investigations in the coming weeks. Those investigations will include the intersection of Brookdale Crescent and Briarwood Road.

Recommendations based on the findings from the data collection and site visits will be made and presented to the community this fall before the report is presented to the Standing Policy Committee on Transportation. Once that report is approved, recommendations will be implemented as soon as 2020. If this matter is deemed to require more immediate attention, it could be addressed sooner although it is typically preferred to make all recommendations at once in order to inform the neighbourhood of changes as a whole.

You can also sign up for project updates on our website at www.saskatoon.ca/engage/briarwood to stay informed about project progress.

Thank you again for your email.

Chelsea Lanning, P. Eng. | tel 306.975.2483
Transportation Engineer
Transportation Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
chelsea.lanning@saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From:
Sent: May 21, 2019 11:57 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: Brookdale Cres and Briarwood Road

Good morning we are wondering if there has been any developments concerning our previously discussed issues concerning safety and congestion at the subject corner.

The situation is getting worse. This morning while turning left off Briarwood Road onto Brookdale Crescent I was subjected to three cars parked on the condo side of Brookdale Crescent, two extra large black city garbage bins and a yellow school bus in front of the bins in front of Hopes Home (339). The school bus had it back end sticking out making getting past it almost impossible. I estimate that I had no more than two inches of space on either side of my vehicle. The school bus is loading disabled children so it's stop is not short!

I could not take an alternative route as I was turned into Brookdale Crescent before I realized how narrow this space was. Certainly not going to back up on to Briarwood Road at 8:30 in the morning. This is an awful situation that occurs all to often. At the same time school buses are picking children up on their normal routes on Briarwood Road. The congestion is simply not safe.

We need to have at least a temporary total ban on parking on Brookdale Crescent from the corner of Briarwood Road to the Briar Ridge Condo gate on Brookdale Crescent until the City can finalize their assessment and make final recommendations

Please let us know when this issue will be resolved

Sincerely

Sent from my iPhone

Sapieha, Katie

From:
Sent: Friday, April 26, 2019 2:30 PM
To: Lanning, Chelsea
Subject: Re: Briarwood traffic review comments

Hi Chelsea,

Ok great thanks. We live at _____ and have a couple of comments.

1. Speed has increased quite a bit lately on Briargate Road towards and away from Briarwood Road heading back and forth to 8th street. This area has a lot of foot traffic going to and from the lake. It's scary taking our little kids across there at times as speeds are very high and people don't always stop. A crosswalk coming out of Bayview towards the lake across Briargate Road would be helpful.
2. We are finding wait times to turn left onto 8th street off Briargate Road has increased a lot since Brighton and the new Costco were developed. A 3-way stop might help cross and also might help mitigate speed. Sometimes people are going 90kms/hr down towards Brighton and vice versa back down 8th street from Brighton.
3. Speeds along Briarwood Road in front of the spray park and around the lake intersection has increased and sometimes people are going very fast. This is very dangerous with small children at the park. Perhaps traffic calming measures could be considered along the park.
4. There is considerable increased traffic on the cemetery road (not sure what it's called) because of the new Costco; speed is very high along here and there is increased noise along the back of our street Bayfield Crescent. Also, that road is in terrible condition. We continue to have noise issues with the train (horn honking right behind our house at late hours) but I understand that is unlikely to be part of this review.

Thank you for your consideration!

On Thu, Apr 25, 2019 at 7:54 AM Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:
Hello

You do have the correct email to submit comments about the Briarwood Traffic review. I look forward to hearing back from you.

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483
Transportation Engineer
Transportation Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
chelsea.lanning@saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From:

Sent: Wednesday, April 17, 2019 5:02 PM

To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>

Subject: Briarwood traffic review comments

Hi Chelsea,

Is this the email we use to provide comments about the Briarwood traffic review?

Thanks!

Sent from my iPhone

Sapieha, Katie

From:
Sent: Tuesday, April 23, 2019 7:33 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic on Briargate Road

I could not attend the meeting on Tuesday April 16, so I would like to place a concern through this email

Briargate Road runs from 8th Street to Briarwood Road, I have lived adjacent to this Road for 20 years. In the past year there has been increased traffic, which I understand, but it seems to be increasing with people who are using this road for testing their vehicle's performance. A lot of evenings and especially weekends there are squealing tires (as track marks are indicated on pavement) and vehicles exceeding the speed limit.

I am not sure of what can be done, but this is a concern I want to raise. There are 2 parks that touch onto this road and there are numerous pedestrians, children and a lot of non-vehicle traffic in this area.

Sapieha, Katie

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Tuesday, April 23, 2019 9:44 AM
To: Lanning, Chelsea
Subject: FW: Briarwood NTR -

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From:
Sent: Thursday, April 18, 2019 10:50 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Briarwood NTR -

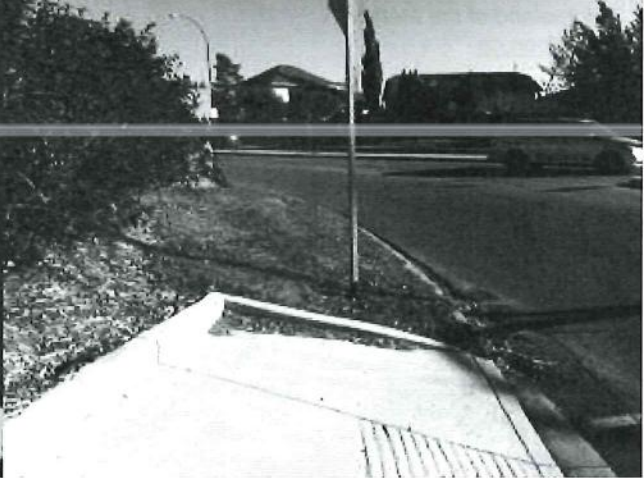
ATTENTION: CHELSEA

Attached please find the pictures you requested from the Briarwood Open House held on April 16.

Safety issue: Right hand turn from Briarwood Road to Boychuk Northbound. The cross walk at the intersection is partly obscured by an electrical panel in the boulevard and the crosswalk is not very visible (no zebra strip)! The operational issue comes when a vehicle is about to turn right and the driver shoulder checks to the left for on-coming northbound traffic. The brief look left allows for pedestrian/ bike to enter the crosswalk and the driver unaware. I have experienced this firsthand. Nearly a tragic collision!
CoS Transportation has been alerted to this in the past and the solution was to install a "Crosswalk Ahead" sign further east from the intersection. Not an adequate solution!

If you would like any other background or transportation support material that the BCA can provide, please request.

Thanks,



Sapieha, Katie

From:
Sent: Thursday, April 18, 2019 8:28 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Congestion Brookdale Crescent and Briarwood Rd

Thank you for listening to us on Tuesday night Natalie. We believe the simplest and most cost effective way to correct this issue is by making the area from Briarwood Road to the driveway for Briar Ridge Condos on Brookdale Crescent totally non parking. The congestion occurs in the morning between 7:30 and 9:00 AM. Again in the afternoon in conjunction with school scheduling. Around 3:00 to 4:30 PM. It is particularly bad on scheduled garbage and recycling pickup days. Thanks. Please let me know if we can provide more information.

Sent from my iPhone

Sapieha, Katie

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Tuesday, April 16, 2019 3:33 PM
To: Lanning, Chelsea
Subject: FW: Input for BRIARWOOD NTR

Categories: Briarwood

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From:
Sent: Tuesday, April 16, 2019 2:01 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Input for BRIARWOOD NTR

Hello,

We are residents of Briarwood and unfortunately cannot make tonight's NTR meeting. I was hoping to share two concerns:

1. Speed of drivers along Beechdale Crescent (North entrance). Drivers turning off Briarwood Road onto Beechdale Crescent have a tendency to accelerate and increase their speed unreasonably. Drivers also drive much too fast along Beechdale Crescent in the mornings when there are many children walking to their bus stops.
2. City of Saskatoon busses are driving much too fast in the mornings and afternoons during school bus pick up and drop off times. It may be that they are driving the 50 km/hr speed limit, but this is too fast in our opinion given the number of young children standing out on Briarwood Road at these times. PLEASE consider reducing the speed limit of busses (or in general) in residential neighbourhoods between 7:30am-9:00am and 3:00pm-4:30pm. We are very concerned that a child is going to be hurt.

Thank-you for your consideration.

Sapieha, Katie

From:
Sent: Tuesday, April 16, 2019 2:08 PM
To: Lanning, Chelsea
Subject: Re: Re Saskatoon Engage Briarwood Traffic Review

Thank you for your reply, we can only hope for low end of scale for upgrades to that situation
Regards

> On Apr 16, 2019, at 9:43 AM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:

>

> Hello

>

> Thank you for providing your comments regarding traffic in the Briarwood neighbourhood. Unfortunately the intersection of 8th Street and Briargate Road is outside of the Neighbourhood Traffic Review (NTR) study area since 8th Street is part of the city-wide arterial network; the NTR program focusses on collector and local street internal to a neighbourhood. Improvements to this intersection are planned to take place as a part of the 8th Street improvements associated with the development of Brighton. Upgrades to the portion of 8th Street adjacent to Briarwood are expected to take place within the next 5-8 years.

>

> Your comments have been noted and added to the appropriate project file for monitoring. We will continue to receive comments regarding the NTR through emails, phone calls, and Engage page and at the upcoming public meeting on April 16. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, pedestrian studies, and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

>

> If you would like to stay involved in this project throughout the process you can do so by following the online Saskatoon.ca/engage page, or subscribing for NTR updates at Saskatoon.ca/NTR.

>

> Thanks you again for your email,

>

>

> Chelsea Lanning, P. Eng. | tel 306.975.2483

> Transportation Engineer

> Transportation Department

> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

> Treaty 6 Territory & Homeland of the Métis

> chelsea.lanning@saskatoon.ca

> www.saskatoon.ca

>

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> -----Original Message-----

> From: _____
> Sent: Monday, March 25, 2019 4:07 PM
> To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
> Subject: Re Saskatoon Engage Briarwood Traffic Review
>
>
> To whom it may concern
> I only wish to bring up one situation that I think needs to be addressed in the very near future. The intersection of 8th
Steet and Briargate Road has become considerably busier in the last year due to the opening of the south Costco and
expanding community of Brighton. Entering 8th St from Briargate Road has become very dangerous at times due to
traffic volumes, I live near the "lake" there and subsequently use that often.
> I have been very fortunate but have witnessed quite a number of close calls. I believe this situation has resulted in a
few fender benders but for sure will someday result in something quite serious, it is used far more than for just
residential traffic
> Please take the above comments into consideration when doing this study
> Respectfully
>
>
>
>
>
>

Sapieha, Katie

From:
Sent: Thursday, April 11, 2019 3:37 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Briarwood Traffic Review

To Whom it May Concern:

The section of Briarwood Road from Briarvale Road to Briargate Road is very busy. There are lots of children walking to the Park and people parking on either side of the road for sporting events taking place at the park. Perhaps speed bumps or a lower speed limit would help calm traffic on this stretch of road.

Thank you;

Sapieha, Katie

From: Simpson, Tom
Sent: Tuesday, April 9, 2019 3:27 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Problem w speed- Briarwood road/brookdale cres

Good afternoon,

Thank you for the email and thanks for bringing this to our attention. This sounds like a great place for our Enforcement folks to spend some time, schedules permitting. I will put in the request. You may also contact them on their direct line (306 975-8068) when you are noticing issues. I will ask pass this along to the Engineers who are overseeing the traffic reviews

Regards,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

-----Original Message-----

From:
Sent: Friday, April 5, 2019 2:27 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Problem w speed- Briarwood road/brookdale cres

Good afternoon.

I tried to put in a report for the continuous speeding and noise down Briarwood Rd by cars/trucks and especially buses.

Please consider this my formal complaint. Thank you in advance for allowing me to complain. I understand Briarwood is under review, so please consider my complaint as extremely valid and applicable to review.

Have a wonderful day!

Sapieha, Katie

From: Baudais, Nathalie
Sent: Friday, April 5, 2019 4:47 PM
To: Lanning, Chelsea
Subject: FW: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments*

From: Planchot, Mark
Sent: Friday, April 05, 2019 4:06 PM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>;

Cc: Dodds, Lana <Lana.Dodds@Saskatoon.ca>; Thibodeau, Lisa <Lisa.Thibodeau@Saskatoon.ca>; Danielson, Tracy <Tracy.Danielson@Saskatoon.ca>; Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>; Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Hutchings, Dave <Dave.Hutchings@Saskatoon.ca>
Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Good Afternoon Everyone,

My apologies for the delay on replying to you all regarding this street parking concern. Administration from Community Development, Parks, Transportation and Roadways have been exploring the viability of a number of options when it comes to clearing windrows from this parking area outside of Briarwood Park.

We have explored ideas such as installing a restricted parking zone, moving windrows to other areas such as the "no parking" roadway section across Briarwood Road and even whether snow is able to be removed and placed onto the adjacent park. Unfortunately, all of these ideas either conflict with currently approved and funded levels of service able to be provided for this type of roadway, or create a negative consequence such as adding more snow into a park that already faces flooding issues in the spring and significant damage to the park turf due to the gravel, salt and other road debris.

The upcoming Briarwood Neighbourhood Traffic Review process planned to begin in April may bring new ideas on how to resolve this issue, however, at present - requesting the windrow to be cleared through the Customer Service Centre (as previously shared) is the best course of action for the Briarwood Community Association to take.

I have included civic staff in these various departments on this reply so that they may add to my response if needed.

Should we be able to provide new updates on this issue, I will be sure to pass them along.

Thank you,

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Planchot, Mark

Sent: Monday, March 11, 2019 9:18 AM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>;

Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Good Morning everyone,

I wanted to pass along a short update to let you know we have not forgotten about this street parking concern! Staff from Community Development will be meeting with Transportation staff soon to discuss this situation further and see if any options outside of reporting through the Customer Service Centre are possible.

Have a great week and I will be in touch once I know more.

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Gersher, Sarina (City Councillor)

Sent: Monday, February 25, 2019 3:22 PM

To:

Cc: Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Quail, Eric <Eric.Quail@Saskatoon.ca>

Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Hello

Thank you for your note.

The information that Mark has provided is the most accurate information that we have about the request to clear windrows. The City of Saskatoon does not offer fee-for-service agreements in regards to snow and ice clearing. Rather, we set our service level and provide the funds accordingly. More information on the level of service set out by City Council can be found here (https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/public-works/roadways/snow-ice/snow_and_ice_management_service_level_july_24_2017.pdf) or general information is available here (<https://www.saskatoon.ca/moving-around/driving-roadways/winter-road-maintenance>).

I understand that typically services offered by Community Associations are attached to schools, which is not the case in Briarwood. What I can commit to do is follow up with our Administration about this unique instance. I will let you know once I have more information.

In the interim, please continue to follow the instructions provided by the Customer Service Center below.

Sincerely,
Sarina

Sarina Gersher

City Councillor | Ward 8

City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5

306.250.9256 | sarina.gersher@saskatoon.ca | [Twitter](#) | [Facebook](#)

www.saskatoon.ca | www.sarinagersher.ca

If you receive this email in error, please do not review, distribute or copy the information. Please contact the sender and delete the messages and any attachments.

From:

Sent: February 24, 2019 4:14 PM

To:

Cc: Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Quail, Eric <Eric.Quail@Saskatoon.ca>; Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Re: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Thanks for once again trying to escalate this. I just returned from the centre where I was doing maintenance at our outdoor rink and as well as the safety issue in the driving lane it is also a safety issue for people trying to exit their vehicle from the passenger side. I also have attached pictures of my vehicle and if I parked any further away from the windrow to let a passenger out I would be parked right in the driving lane. As soon as the weather warms up again this parking area will be full of vehicles for families using the park and outdoor rink as well as residents attending the centre.

On Sun, Feb 24, 2019 at 1:10 PM

wrote:

Mark,
Hope you had a good Family Day break!

As we had discussed at our last BCA Board meeting on February 11, we have the re-occurring street parking issue of snow windrows along Briarwood Road north in front of the Recreation Centre. Therefore we also continue to have a significant SAFETY issue for anyone attempting to park and opening the driver side doors into the east bound lane of Briarwood Road. I attach several pictures of the situation. It appears that no attempt has been made to accommodate the parking nor alleviate the SAFETY issue after the last two snow falls.

As you can plainly see by the photos, there is plenty of "area" for the windrow to be moved south past the sidewalk. This may take an additional 5-10 minutes to accomplish while the equipment is at the site dealing with the road clearing. If budget is an issue to address this, BCA would be pleased to enter into a long term agreement with the City to pay for such service. The SAFETY and convenience of having a clear parking lane for our residents utilizing the Community Centre and other winter facilities is of such importance to BCA that we may have to resort to posting a warning to users that **"street parking done at your own risk"** in order to address the risk we may be subject to if an accident occurs.

We see the two bus stops nearby have snow removal efforts that are successful and only 100 meters of each end of this site and each about 30% of what is required for the BCA parking request. They appear to have been accommodated quite easily!

You had mentioned that "anyone can call into the Customer Service Center" to place a snow clearing request into the queue. We would need a "Standing Order Request" since this is an issue after each snow fall where the Snow Clearing equipment passes by the site. This seems ridiculous!

Please review our concern again and consider how we may bring a successful solution forward!

Regards,



On Jan 24, 2019, at 3:51 PM, Planchot, Mark <Mark.Planchot@Saskatoon.ca> wrote:

Hi

I have spoken to the Manager with Customer Services for Roadways on your request to clear the snow windrows. She has shared a good overview of the way in which these windrows are managed and how the public can report these concerns going forward - so have include the rest of the BCA executive on this email so that they also have these background details:

Throughout the winter season, snow windrows are a concern for many people, including the elderly, young children, care givers, residential businesses and/or people with no rear parking or back lane access, as they can interfere with parking, mobility and drainage. Our current level of service is that windrows will remain on the roadway until storage capacity has been reached or there is a visual concern due to height of the windrow.

*During grading, Roadways cannot make any guarantees that windrows will not be placed along the front of the park, as their main focus is ensuring that the roads are drivable. Also depending on the amount of snow there may not be room to push the snow due to storage capacity and removal is not an option. However after priority street grading has been completed and if there is storage capacity Roadways will come back on request to push the windrow as resources allow. **Anyone can call into the Customer Service Center at 306-975-2476 or via email at csc@saskatoon.ca.***

As a final note - a request has been submitted and Roadways will be able to move this windrow tomorrow January 25th.

Have a great week and stay warm out there!

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

From:

Sent: Tuesday, January 22, 2019 8:14 PM

To: Planchot, Mark <Mark.Planchot@Saskatoon.ca>

Cc:

Subject: Snow Removal for Street Parking - Again

Mark,

For the last 5-6 years we have fought with the COS snow removal experts to remove the windrow of snow along the south sidewalk on Briarwood North in front of the Community Centre AND it is still an issue!!

We now have two sources of parking required (Centre rentals and users of the rink in the park) and again SAFETY is the concern as the drivers door opens onto the traffic lane!! Please, please have your COS snow crew address this issue before an accident happens.

We will be contracting the removal if the windrow is not removed by Thursday.

If you need some one to meet on site to explain the problem, please advise and I will attend, BUT the problem

Is obvious!

Thanks,

—

-

<image003.jpg>

<image004.jpg>

Sapieha, Katie

From:
Sent: Sunday, March 31, 2019 5:45 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage

Hello
My husband and I live at [redacted] and we do not have any complaints about our front street HOWEVER, since we had our house built here in 2000, the traffic has at least tripled at the back. Our biggest complaint is that the City has established a site for a city yard which is subject to snow dumping and composting. There is also a concrete plant. This generates a lot of noise and dust in our back yard. Now with all the new development east of us combined with the above, the road behind us is like a noisy dirty freeway.
We certainly hope you can rectify some of our concerns.
Sincerely

Sent from my iPad

Sapieha, Katie

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, March 28, 2019 3:22 PM
To: Kowalchuk, Amy
Cc: Lanning, Chelsea
Subject: RE: Briarwood Neighbourhood Traffic Review

Categories: Briarwood

Thanks! We'll include this in the NTR review.

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Kowalchuk, Amy
Sent: Thursday, March 28, 2019 1:13 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Briarwood Neighbourhood Traffic Review

Good Afternoon,

called today to voice his concerns on Briarwood Road.

On the corner of at the intersection at Brookmore Cres and Briarwood Rd on the east side that access corner there is a yield sign there which is fine but with the design of Briarwood Rd it is quite dangerous to pull out of the intersection off Brookmore onto briarwood road. Curved located makes it difficult to see oncoming traffic. Vision concern. feels that people tend to go over the speed limit there.

Amy Kowalchuk | [tel 306.975.2476](tel:306.975.2476)

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
amy.kowalchuk@saskatoon.ca
www.saskatoon.ca

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From: Planchot, Mark
Sent: March 11, 2019 9:18 AM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>;

Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Good Morning everyone,

I wanted to pass along a short update to let you know we have not forgotten about this street parking concern! Staff from Community Development will be meeting with Transportation staff soon to discuss this situation further and see if any options outside of reporting through the Customer Service Centre are possible.

Have a great week and I will be in touch once I know more.

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Gersher, Sarina (City Councillor)
Sent: Monday, February 25, 2019 3:22 PM
To:
Cc: Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Quail, Eric <Eric.Quail@Saskatoon.ca>
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I understand that typically services offered by Community Associations are attached to schools, which is not the case in Briarwood. What I can commit to do is follow up with our Administration about this unique instance. I will let you know once I have more information.

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Sincerely,
Sarina

Sarina Gersher

City Councillor | Ward 8

City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5

306.250.9256 | sarina.gersher@saskatoon.ca | [Twitter](#) | [Facebook](#)

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From:

Sent: February 24, 2019 4:14 PM

To:

Cc: Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Quail, Eric <Eric.Quail@Saskatoon.ca>; Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Re: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Thanks Bruce for once again trying to escalate this. I just returned from the centre where I was doing maintenance at our outdoor rink and as well as the safety issue in the driving lane it is also a safety issue for people trying to exit their vehicle from the passenger side. I also have attached pictures of my vehicle and if I parked any further away from the windrow to let a passenger out I would be parked right in the driving lane. As soon as the weather warms up again this parking area will be full of vehicles for families using the park and outdoor rink as well as residents attending the centre.

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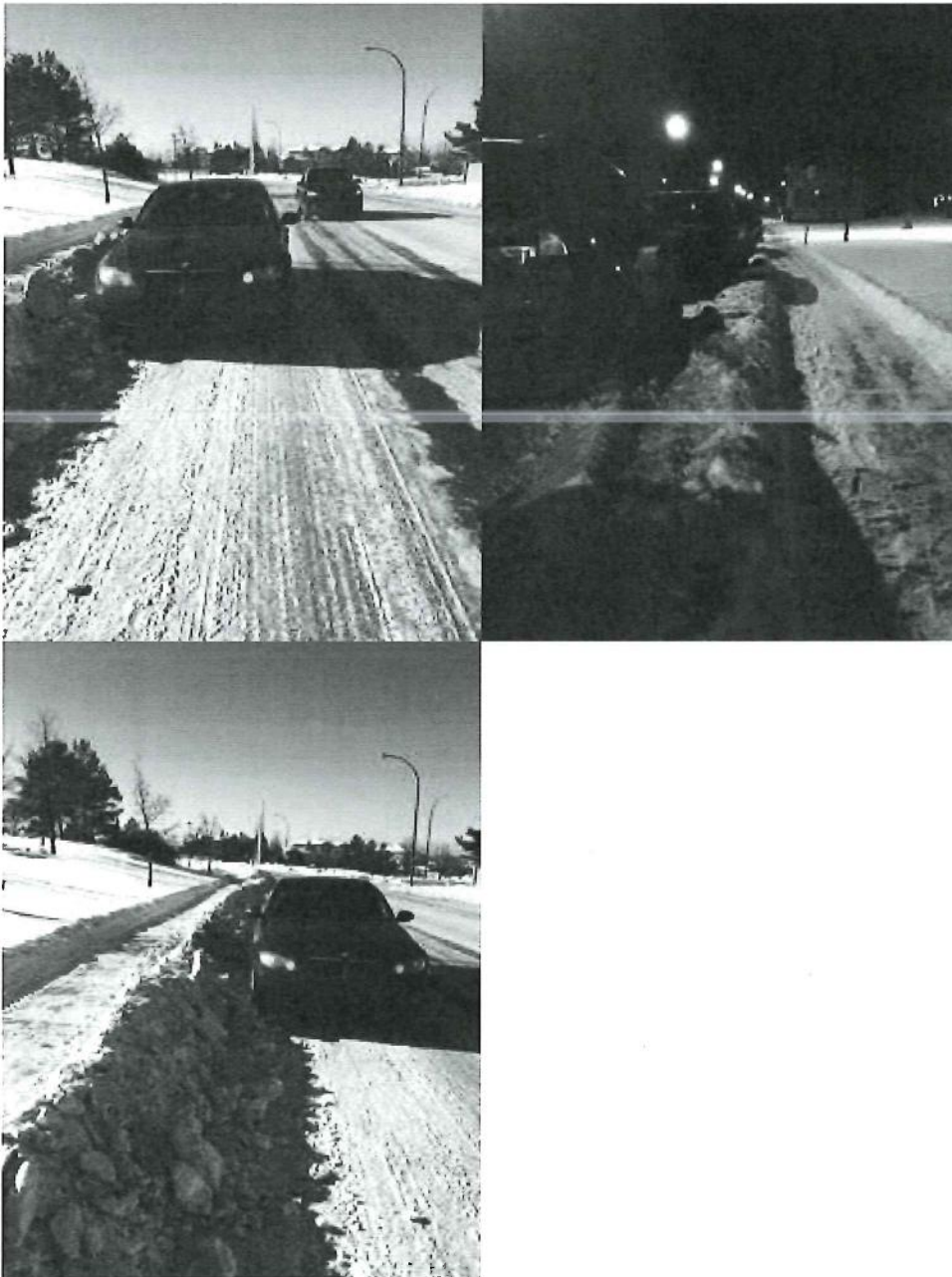
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Regards,



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Have a great week and stay warm out there!

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From:

Sent: Tuesday, January 22, 2019 8:14 PM

To: Planchot, Mark <Mark.Planchot@Saskatoon.ca>

Cc: >

Subject: Snow Removal for Street Parking - Again

For the last 5-6 years we have fought with the COS snow removal experts to remove the windrow of snow along the south sidewalk on Briarwood North in front of the Community Centre AND it is still an issue!!

We now have two sources of parking required (Centre rentals and users of the rink in the park) and again SAFETY is the concern as the drivers door opens onto the traffic lane!! Please, please have your COS snow crew address this issue before an accident happens.

We will be contracting the removal if the windrow is not removed by Thursday.

If you need some one to meet on site to explain the problem, please advise and I will attend, BUT the problem

Is obvious!

Thanks,

Briarwood Road – snow clearing concern: each winter a windrow (noted by yellow arrow below) is placed along a parking lane adjacent to the Briarwood Park along Briarwood Road. Since this community centre in the park is used year round for indoor sport and recreational programs – clearing a portion of this parking lane would help those to park along the road without the potential safety concern of stepping out into the driving lane along a busy roadway.



Sapieha, Katie

From:
Sent: Wednesday, March 27, 2019 2:14 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic review for Briarwood

Thank you giving us the opportunity to voice our concerns.

We live in Briarwood Estates, our condo faces south, Briarwood Road runs directly behind us. We are across from the Briarwood Community Center. This street can be a real racetrack at times and a hay day for the noisy half tons. A great number of vehicles come off 8th Street via Briargate Road to Briarwood Rd and turn east and race away. Our concern is for the number of children and parents who use and enjoy the spray park, playgrounds, ball fields, football and soccer. These people have to park on Briarwood Rd and sometimes have to walk across the road to get to the center. They are in great danger due to the speeding vehicles.

It seems there should be some sort of enforcement or controls to alleviate the excessive speed.

Regards,

Sent from my iPad

Sapieha, Katie

From:
Sent: Tuesday, March 26, 2019 8:51 PM
To: Lanning, Chelsea
Subject: briarwood traffic engagement project

Categories: Briarwood

Greetings

I am unsure if this email is being sent to the right person/place, so if not, please let me know.

I live at

My concern is that since this is such a wide road (for which we are thankful!) and since there are no houses beside us, that people use this as an opportunity to speed very fast. This worrisome as an adult, but in particular because there are small children that live on this block (my house and others surrounding).

If you would please check this out we would appreciate it. I have felt for years that a speed bump would really help curb the speedway.

thanks!!

Sapieha, Katie

From:
Sent: Tuesday, March 26, 2019 3:11 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns, City of Saskatoon Engage, Briarwood March 2019

Hello, my name is ' and I live at : n the Briarwood neighbourhood.

I am contacting you in regards to traffic concerns in our neighbourhood, particularly at our corner of Briarvale and Brookhurst, and along Briarwood Road. Our concerns are as follows:

Vehicles driving far too fast, 70-80km/h by guesstimate
Blind intersections, particularly coming down Briarvale
Pedestrian safety- lots of pedestrian traffic because of numerous school + city bus stops at this corner
-lots of foot traffic because of walkways and nearby parks and water features

Suggested solutions: -create a 30km/h speed zone to allow safe bus stops for children and elderly
-speed bumps and speed traffic cameras to help enforce a 30km/h zone
-painting in crosswalks and pedestrian crossing signs to help delineate pedestrian crossings

Thank you
Sincerely

Sapieha, Katie

From:
Sent: Monday, March 25, 2019 4:07 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Re Saskatoon Engage Briarwood Traffic Review

To whom it may concern

I only wish to bring up one situation that I think needs to be addressed in the very near future. The intersection of 8th Steet and Briargate Road has become considerably busier in the last year due to the opening of the south Costco and expanding community of Brighton. Entering 8th St from Briargate Road has become very dangerous at times due to traffic volumes, I live near the "lake" there and subsequently use that often.

I have been very fortunate but have witnessed quite a number of close calls. I believe this situation has resulted in a few fender benders but for sure will someday result in something quite serious, it is used far more than for just residential traffic

Please take the above comments into consideration when doing this study

Respectfully

Sapieha, Katie

From:
Sent: Monday, March 25, 2019 2:52 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Briarwood traffic review

Please remove all of the vegetation from the northwest corner of the intersection of the west leg of Bayfield Cres and Briarwood Road. It is a traffic safety sight line impediment. There have many near misses there.

Thanks
Ron

Sent from my iPad

Sapieha, Katie

From: Simpson, Tom
Sent: Wednesday, January 16, 2019 1:20 PM
To: Baudais, Nathalie
Subject: FW: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

FYI

From: TU - Councillor Correspondence
Sent: Friday, January 11, 2019 1:26 PM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; Simpson, Tom <Tom.Simpson@Saskatoon.ca>
Cc: Magus, Jay <Jay.Magus@Saskatoon.ca>; TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: FW: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

Good afternoon Councillor Gersher,

Thank you for your email.

I am directing this information to be included in the Neighbourhood Traffic Review (NTR) – Briarwood.

Thank you,
Fay Lynn

Fay Lynn Reed | tel 306.975.2464
Secretary III, Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

faylynn.reed@saskatoon.ca
www.saskatoon.ca

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From: Gersher, Sarina (City Councillor)
Sent: Friday, January 11, 2019 1:04 PM
To:
Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: RE: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

Hi

As mentioned in my email in my December 12, 2018 email I have received confirmation that your concerns have been included as part of the Neighbourhood Traffic Review (NTR) that will take place for the neighbourhood of Briarwood in 2019. While no dates have been set yet for public meetings, I anticipate a date will be set for the first public meeting in the next month or so. A leaflet will be dropped at your home to notify you of the public meeting which will kick off the NTR process. This is the appropriate mechanism to deal with your traffic concerns on Brookdale Cres.

As I have done with your previous messages, I am forwarding them to our transportation division to be included in the NTR process. If you would like to learn more about our NTR process, you can do so at www.saskatoon.ca/NTR.

Sincerely,
Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | [Twitter](#) | [Facebook](#)
www.saskatoon.ca | www.sarinagersher.ca

If you receive this email in error, please do not review, distribute or copy the information. Please contact the sender and delete the messages and any attachments.

From:
Sent: January 8, 2019 8:00 PM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: Fwd: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

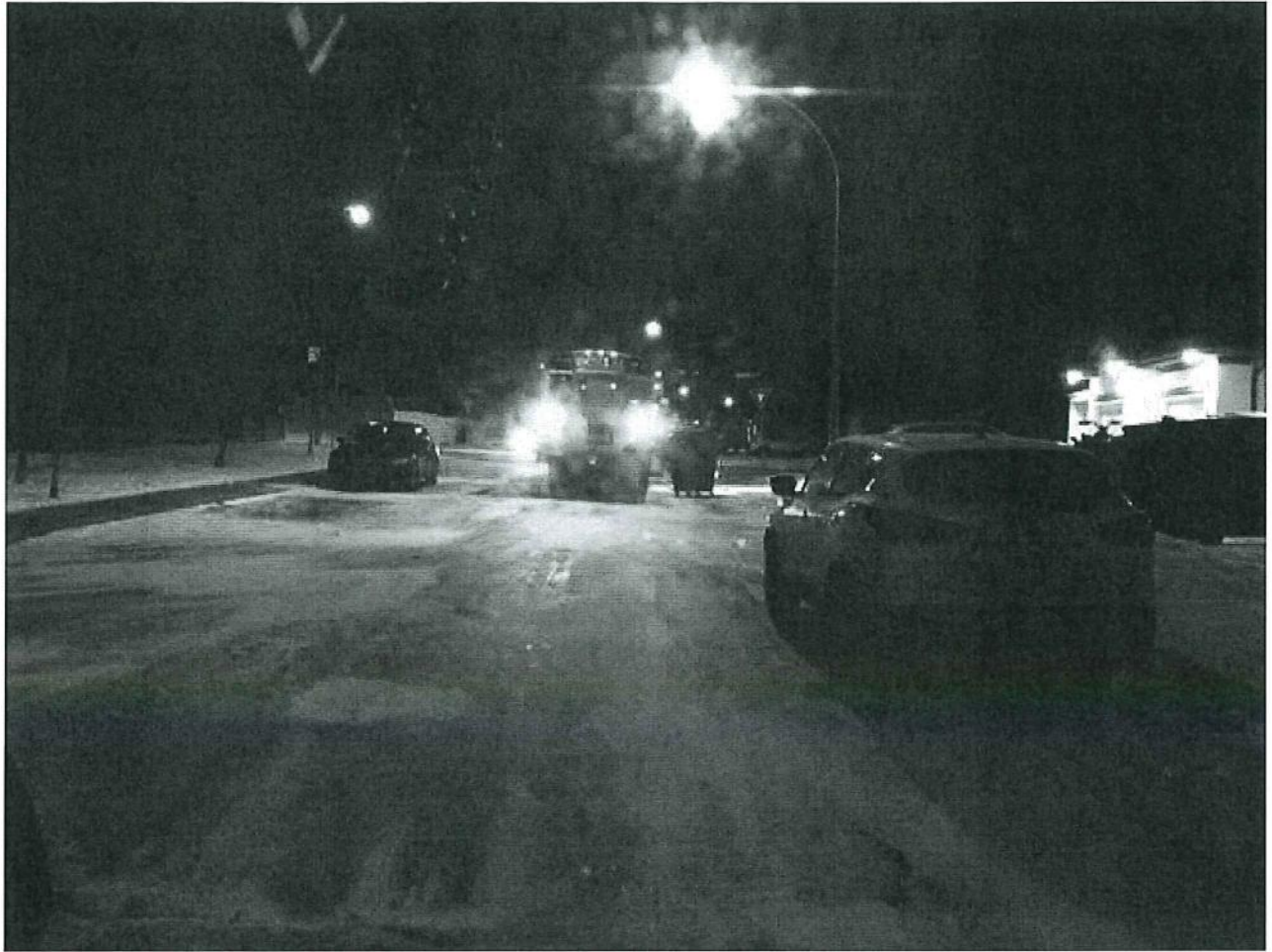
Here is what it looked like this morning for the on going collection. What are people going to do to access Briarwood Road from Brookdale Crescent? Alternatively congestion is caused on Briarwood Road for vehicles trying to turn onto Brookdale Crescent. This is not a reasonable situation. The solution is clear. Eliminate parking posited Hope's Home up to the gate access of the Briar Ridge Condos. Please consider this now before a serious accident occurs.

Sent from my iPhone

Begin forwarded message:

From:
Date: January 8, 2019 at 1:33:39 PM CST
To:
Subject: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street





Sent from my iPhone

Sapieha, Katie

From: Simpson, Tom (TU - Transportation)
Sent: Monday, November 5, 2018 9:28 AM
To: TU - Councillor Correspondence
Cc: Gersher, Sarina (City Councillor)
Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road
Attachments: IMG_2197.jpg; IMG_2198.jpg; IMG_2200.jpg; IMG_2199.jpg

Good Morning all,

I have asked out Senior Engineer to include this feedback in the NTR. This can be closed.

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

-----Original Message-----

From: Gersher, Sarina (City Councillor)
Sent: Tuesday, October 30, 2018 1:35 PM
To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Cc: rbhsmith@shaw.ca
Subject: FW: Contact Your City Councillor Submission: Traffic congestion in front of 339 Brookdale Crescent (Hope's Home)

Hello,

As per my previous email, please also attach this feedback from _____ to next year's NTR in Briarwood.

Thank you,
Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | Twitter | Facebook
www.saskatoon.ca | www.sarinagersher.ca

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-----Original Message-----

From:

Sent: October 23, 2018 4:23 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Contact Your City Councillor Submission: Traffic congestion in front of 339 Brookdale Crescent (Hope's Home)

Submitted on Tuesday, October 23, 2018 - 16:22

Submitted by user: Anonymous

First Name:

Last Name:

Address:

Email:

Phone:

Other Phone:

City: Saskatoon

Province: Saskatchewan

Councillor: Ward 8 - Sarina Gersher

=== Message ===

Subject: Traffic congestion in front of 339 Brookdale Crescent (Hope's Home)

Message:

Sarina, I have previously raised this issue but it is becoming ridiculous in front of Hopes Home at 339 Brookdale Crescent. Just off Briarwood Road. Employees of Hope's Home park three cars immediately across from the residence that operates as Hope's Home. Today there are two large garbage bins in front of the house on the street in front of 339 Brookdale Crescent. Even though the garbage was collected at 8:30 the bins remained on the street at 4:00PM. At the same time 10 minutes ago there was a AV Handy Bus dropping off young children back to the residence (parked facing the wrong side of the street) and at the same time a yellow school bus was trying to drop off school children further down the block. The bus could not get by the Handy bus and had to wait at least 5 to 8 minutes before it could proceed as it could not get by because of the Handy bus , garbage cans and the three cars parked on the curb side across from Hope's Home. The yellow School bus was stuck half or more with its back end on Briarwood Road. The bus had at least 6 young children in it. Briarwood Road is extremely busy with buses, trucks, school buses as well as automobile traffic. Something needs to be done before a terrible tragedy happens! The solution is to eliminate parking immediately across from Hopes Home up to the entrance to the Condo gate. This parking free zone would allow vehicles to pass safely while activity takes place at Hope's Home. Please this needs to be addressed immediately. Alternatively there is a bus drop off zone immediately beside 339 on Briarwood Road that should be designated loading only. This area was not designed to have heavy street congestion and it is only just a matter of time until an accident occurs. There is significant available parking elsewhere close to 339 that employees could safely utilize. Please check to see how many tickets have been issued in the last three weeks for employees illegal parking in front of the fire hydrant even though it is marked no parking. This. Ew signage was put up in the last month but the employees continue to ignore and make it their personal parking spot. Please do what is right to protect the children's and citizens in this area.

-----Original Message-----

From: TU - Councillor Correspondence

Sent: Tuesday, October 30, 2018 3:04 PM

To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>

Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Good afternoon Tom,

I added a closed file as this is the same individual with the same concerns.

I am directing to your division for review and response.

Thank you,

-----Original Message-----

From: f

Sent: Tuesday, October 30, 2018 2:16 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: Re: Contact Your City Councillor Submission: Congestion at the corner of Brookdale Cres. & Briarwood Road

Thank you, for your prompt reply. Just to update you, a new no parking sign was put up in September to stop cars parking by the fire hydrant. This did little to stop cars from parking inside the sign. Parking enforcement has been called out several times and we have even seen the same vehicle ticketed more than once. Unfortunately this new sign has not reduced the traffic congestion which is prevalent most days. I look forward to hearing from the City on how this situation can be addressed.

Thank you

Saskatoon, Sask.

Sent from my iPad

-----Original Message-----

From: Gersher, Sarina (City Councillor)

Sent: Tuesday, October 30, 2018 1:32 PM

To: ; TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Congestion at the corner of Brookdale Cres. & Briarwood Road

Hello

Thank you for your patience in awaiting my reply. If you are looking to speak with someone more quickly than myself (who the initial email was addressed to), the best place to reach out to is using the City's Contact Us form. We have staff available to respond to inquiries and requests. You can do so at the following link:

<https://www.saskatoon.ca/admin/city-hall/send-comments-concerns-city/contact-us>. There is a spot on the form to upload attachments/photos as well.

I am looping in our Transportation division on this email for their feedback. I know we have been in communication about this spot before. I am hoping they may have an update from their August email to you. As you will have remembered, a Senior Engineer from the Transportation division reviewed your initial concern. They reported that this area has been reviewed for sightlines on all corners. It was recommended and a process started for the addition of one no parking sign on the stretch of road adjacent to the hydrant to assist with enforcement in this area. It was noted that the process can take quite a while to complete as drawings will need to be updated and locations needed to be done for buried utilities prior to the installation itself. I would just ask the Transportation folks to loop me in the response.

The other thing I will note is that Briarwood was just approved for a Neighbourhood Traffic Review for 2019. No dates have been set yet for public meetings, but these usually take place in the early spring. A leaflet will be dropped at your home to notify you of the public meeting to kick off the review. This is a process to hear from residents about local traffic and safety concerns and for Administration to develop a comprehensive assessment of the whole neighbourhood based on the feedback received. I would ask our Transportation division to also make note of your concerns as part of this process.

Thank you,
Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | Twitter | Facebook
www.saskatoon.ca | www.sarinagersher.ca

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-----Original Message-----

From:

Sent: October 30, 2018 1:09 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Contact Your City Councillor Submission: Congestion at the corner of Brookdale Cres. & Briarwood Road

Submitted on Tuesday, October 30, 2018 - 13:09

Submitted by user: Anonymous

First Name:

Last Name:

Address:

Email:

Phone:

Other Phone:

City: Saskatoon

Province: Saskatchewan

Councillor: Ward 8 - Sarina Gersher

=== Message ===

Subject: Congestion at the corner of Brookdale Cres. & Briarwood Road

Message: I Am sorry that no one has responded to my concerns. I have attached some photos for your review. As you can see with a school bus loading in front of Hope's Care Home along with three cars parked on the opposite side from 339 Brookdale Crescent there is little room for vehicles to navigate the street. In the last picture you will notice a second yellow school bus trying to access Brookdale Crescent. Its size precludes entry until the first bus is loaded and

gone. Not safe when the second bus must wait in the traffic lane on Briarwood Crescent. This is a daily occurrence. It gets worse on garbage and recycling collection days when their extra large bins are on the street for most of the day. this is a dangerous situation as we also have school age children in the area on Briarwood Road trying to meet with their school buses at the same time. The problem could easily be resolved by eliminating all parking from the corner of Brookdale Crescent up to the entrance to the Briar Ridge Condos. This elimination of three parking spots would allow safe passage of all vehicles at that corner. There is available parking for the employees of Hope's Home further down Brookdale Crescent and on Briarwood Road. I look forward to hearing from you.

Attachment:

brookdale_2.jpg: https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/brookdale_2.jpg

brookdale_3.jpg: https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/brookdale_3.jpg

brookdale_5.jpg: https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/brookdale_5.jpg

-----Original Message-----

From: TU - Councillor Correspondence

Sent: Friday, September 7, 2018 12:48 PM

To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

-----Original Message-----

From: TU - Councillor Correspondence

Sent: Thursday, August 16, 2018 11:27 AM

To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

-----Original Message-----

From: Simpson, Tom (TU - Transportation)

Sent: Thursday, August 16, 2018 11:25 AM

To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: RE: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Yes please , this can be closed

-----Original Message-----

From: Simpson, Tom (TU - Transportation)

Sent: Thursday, August 2, 2018 9:56 AM

To:

Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: RE: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Good morning

Thanks for the email, I brought this concern to our Senior Engineer for review. She reports that this area has been reviewed for sightlines on all corners. She has recommended and started a process for the addition of one no parking sign on the stretch of road adjacent to the hydrant to assist with enforcement in this area. The process can take quite a while to complete as drawings will need to be updated and locations needed to be done for buried utilities prior to the installation itself.

Regards,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

-----Original Message-----

From: Gersher, Sarina (City Councillor)
Sent: Friday, July 27, 2018 1:54 PM
To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: RE: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Hello

Thank you for your message.

I am looping in our Transportation Division on this email, as they will be able to provide a response to your concern about safety and parking near your home. I have attached the photos you sent me in a separate email. I just ask that Transportation keep me looped in to the response.

In the interim, if you see people parking illegally (such as too close to a fire hydrant) please contact Parking Service directly at 306-975-8344. They will be able to send a bylaw enforcement officer to address the issue. This dispatch is operated 24/7.

Sincerely,
Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | Twitter | Facebook
www.saskatoon.ca | www.sarinagersher.ca

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-----Original Message-----

From:
Sent: July 25, 2018 12:52 PM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Submitted on Wednesday, July 25, 2018 - 12:51

Submitted by user: Anonymous

First Name:

Last Name: f

Address:

Email:

Phone:

Other Phone:

City: Saskatoon

Province: Saskatchewan

Councillor: Ward 8 - Sarina Gersher

=== Message ===

Subject: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Message: : Briar Ridge Condominium Association, a36 unit condo at 1110 Briarwood

Road. access to our property is two gates located on Brookdale Crescent. Our owners are extremely concerned about safety issues with accessing and exiting our property off and onto Brookdale Crescent. We have no parking signs within the regulated 10 meters of our gate, however visibility is often impaired making exiting highly dangerous. The problem stems from a care home Hope's Home at 439 and a day home at . The staff from Hope's Home park their vehicles across the street from the house completely filling up the parking space between Briarwood to the 10 meter no parking sign on Brookdale. They pay no attention that there is a fire hydrant on the corner of Briarwood Road. The day care Home has cars coming and going throughout the day. They will park in the same area if there is space and as well down the street, to the right of our gate as we are exiting.

The area is further contested with a Private Handy Bus picking up and dropping off in front of Hope's Home throughout the day, weekly large garbage bins pick up plus during the school year yellow school buses. When this all happens access to Brookdale Crescent is limited to a very narrow one lane of traffic. Often times cars meet at the corner and one car must back up to allow the other to pass. Numerous school children have to cross Briarwood Road to catch their designated school bus and cross back again when they come home and this congestion makes it extremely dangerous. We are very concerned that eventually an accident will happen. We would recommend that there be a no parking zone from the corner of Briarwood Road to our access gate, or at the very least a 5 minute drop off zone. Also we recommend extending the no parking zone to the right of our gate to 20 meters. Both these options would've reduced the congestion and improved the safety for all. There is ample parking further down on Brookdale Crescent as well as Briarwood Road which would not hamper either the employees of Hope's Home or Drop offs at the day home. If you provide me your email, I will forward you some photos. I encourage you to drive by during the day to see why our residents are concerned. We look forward to your assistance in this regard.

Attachment:

Sapieha, Katie

From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Friday, December 8, 2017 1:51 PM
To: Li, Yang (TU - Transportation)
Cc: Gersher, Sarina (City Councillor); Baudais, Nathalie (TU - Transportation)
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Perfect – thank you Yang for your help!

Have a great weekend,

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Li, Yang (TU - Transportation)
Sent: Friday, December 08, 2017 12:04 PM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; Baudais, Nathalie (TU - Transportation) <Nathalie.Baudais@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

We will include this concern on the list for Briarwood Neighbourhood Traffic Review. Briarwood was not selected to undergo the review in 2018 but we will keep you posted when we prioritize the neighbourhoods for 2019 NTR.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523

Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Thursday, December 07, 2017 3:45 PM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Thanks Yang for the update. The BCA executive meet in January so I will share this update with them then. Since this intersection is one they would like to have monitored – is there any process you follow for repeating a pedestrian and traffic count or is this only complaint driven?

Thanks again for your help!

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Li, Yang (TU - Transportation)

Sent: Thursday, December 07, 2017 3:12 PM

To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>

Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

A 7-hour traffic and pedestrian volume count was completed. 16 pedestrians crossed at this intersection. Based on the video recorded, all 16 pedestrians were able to cross the intersection safely with adequate gaps in traffic or within acceptable waiting time.

While we understand there are concerns about this intersection, our review of the traffic and pedestrian patterns indicates that the current devices at this intersection are providing adequate control.

If you have any questions please do not hesitate to contact me.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523

Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From: Planchot, Mark (CY - Recreation & Community Development)

Sent: Monday, October 30, 2017 2:13 PM

To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>

Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Sounds great - thanks Yang!

Mark Planchot | tel 306.975.2942
Community Consultant (Area 8)

Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From: Li, Yang (TU - Transportation)
Sent: Monday, October 30, 2017 1:49 PM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

Sorry for getting back to you late. A traffic and pedestrian count was ordered at this location to determine if zebra crosswalk or any other device is warranted.

I will update you with the results once it is completed.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523
Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Thursday, October 12, 2017 2:42 PM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Yang,

I am just following up again on the crosswalk markings done at the intersection of Briargate and Briarwood Road. The Briarwood Community Association executive would like to know if there is a way of getting an update in the future on this intersection and whether any upgrades to the crosswalk markings will be done. You had mentioned in your email back in June the crosswalk needs to be monitored to determine if compliance at the intersection is taking place before changes in markings can occur. Would you be able to give me a timeframe that you plan to review this intersection?

I see by your out of office message that you are away until October 16th. The executive do not meet again until early in November, so a reply after the 16th is great. The executive remain concerned about speeding at this intersection so having a timeframe of when this intersections will be relooked at would be helpful.

Thank you!

Also, Councillor Gersher was asked at the Briarwood Community Association meeting if she could also provide an update on this intersection, therefore, I have included her on this email so that she has the background investigation done to date.

Thank you,

Mark Planchot | tel 306.975.2942
Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From: Li, Yang (TU - Transportation)
Sent: Thursday, June 29, 2017 3:21 PM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

Zebra crosswalk is installed when the following criteria are met according to our pedestrian device policy:

- A school patrol is in operation.
- The crosswalk is frequently used by elderly or mobility impaired pedestrians.
- The crosswalk is at mid-block location.
- A standard crosswalk is in place but has failed to command the attention of motorists.

In order to upgrade the existing crosswalk we have to justify the necessity. Since these two crosswalks were installed recently, I suggest to monitor the compliance for a while before we decide any further improvement.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523
Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.

-----Original Message-----

From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Wednesday, June 21, 2017 11:35 AM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Subject: Briargate/Briarwood Road - crosswalk lines & signage

Hi Yang,

I hope the start of your summer is going well! I am following up on the crosswalk lines and signage recently installed in Briarwood. The Briarwood Community Association commented on a couple of items they had concerns with, namely that the crosswalk lines do not include any of the zebra type lines which make the crosswalk more visible (the 1st picture is an example of another crosswalk in Briarwood with these lines), and that the pedestrian crosswalk signage was installed in a location behind a tree (which will make its visibility difficult for drivers once the trees begin to fill out). Below are the comments from the group.

Is there anything that can be done to address these concerns?

Thanks so much for your help. Have a great week,

Mark Planchot | tel 306.975.2942
Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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-----Original Message-----

From:
Sent: Monday, June 19, 2017 11:29 AM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Subject: BCA Crosswalk Pictures

Mark,

Here are the pictures I shared at the last meeting.

- 1) at the crossing Briarwood Road and Briargate Road in front of the Community Centre
- 2) the new crossing at Briarwood Road and Beechmont Cres
- 3) new crossing signage hidden behind a tree!

So quite a difference in the quality of the painting between these two crosswalks, why?

Thanks,

Sapieha, Katie

From: Matt, Shirley (TU - Transportation)
Sent: Thursday, August 22, 2013 4:12 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Community Traffic Issue - Scott Watson

Dear

In response to your online form, please be advised we will add this concern to our list of issues in the Briarwood Neighbourhood.

In 2014, we will be embarking on neighbourhood-wide reviews of neighbourhood traffic related concerns. The new process will include significant community engagement so that we can work together to address these types of concerns. Later this year, we will be identifying the neighbourhoods that we will be working with next year, since we cannot do all neighbourhoods at the same time.

We will include this concern on the list for when this neighbourhood gets reviewed. In the meantime, here are some tools you can undertake regarding speeding:

1. **Set the Pace:** When you drive through your neighbourhood, stay at or below the speed limit. Ignore drivers who tailgate or honk. Set a safe pace and encourage your neighbors to do the same.
2. **Narrow the Street:** People drive faster on wide open roads, and they slow down on skinny streets. By parking your car along the side of the road, you'll discourage speeding.
3. **Request Traffic enforcement:** Have the Saskatoon Police ticket neighbourhood speeders.

In the meantime, we will address the speeding issues through our Speed Management Program. The intention of the Speed Management Program is to address speeding in the neighborhood by educating motorists through various media such as signs, speed display boards and information brochures.

Shirley Ann Matt, P. Eng
Traffic Management Engineer
975-3145

From: '
Sent: August 21, 2013 6:29 PM
To: Web E-mail - Transportation
Subject: Community Traffic Issue

[Submitted by Anonymous User]

This message was created by a Microsoft Office InfoPath form. The form data may be included as an attachment.

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

Community Traffic Issue Form

Ward 1	Ward 2	Ward 3	Ward 4
<input type="radio"/> Hudson Bay Park	<input type="radio"/> Caswell Hill	<input type="radio"/> Fairhaven	<input type="radio"/> Hampton Village
<input type="radio"/> Mayfair	<input type="radio"/> Riversdale	<input type="radio"/> Parkridge	<input type="radio"/> Dundonald
<input type="radio"/> Kelsey-Woodlawn	<input type="radio"/> King George	<input type="radio"/> Blairmore S.C.	<input type="radio"/> Westview
<input type="radio"/> Central Industrial	<input type="radio"/> Pleasant Hill	<input type="radio"/> Pacific Heights	<input type="radio"/> Massey Place
<input type="radio"/> City Park	<input type="radio"/> Meadow Green	<input type="radio"/> Confederation Park	<input type="radio"/> Mount Royal
<input type="radio"/> North Park	<input type="radio"/> West Industrial	<input type="radio"/> Confederation SC	<input type="radio"/> Westmont
<input type="radio"/> Richmond Heights	<input type="radio"/> Holiday Park		
<input type="radio"/> Sutherland	<input type="radio"/> Southwest Industrial		
<input type="radio"/> Sutherland (Industrial)	<input type="radio"/> Montgomery Place		
<input type="radio"/> Forest Grove			

Ward 6	Ward 7	Ward 8	Ward 9
<input type="radio"/> Central Business District	<input type="radio"/> Exhibition	<input type="radio"/> Brevoort Park	<input type="radio"/> Wildwood
<input type="radio"/> Nutana	<input type="radio"/> Queen Elizabeth	<input type="radio"/> Greystone Heights	<input type="radio"/> Lakeview
<input type="radio"/> Buena Vista	<input type="radio"/> Avalon	<input type="radio"/> College Park	<input type="radio"/> Lakeridge
<input type="radio"/> Haultain	<input type="radio"/> Adelaide / Churchill	<input type="radio"/> College Park East	<input type="radio"/> Lakewood S.C.
<input type="radio"/> Varsity View	<input type="radio"/> Nutana Park	<input checked="" type="radio"/> Briarwood	<input type="radio"/> Rosewood
<input type="radio"/> Holliston	<input type="radio"/> The Willows		
<input type="radio"/> Grosvenor Park	<input type="radio"/> Stonebridge		
	<input type="radio"/> Eastview		
	<input type="radio"/> Nutana S.C.		

Identify the Location (Intersection, Street, and Addresses)

Intersection of Boychuk Dr and Briarwood Rd just North of Taylor St

Type of Problem (selected, minimum of 1 must be selected)

- | | |
|--|---|
| <input type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Speeding |
| <input type="checkbox"/> Cycling Safety | <input type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input type="checkbox"/> Traffic Signage | <input type="checkbox"/> Traffic Control - Stop & Yield |
| <input type="checkbox"/> Lanes | <input type="checkbox"/> Walkways |

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

Many people are speeding on Boychuk at Briarwood, both directions. In addition to that, it's often quite noticeable noise from vehicles speeding that also have modified exhausts.

Personal Information

Name: _____
Email: _____
Address: _____
Date: _____

Comments for this thread are now closed



Comments

Community

1 Login ▾

Recommend

Tweet

Share

Sort by Oldest ▾

**Nathalie Baudais, Transp. Eng.** Mod • 9 months ago

We are collecting comments through emails, phone calls, Engage page discussion and upcoming public meeting. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

• Share ›



• 9 months ago

One concern I have is how little time the traffic light stays green at the intersection of Boychuk and Briarwood Road/Heritage (going east/west) - I've actually timed this light and its usually between 6-10 seconds at most - hardly enough time for more than two vehicles to get through. Even at peak traffic times, this is hardly fair.

• Share ›

**Nathalie Baudais, Transp. Eng.** Mod ➔ • 9 months ago

Hello , I will ask our traffic signal technologist to review the timing at this location.

• Share ›



• 9 months ago

One major concern is the speedy vehicles at Taylor Street East from Briarvale Rd to Rosewood Gate North, especially annoying noises by motorbikes and heavy construction trucks (particularly at nights). The drivers tend to drive much faster in this road no matter what the speed limit is (50km/h now) due to the road design (extended long flat road). Should have some measures to restrict the speedy drivers one way or another in this residential area,

• Share ›

**Nathalie Baudais, Transp. Eng.** Mod ➔ • 9 months ago

Hello Taylor Street is an arterial corridor which is outside of the scope of the Neighbourhood Traffic Review program. Your concern regarding speeding on Taylor Street will be forwarded to Saskatoon Police Service to consider for enforcement.

^ | v • Share ›

• 9 months ago

8th Street is definitely busier since Brighton is developing and the new Costco area, we notice more noise due to increased traffic.

Quite a few cars take the corner at high speed off 8th onto Briargate road when heading East.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ➔

• 9 months ago

Hi the Neighbourhood Traffic Review is for collector and local roads. 8th Street is an arterial road so is outside of the scope of the Neighbourhood Traffic Review process. The intersection of 8th Street & Briargate Road is on a separate list for a review for intersection improvements.

^ | v • Share ›

• 9 months ago

I have some concerns with the lack of pedestrian crossings on Briargate Rd, especially since we see a lot of speeding here as well. Many residents walk to the lake regularly and need to cross Briargate safely to get there. There's also quite a bit of pedestrian traffic coming to the lake via Bayview Crescent since there's a walkway that connects it to Bayfield Crescent to the east.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ➔

• 9 months ago

Hello thanks for the comment. We will include a review of pedestrian crossing opportunities along Briargate Road, with particular attention to the Bayview Crescent intersections.

^ | v • Share ›

• 9 months ago

I have a concern regarding the crosswalk at Bayfield Crescent and Briarwood Road. We cross Briarwood Rd to get to the park with the kids, and every summer we have 2-3 incidents every month where we have started crossing the street and

have to get out of the way of oncoming vehicles, including a city bus. The vehicles have more than enough time to stop, and I don't think the signage is the issue, people are just ignoring crosswalks. Reducing the speed on Briarwood Rd from Bayfield to the west side of the park would make it safer, not just at the crosswalks but also for people that park along Briarwood Rd to use the park and spray park. Maybe a flashing crosswalk sign with a button somewhere along that stretch of road?

I also agree with [redacted] below, we walk across Briargate to get to the lake, it can be tricky to cross at times.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ↗

• 9 months ago

A review of the pedestrian crossing at Briarwood Road & Bayfield Crescent will be included in the Neighbourhood Traffic Review.

^ | v • Share ›



• 8 months ago

We are concerned about the northern intersection of Briarwood Road and Brookdale Crescent. There are frequently shuttle vehicles stopping on Brookdale. They occasionally block traffic on Brookdale and impede visibility when pulling onto Briarwood. This is also a school bus stop on Briarwood, so visibility can't be impaired.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ↗

• 8 months ago

I believe that the visibility has been reviewed at this location in the past. I will add it to the neighbourhood traffic review for another look.

^ | v • Share ›



• 8 months ago

We are always concerned about the speed of traffic on Briarwood road between the Beechmont Crescent entrances. Because there are no pedestrian crossings, we often see people accelerating around the corner. This is an issue as there are quite a few young people crossing the busy Beechmont/Briarwood intersection (closer to the park) to either wait for buses on the boulevard, or crossing Briarwood to play with friends on the side lane. Last year someone put up a green slow down turtle on

the corner of Beechmont/Briarwood intersection, but perhaps another crosswalk here might slow traffic down a bit?

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod • 8 months ago

As part of the neighbourhood traffic review, we will collect and review speed data for Briarwood Road between the Beechmont Crescent entrances. We will also consider pedestrian crossing needs at the south intersection of Briarwood Road & Beechmont Crescent.

^ | v • Share ›

ALSO ON CITY OF SASKATOON

Lawson Heights and Lawson Heights Suburban Centre

12 comments • 9 months ago



Nathalie Baudais, Transp. Eng. — Thanks for the comment We'll consider this as we finalize the traffic plan.

2018 Civic Satisfaction & Performance Survey

5 comments • a year ago



— I feel this survey gives almost no opportunity for meaningful input. And what kind of question is "If you

Holiday Park and King George

15 comments • 9 months ago

1

— I live on this block and disagree with this. Having cars parked on both sides is a traffic calming

Airport Business Area

3 comments • 9 months ago



Nathalie Baudais, Transp. Eng. — Thanks for raising this concern, Traffic signals for Avenue C fall outside of the

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Lawson Heights and Lawson Heights Suburban Centre Neighbourhood Traffic Review

ISSUE

Through the Neighbourhood Traffic Review (NTR) process a Traffic Plan for the Lawson Heights and Lawson Heights Suburban Centre (SC) neighbourhoods was developed in consultation with the community in response to concerns such as speeding, traffic shortcutting, and pedestrian safety.

BACKGROUND

A public meeting was held April 11, 2019 to identify traffic concerns and potential solutions within the Lawson Heights and Lawson Heights SC neighbourhoods. Based on the residents' input provided at the initial public meeting and the analysis of the traffic data collected, a Neighbourhood Traffic Plan was developed and presented to the community at a second public meeting held on October 3, 2019. Additional feedback received at the follow-up public meeting was also incorporated into the NTR.

The proposed improvements were circulated to: Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Parking Services, Roadways, Fleet & Support, and Saskatoon Transit, and their comments were incorporated into the NTR recommendations.

CURRENT STATUS

To improve safety in the Lawson Heights and Lawson Heights SC neighbourhoods, the following will be completed:

- Sidewalk
- Active Pedestrian Corridor (APC)
- Altering School Zone limits
- Removing U-turn restriction
- Flashing beacon
- Median islands
- Standard crosswalk
- Parking restrictions
- Pedestrian ramps
- Stop signs
- Tree trimming
- Speed display boards

DISCUSSION/ANALYSIS

The Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review is included as Appendix 1.

FINANCIAL IMPLICATIONS

The costs are summarized in the following table:

Item	2020-2021	Beyond 2021
Signs, Pavement Markings & Temporary Traffic Calming	\$9,250	-
Speed Display Board		minimal
Pedestrian Safety Devices	-	\$ 45,000
Permanent Traffic Calming	-	\$ 20,000
Pedestrian Ramps	-	\$ 14,000
Sidewalks	-	\$250,000
TOTAL	\$9,250	\$329,000

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2020 and 2021, which includes implementation of all signage, pavement markings, and temporary traffic calming measures. The remainder of the work, beyond 2021, including implementation of permanent traffic calming measures and pedestrian safety devices, will be considered alongside all other improvements identified through the NTR Program. The Administration will include these in the multi-year budget submission package listing the projects recommended to be funded and the rationale used to prioritize the projects.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

The installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Signs, pavement markings, temporary traffic calming and speed display boards
Medium-term (3 to 5 years)	Pedestrian safety devices and permanent traffic calming devices
Long-term (5 years plus)	Pedestrian ramps and sidewalks

The temporary traffic calming installations will begin as early as spring 2020. The annual report on the NTRs will provide an update on the status of converting the temporary measures to a permanent condition.

APPENDICES

1. Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Report Approval

Written by: Sheliza Kelts, Senior Transportation Engineer, Transportation
 Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation
 David LeBoutillier, Engineering Manager of Transportation
 Jay Magus, Director of Transportation
 Approved by: Terry Schmidt, General Manager, Transportation & Construction
 Department

Lawson Heights and Lawson Heights Suburban Centre Neighbourhood Traffic Review



Authorization

Prepared By:



Sheliza Kelts, P.Eng.
Senior Transportation Engineer



Nathalie Baudais, P.Eng.
Senior Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.
Engineering Manager, Transportation

Acknowledgements

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

- Lawson Heights and Lawson Heights Suburban Centre residents
- Lawson Heights Community Association
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Randy Donauer

Executive Summary

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

A public meeting was held in April 2019 to identify traffic concerns and potential solutions within the Lawson Heights and Lawson Heights Suburban Centre (SC) neighbourhoods. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in October 2019.

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

The Lawson Heights and Lawson Heights SC Traffic Plan is illustrated in Exhibit ES-1.

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table ES-1: Lawson Heights and Lawson Heights SC Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Lenore Drive between Warman Road/ Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive and Redberry Road/ Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations
4	Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic	Improve access to homes on south side of Lenore Drive
		Supplemental flashing beacon	Alert u-turning traffic of device activation
5	Pinehouse Drive Soccer Centre access	Relocate existing sign and install additional sign indicating Soccer Centre access	Improve navigation
6	Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed
		Standard crosswalk on south leg	Improve pedestrian safety
7	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive between Kenwood Manor driveways	Improve sightlines from driveways
8	Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
		Pedestrian ramp on the northeast corner	Improve pedestrian accessibility
9	Pinehouse Drive and Reindeer Road	Three-way stop controlled intersection	Improve traffic operations
		Parking restriction on the south of the intersection	Improve compliance with Traffic Bylaw
		Relocate street name blade	Improve navigation
		Median island on the east and west leg	Improve stop sign placement
		Pedestrian ramps on the southeast and southwest corners	Improve pedestrian accessibility
10	425 Pinehouse Drive	Parking restriction at driveway	Improve sightlines from driveways
11	Redberry Road and Wathaman Crescent/ Frobisher Crescent	Median island on west leg	Reduce speed

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
12	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
		Pedestrian ramps	Improve pedestrian accessibility
13	Redberry Road and La Loche Road/ Turtle Crescent	Tree trimming on the northwest corner	Improve sightlines
14	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed
15	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

Other Projects in the Area			
Item	Location	Recommended Improvement	Justification
16	Primrose Drive and Pinehouse Drive	Review traffic signal timing plan	Consider retiming

Exhibit ES1 - Lawson Heights & Lawson Heights Suburban Centre Traffic Plan



LEGEND

- STOP SIGN
- YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION
- RECOMMENDATIONS

LAWSON HEIGHTS & LAWSON HEIGHTS SUBURBAN CENTRE: TRAFFIC PLAN

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APPENDIX G: Decision Matrix
APPENDIX H: Additional Concerns Received After Presentation of Draft Plan
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1. Introduction

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

The Lawson Heights and Lawson Heights SC neighbourhoods are bound by Warman Road to the west, Lenore Drive to the north, Whiteswan Drive to the east and Primrose Drive, Pinehouse Drive, and La Ronge Road to the south. The land use is primarily residential with some commercial properties located at the Lawson Heights Mall and along a portion of Primrose Drive and Pinehouse Drive.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in April 2019 to identify traffic concerns within the Lawson Heights and Lawson Heights SC neighbourhoods. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- La Loche Road;
- Lenore Drive;
- Pinehouse Drive;
- Primrose Drive;
- Redberry Road;
- Reindeer Road;
- Saguenay Drive;
- Tobin Crescent;
- Wathaman Crescent; and
- Whiteswan Drive.

The residents suggested the following solutions:

- Install speed display device;
- Install a three-way stop;
- Increase enforcement;
- Eliminate school zone;
- Install speed humps;
- Install photo speed enforcement;
- Reduce speed limit; and
- Reduce the length of the school zone.

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

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

- La Loche Road;
- La Loche Road and Chitek Crescent;
- La Ronge Road;
- Lenore Drive and Primrose Drive;
- Pinehouse Drive;
- Pinehouse Drive and La Ronge Road;
- Pinehouse Drive and Reindeer Road;
- Pinehouse Drive and Saguenay Drive;
- Pinehouse Drive and Cochin Crescent Walkway;
- Redberry Road;
- Redberry Road and Reindeer Road;
- Whiteswan Drive and Lenore Drive;
- Redberry Road and Frobisher Crescent/Candle Crescent;
- Redberry Road and Frobisher Crescent/Wathaman Crescent; and
- Pinehouse Drive between Saguenay Drive and La Ronge Road.

The residents suggested the following solutions:

- Pedestrian crosswalk;
- Speed sign;
- Parking restrictions;
- Enforcement;
- Reduced speed limit;
- Re-paint pedestrian crosswalk;
- Three-way stop;
- Curb extensions;
- Active pedestrian corridor;
- Realign crosswalk; and
- Construct a traffic circle.

2.3. Traffic Control

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

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

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

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

- Lenore Drive and Cypress Court;
- Lenore Drive and La Loche Road;
- Lenore Drive and Primrose Drive;
- Lenore Drive and Redberry Road;
- Pinehouse Drive and La Ronge Road;
- Pinehouse Drive and Primrose Drive;
- Pinehouse Drive and Reindeer Road;
- Pinehouse Drive and Saguenay Drive;
- Redberry Road and Reindeer Road;
- Spadina Crescent and Pinehouse Drive; and
- Whitesawn Drive and Lenore Drive.

Solutions suggested by residents:

- Three-way stop;
- Remove a three-way stop;
- Traffic circle;
- U-turn lane;
- Remove U-turn restriction;
- Traffic signal; and
- Improve traffic signal timing.

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- Pinehouse Drive between Saguenay Drive and La Ronge Road; and
- Pinehouse Drive near the RM of Corman Park office.

Residents requested that parking restrictions be implemented to address these issues.

2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- La Ronge Road;
- Pinehouse Drive and La Ronge Road;
- Primrose Drive;
- Redberry Road and Candle Crescent; and
- Wathaman Crescent.

2.6. Major Intersections and Corridors

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

Neighbourhood concerns regarding major intersections were raised at Warman Road and Lenore Drive.

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

Appendix B.

3.2. Traffic Volume and Speed Assessments

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

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

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

Characteristic	Classifications								
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major	
Traffic Service Function	Land access function only (traffic movement not a consideration)		Land access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration	Traffic movement primary consideration
Land Service/ Access	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access
Typical Traffic Volume (veh/day)	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000
Traffic Flow Characteristics	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)
Typical Posted Speed Limit (kph)	20		50		50		50 to 70		80 to 90
Typical Vehicle Type	Passenger and service vehicles	All types	Passenger and service vehicles	All types	Passenger and service vehicles	All types	All types	All types, large portion of trucks	All types, large portion of trucks
Desirable Network Connections	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/Expressways
Transit Service	Not permitted		Generally avoided		Permitted		Permitted		Express buses only
Cyclist Facilities	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*
Pedestrians Facilities	Permitted, no special facilities		Sidewalks provided both sides		Sidewalks provided both sides, separation from traffic lanes preferred		Sidewalks provided both sides, separation from traffic lanes required		Prohibited*
Typical Parking Restrictions	Some restrictions		No restrictions or restrictions one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions	Prohibited
Minimum Intersection Spacing (m)	As needed		60		60		200	400	800 or 1,600 between interchanges
Typical Right-of-Way Width (m)	6		15 to 22		21 to 41		33 to 43		75 to 125

*May be considered beyond the clear zone

Vehicle 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 Lawson Heights and Lawson Heights SC neighbourhoods is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

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

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 3-2: Speed Studies and Average Daily Traffic Counts (2019)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
La Loche Road	Chitek Crescent and Nokomis Crescent	Collector	500	48
La Ronge Road	Pinehouse Drive and Nahanni Drive	Collector	1,650	51
Pinehouse Drive	Reindeer Road and Saguenay Drive	Collector	4,280	58
Redberry Road	Reindeer Road and Wathaman Crescent / Frobisher Crescent	Collector	2,965	54 41 (school zone)
Redberry Road	Candle Crescent and Candle Crescent	Collector	1,235	55 44 (school zone)
Saguenay Drive	La Ronge Road and Assiniboine Drive	Collector	1,850	45
Whiteswan Drive	Lenore Drive and Pinehouse Drive	Arterial	4,760	59

3.3. Traffic Control Assessments

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

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

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

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

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

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

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Pinehouse Drive and La Ronge Road	876	9,130	2	Criteria Met. Proceed to Step 2.
Pinehouse Drive and Saguenay Drive	470	4,870	1	Criteria Not Met. All-way stop NOT warranted.
Pinehouse Drive and Reindeer Road	608	7,240	3	Criteria Met. Proceed to Step 2.
Lenore Drive and Whiteswan Drive	533	5,970	2	Criteria Not Met. All-way stop NOT warranted.
Redberry Road and Reindeer Road	418	4,880	1	Criteria Not Met. All-way stop NOT warranted.

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Pinehouse Drive and La Ronge Road	Condition Not Met	Condition Met	All-way stop NOT warranted.
Pinehouse Drive and Reindeer Road	Condition Met	Condition Met	Warranted

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

3.4. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

Pedestrian crossing devices include:

- standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian studies are provided in Table 3-5 and details are provided in **Appendix D**.

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Pinehouse Drive and La Ronge Road (south leg)	Confirmed	Distance from nearest control >200 m. Connection to crosswalk on west leg of this intersection and bus stops. Standard crosswalk is appropriate.
Pinehouse Drive and La Ronge Road (west leg)	Confirmed	Distance from nearest control >200 m. Connection to transit stop. Existing standard crosswalk is appropriate.
Pinehouse Drive and Reindeer Road	Confirmed	Distance to nearest control >200 m. Connection to commercial centre. All-way stop is recommended.

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Location	Pedestrian Desire Confirmation	Results
Pinehouse Drive and Saguenay Drive (west leg)	Confirmed	Distance from nearest control >200 m. Connection to neighbourhood walkway system. Standard crosswalk is appropriate. Existing zebra crosswalk to remain.
Redberry Road and Candle Crescent North Intersection (south leg)	Confirmed	Distance to nearest control ~200 m. Connection to St. George School. Standard crosswalk is appropriate. Existing zebra crosswalk to remain.
Redberry Road and Candle Crescent/Frobisher Crescent (north leg)	Confirmed	Distance to nearest control >200 m. Connection to Lawson Heights and St. George Schools. Existing standard crosswalk is appropriate.
Redberry Road and Walkway between Tobin Crescent intersections	Confirmed	Distance to nearest control >200 m. Connection to neighbourhood walkway system. Standard crosswalk is appropriate. Existing pedestrian corridor to remain.
Redberry Road and Wathaman Crescent/Frobisher Crescent (west leg)	Confirmed	Distance to nearest control >200 m. Connection to Lawson Heights School. Standard crosswalk is appropriate. Existing pedestrian corridor and zebra crosswalk to remain.
Redberry Road and Cochin Place Walkway	Low	Distance to nearest control <200 m. Not a candidate for pedestrian control.
La Loche Road and Chitek Crescent South Intersection (north leg)	Confirmed	Distance from nearest control <200 m. Not a candidate for pedestrian control.
Lenore Drive and Redberry Road/Roborecki Crescent	Confirmed	Distance from nearest control >200 m. Connection to Bishop James Mahoney School. Active Pedestrian Corridor recommended.
Lenore Drive and Cypress Court	Confirmed	Distance from nearest control <200 m. Connection to Marion M Graham Collegiate. Existing standard crosswalk is appropriate.
Spadina Crescent/Whiteswan Drive and Pinehouse Drive	Confirmed	Distance to nearest control >200 m. Connection to Meewasin Valley Trail system. Existing all-way stop control is appropriate.
Lenore Drive and Whiteswan Drive	Confirmed	Distance from nearest control >200 m. Connection to Meewasin Valley Trail system. Existing standard crosswalk is appropriate.

3.5. Collision Analysis

The most recently available five-year collision data (2014 to 2018) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. The intersection of Pinehouse Drive and Primrose Drive had two or more collisions per year.

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations where there is limited school activity (school zone will remain until the active pedestrian corridor is installed at Lenore Drive and Redberry Road/Roborecki Crescent)
Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic	Improving access to the homes on the south side of Lenore Drive will reduce the amount of drivers navigating through the neighbourhood
Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed
Redberry Road and Wathaman Crescent/Frobisher Crescent	Median island on west leg	Reduce speed and improve pedestrian safety
Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
Lenore Drive and Redberry Road/Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
Lenore Drive and La Loche Road	Supplemental flashing beacon at active pedestrian corridor	Alert u-turning traffic of device activation
Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed and improve pedestrian safety
	Standard crosswalk on south leg	Improve pedestrian safety
Pinehouse Drive and Pinehouse Place	Pedestrian ramp on the northeast corner	Improve pedestrian accessibility
Pinehouse Drive and Reindeer Road	Pedestrian ramps on the southeast and southwest corners	Improve pedestrian accessibility
Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
	Pedestrian ramps	Improve pedestrian accessibility
Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

4.4. Intersection Safety

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

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
Pinehouse Drive Soccer Centre access	Relocate existing sign and install additional sign indicating Soccer Centre access	Improve navigation
Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
Pinehouse Drive and Reindeer Road	Install three-way stop controlled intersection	Improve traffic operations
	Relocate street name blade	Improve navigation
	Install median island on the east and west leg and	Improve stop sign placement
Redberry Road and La Loche Road/Turtle Crescent	Tree trimming on the northwest corner	Improve sightlines

4.5. Parking

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

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive between Kenwood Manor driveways	Improve sightlines from driveways
Pinehouse Drive and Reindeer Road	Parking restriction on the south of the intersection	Improve compliance with Traffic Bylaw
425 Pinehouse Drive	Parking restriction at driveway	Improve sightlines from driveways

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in October 2019. The meeting minutes and feedback from emails and phone calls are provided in **Appendix F**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix G**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet & Support and Transit.

4.7. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-5.

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 11, 2019 Lawson Heights Alliance Church 36 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 3, 2019 Lawson Heights Alliance Church 25 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Lawson Heights and Lawson Heights SC were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- changeable message signs placed on Pinehouse Drive prior to the first meeting;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. Eight residents subscribed for email updates. Study updates were provided to these residents at several milestones throughout the project.

Residents were invited to provide their concerns and feedback through the following:

- the saskatoon.ca/engage webpage;
- the report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix I**.

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

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

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Installations for Lawson Heights and Lawson Heights SC are likely to begin in spring/summer 2020.

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

- Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Pedestrian Ramps Cost Estimate
- Table 5-6: Sidewalk Cost Estimate
- Table 5-7: Total Cost Estimate

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

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

Location	Device/Task	Cost Estimate	Implementation Goal
Lenore Drive adjacent to Bishop James Mahoney School	Alter School Zone signage	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Lenore Drive and La Loche Road	Flashing beacon (1)	\$2,000	
Pinehouse Drive Soccer Centre access	Alter Soccer Centre access signage and Soccer Centre sign (1)	\$1,000	
Pinehouse Drive and La Ronge Road	Temporary median island (1)	\$500	
Pinehouse Drive	No Parking signs (2)	\$500	
Pinehouse Drive and Pinehouse Place	Relocate sign (1)	\$250	
Pinehouse Drive and Reindeer Road	Stop signs (6)	\$1,500	
	No Parking signs (2)	\$500	
	Temporary median islands (2)	\$1,000	
425 Pinehouse Drive	No Parking signs (2)	\$500	
Redberry Road and Wathaman Crescent/Frobisher Crescent	Temporary median island (1)	\$500	
Redberry Road and Reindeer Road	Relocate standard crosswalk and revise signage	\$500	
Total		\$9,250	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (2)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
Total		\$0	

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Lenore Drive and Redberry Road/Roborecki Crescent	Active Pedestrian Corridor (1)	\$45,000	3 to 5 years
Total		\$45,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Pinehouse Drive and La Ronge Road	Median island (1)	\$5,000	3 to 5 years
Pinehouse Drive and Reindeer Road	Median island (2)	\$10,000	
Redberry Road and Wathaman Crescent/Frobisher Crescent	Median island (1)	\$5,000	
Total		\$20,000	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Pinehouse Drive and Pinehouse Place	Pedestrian ramp (1)	\$3,500	5 plus years
Pinehouse Drive and Reindeer Road	Pedestrian ramp (2)	\$7,000	
Redberry Road and Reindeer Road	Pedestrian ramp (1)	\$3,500	
Total		\$14,000	

Table 5-6: Sidewalk Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Sidewalk (500 metres)	\$250,000	5 plus years
Total		\$250,000	

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 5-7: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$9,250	-	-
Speed Enforcement	\$0	-	-
Pedestrian Safety Devices	-	\$45,000	-
Permanent Traffic Calming	-	\$20,000	-
Pedestrian Ramps	-	-	\$14,000
Sidewalks	-	-	\$250,000
Total	\$9,250	\$65,000	\$264,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$9,250. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks) is \$329,000.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-8. The resulting recommended Lawson Heights and Lawson Heights SC Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 5-8: Lawson Heights and Lawson Heights SC Recommended Improvements

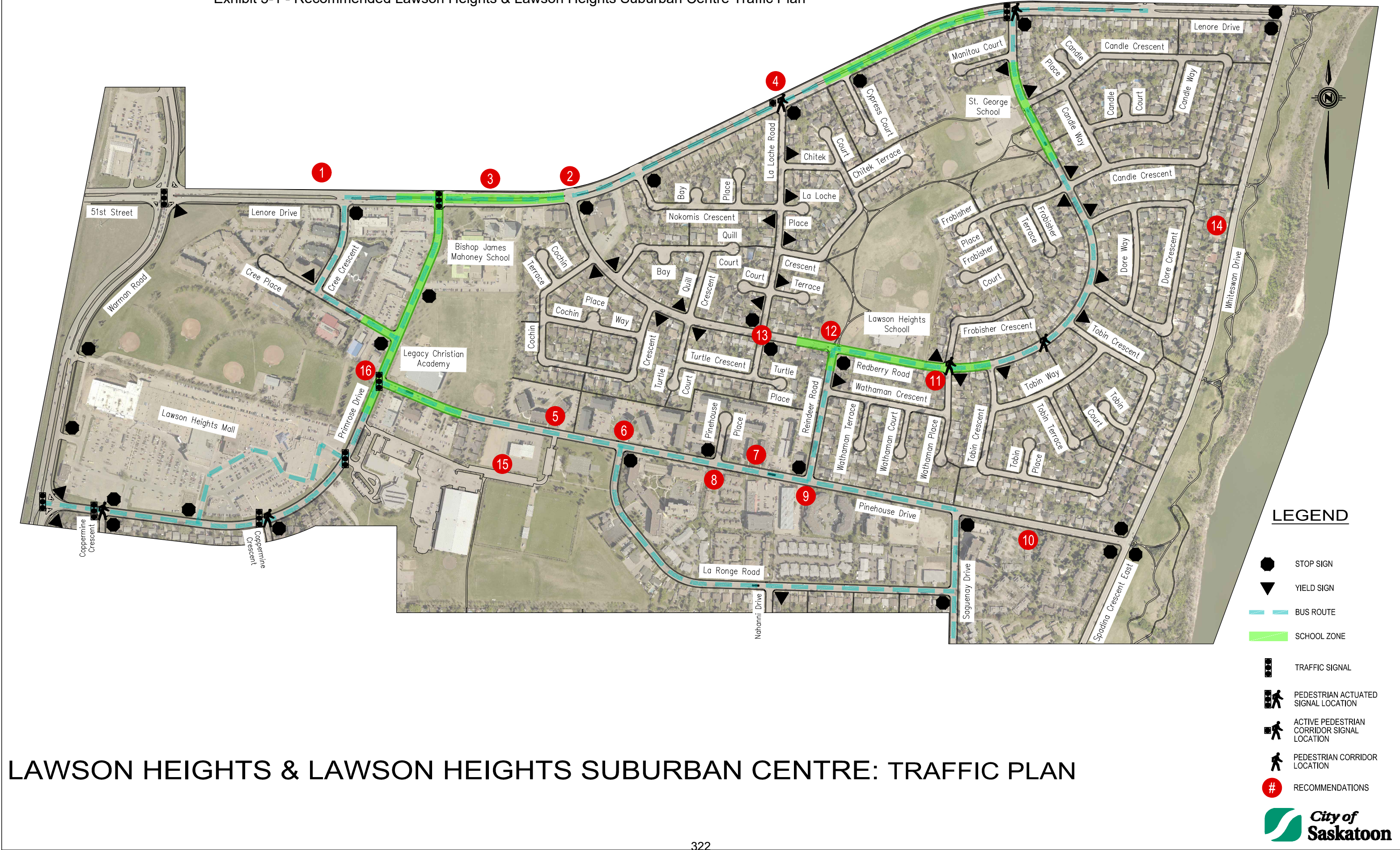
Item	Location	Recommended Improvement	Justification
1	Lenore Drive between Warman Road/ Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive and Redberry Road/ Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations
4	Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic	Improve access to homes on south side of Lenore Drive
		Supplemental flashing beacon	Alert u-turning traffic of device activation
5	Pinehouse Drive Soccer Centre access	Relocate existing sign and install additional sign indicating Soccer Centre access	Improve navigation
6	Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed
		Standard crosswalk on the south leg	Improve pedestrian safety
7	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive between Kenwood Manor driveways	Improve sightlines from driveways
8	Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
		Pedestrian ramp on the northeast corner	Improve pedestrian accessibility
9	Pinehouse Drive and Reindeer Road	Three-way stop controlled intersection	Improve traffic operations
		Parking restriction on the south of the intersection	Improve compliance with Traffic Bylaw
		Relocate street name blade	Improve navigation
		Median island on the east and west leg and	Improve stop sign placement
		Pedestrian ramps on the southeast and southwest corners	Improve pedestrian accessibility
10	425 Pinehouse Drive	Parking restriction at driveway	Improve sightlines from driveways
11	Redberry Road and Wathaman Crescent/ Frobisher Crescent	Median island on west leg	Reduce speed

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
12	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
		Pedestrian ramps	Improve pedestrian accessibility
13	Redberry Road and La Loche Road/ Turtle Crescent	Tree trimming on the northwest corner	Improve sightlines
14	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed
15	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

Other Projects in the Area			
Item	Location	Recommended Improvement	Justification
16	Primrose Drive and Pinehouse Drive	Review traffic signal timing plan	Consider retiming

Exhibit 5-1 - Recommended Lawson Heights & Lawson Heights Suburban Centre Traffic Plan



Appendix A

Public Meeting #1 – April 11, 2019

CITY OF SASKATOON

Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review Minutes

Date: Thursday, April 11, 2019

Time: 7:00 – 9:00 pm

Location: Lawson Heights Alliance Church (159 Pinehouse Drive)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Carly Grassing	City of Saskatoon Transportation Engineer
David LeBoutillier	City of Saskatoon Acting Engineering Manager
Councillor Randy Donauer	Ward 5 City Council Representative
Patrick Barbar	Staff Sergeant Traffic Unit Saskatoon City Police

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – April 11, 2019

Saskatoon Police Services

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Lawson Heights / Lawson Heights Suburban Centre and potential solutions.

Group 1: Sheliza Kelts

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Concerns around the noise and speeding occurring at this intersection.
 - One potential solution would be to add a pedestrian crossing device to facilitate crossing Spadina Crescent, remove stop signs on Spadina Crescent and Whiteswan Drive and keep stop sign on Pinehouse Drive.
 - Need to collect traffic and pedestrian data to ensure that we find the correct solution.
 - Ensure that the solution maintains a safe crossing environment for pedestrians.
- Spadina Crescent / Whiteswan Drive:
 - Speeding concerns along Whiteswan Drive.
 - Would like to have parking available on the river side of Spadina Crescent.
 - Review bordering Neighbourhood Traffic Reviews to ensure consistency along Spadina Crescent/Whiteswan Drive.
- Pinehouse Drive:
 - Want pedestrian crossing devices all along Pinehouse Drive at the intersections of Saguenay Drive, Reindeer Road, La Ronge Road and Cochin Crescent walkway.
- Cochin Crescent Walkway:
 - Continue walkway network to connect to facilities (Lawson Civic Centre, Soccer Centre, St. Anne School, etc.). Walkway ends at Pinehouse Drive.
- Bethany Manor Walkway:
 - Continue walkway network to connect to facilities. Walkway ends at soccer centre parking lot.
- La Loche Road & Chitek Crescent:
 - No crosswalk at this intersection. Would like a zebra crossing here.
- La Loche Road & Lenore Drive:
 - When making a northbound left turn from La Loche Road onto Lenore Drive, it can be difficult to see when there is a vehicle parked on the west side of this intersection

Group 2: Nathalie Baudais

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Noise is the biggest concern, especially bad in the afternoons, evenings and weekends. Vehicles drag race and accelerate quickly after the stop sign.
 - Would like to make this a one-way stop control for Pinehouse Drive. Traffic volumes are higher on Spadina Drive.
 - There should be a pedestrian corridor device instead of stop signs on Spadina Drive/Whiteswan Drive
 - An additional suggestion would be to install a median, left turn bay and pavement markings for northbound traffic so that northbound through traffic does not queue behind turning traffic.
- Spadina Crescent & Sandy Court:
 - Should have a pedestrian device across Spadina Crescent.
- La Ronge Road & Pinehouse Drive:
 - Want a three-way stop or a pedestrian device (preferred).
 - Pedestrians cross as though they have the right to cross anytime. They do not check for traffic on Pinehouse Drive.
 - Busses can block the view of pedestrians wanting to cross Pinehouse Drive so a pedestrian device is needed.
- Cost concerns:
 - Concerned with the amount of pedestrian devices, zebra crosswalks and median islands being installed throughout the City.
 - Waste of tax dollars.
 - Getting beyond reasonable. People have been crossing at these locations for years without incident.
 - Maintenance costs should be considered as well as capital costs.
 - Kids push the buttons when they do not want to cross.
- Lenore Drive & La Loche Road:
 - Installation of this pedestrian device was unnecessary.
 - People have been crossing here for years without incident.
 - Majority of people crossing here are adults. They don't need these devices.
- Lenore Drive & Primrose Drive:
 - Right lane must turn right has a lack of compliance. Suggest that a curb extension on the southeast corner could correct this behavior.
- Redberry Road & Cochin Crescent (south intersection):
 - Southwest corner parking restriction is needed for visibility.

- Lenore Drive & Cree Crescent:
 - U-turns should be restricted since they create back-ups for eastbound traffic.
- Warman Road & 51st Street:
 - Overall very happy with the new design of the intersection. Very efficient at moving traffic.
 - One suggestion would be to reduce the median island width for the westbound left turn to improve sightlines of oncoming traffic.
- Pinehouse Drive:
 - Cars parking on the north side of Pinehouse Drive park too close to the driveways of the multi-unit dwellings. Creating visibility issues for vehicles exiting the driveways.
- Lawson Heights Mall Access:
 - Restrict left turns into the mall for the access east of Primrose Drive & Coppermine Crescent. Left turns into the mall at this location cause traffic back-ups which could lead to rear end collisions. This movement is no longer needed since there is the new access off of Warman Road.
 - Create a northbound right turn lane into the mall on Warman Road for the new access north of Browns Social House.
- Missing Sidewalks:
 - 51st Street between rail corridor and Millar Avenue (to McDonalds).
 - Lenore Drive north side sidewalk needed between Independent Grocer and Primrose Drive.

Group 3: Chelsea Lanning

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Why do we have stop signs at Pinehouse Drive and nowhere else along Spadina Crescent?
 - People gun it from the stop sign making lots of noise and drivers speed. Not sure if there is another solution that still provides pedestrian safety that is not a stop sign.
- Lenore Drive & Primrose Drive:
 - Short traffic signal timing off of Lenore Drive. Lots of close calls and some drivers shortcut down Cree Crescent to avoid the traffic signals.
- Lenore Drive:
 - Speeding between Russell Road and Whiteswan Drive (both ways).
 - Noise is an issue, all day.

- Increased traffic on Lenore Drive from Warman Road recently. Maybe drivers are shortcutting to Spadina Crescent.
- Pinehouse Drive & La Ronge Road:
 - Hard to get off of La Ronge Road to make a left turn onto Pinehouse Drive.
 - There are lots of pedestrians here and they are having trouble crossing. Speeding on Pinehouse Drive makes it more difficult.
 - The existing standard crosswalk is not effective. Suggest pedestrian activated corridor.
 - This bus stop location is heavily used.
 - Suggest three-way stop; it could help cars and pedestrians.
 - Suggest curb extensions as a possible solution.
 - Lots of kids crossing the street to the recreational centre.
- Spadina Crescent/Whiteswan Drive:
 - Check where speed limit changes on Spadina Crescent/Whiteswan Drive. Maybe it should be reduced to 50kph sooner or the whole way.
- Spadina Crescent:
 - Speeding.
 - Lots of motorcycles.
 - Night speeds are very high, especially northbound.
 - Why do we have dashed lines in the centre? They should be solid to prevent passing.
- Whiteswan Drive:
 - Long street, downhill, lots of speeding.
 - Suggest three-way stop at Lenore Drive.
 - Lots of walkways from the neighbourhood to the parks without crosswalks at some locations.
 - Conflicts with the speeding traffic and pedestrians.
 - Vehicles parking on the crosswalk or too close to the crosswalk. No parking signs should be installed.
 - Suggest making crosswalks more visible.
- Pinehouse Drive:
 - Long street with a downhill grade from Reindeer Road to Spadina Crescent
 - During the winter months, roadway gets very narrow with snow, and parked vehicles on the street. There are still speeding issues in the winter.

- Pinehouse Drive & Saguenay Drive:
 - New condos reduce visibility for vehicles coming off of Saguenay Drive.
 - Drivers do not see crosswalk that leads to a bus stop.
 - Intersection is busy with pedestrians and kids walking to/from school.
- Pinehouse Drive & Reindeer Road:
 - As you head westbound on Pinehouse Drive, when it is dark, eastbound cars crest the hill and blind your vision as you head west.
 - Stop at the intersection often ran by traffic on Reindeer Road.
 - Poor visibility for Reindeer Road traffic due to buildings and parked cars.
 - The intersection is on the crest of a hill.
 - Suggest a three-way stop; it may help with speeding and ability to maneuver off of Reindeer Road onto Pinehouse Drive.
- Pinehouse Drive & La Ronge Road:
 - Lots of pedestrians and kids crossing here.
 - Speeding on Pinehouse Drive.
- 51st Street & Warman Road:
 - No longer has a dedicated receiving lane for eastbound right turns from 51st Street to Warman Road southbound. It is now a channelized right turn with a yield sign.
 - On Warman Road northbound turning left onto 51st Street westbound there are two turning lanes. Making that turn and then turning right to get into the Independent Grocer is dangerous. Cars coming southbound heading west have a dedicated receiving lane (do not yield) so they prevent you from getting into the Independent Grocer driveway.
- Neighbourhood wide:
 - Speeding is an issue.

Group 4: Carly Grassing

- Tobin Crescent:
 - Eastbound traffic speeding east of Tobin Place.
- Pinehouse Drive:
 - Vehicles passing left turning vehicles in the right lane.
 - Speeding.
 - Pedestrian crossing devices needed, possibly at Reindeer Road.
 - Vehicles have a hard time leaving apartment building driveways due to visibility issues with parked cars.

- Pedestrians do not cross at intersections.
 - Legacy Christian Academy faces Primrose Drive, kids are not present on Pinehouse Drive. School zone should be removed from Pinehouse Drive and only present on Primrose Drive
- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Three-way stop not needed.
 - Creates noise pollution.
 - Pedestrian crossing would be better at this location.
 - Stop or yield for Pinehouse Drive.
- Redberry Road & Candle Crescent/Frobisher Crescent:
 - Trees on corner block visibility making it difficult to turn left.
- Redberry Road:
 - Speeding in school zone by Lawson Heights School.
- La Loche Road:
 - Speeding between Nokomis Crescent and La Loche Terrace.
- Enforcement may be a good solution to speeding in the neighbourhood.
- Education campaign for signs would be useful.
- Lenore Drive & La Loche Road:
 - Northbound left turn is difficult, visibility issue with parked cars makes it difficult.
- Lenore Drive & Redberry Road:
 - Northbound left turn is difficult.
 - It is difficult to see cars because of the curve in Lenore Drive.
 - Maybe needs a three-way stop.
- Primrose Drive:
 - Snow clearing needed in the winter. When Windrows are present the travel lanes become very narrow.
- Primrose Drive & mall access east of Coppermine Crescent:
 - This had a left turn restricted sign that is no longer present.
 - Vehicles turn left here instead of turning right off of Warman Road into the new mall access.
- 51st Street & Warman Road:
 - Lots of rear ends at this intersection. This has gotten better with the redesign.

- Northbound right turn vehicles do not realize they have an added lane.
- 51st Street:
 - Hard to access the Independent Grocer.
- Spadina Crescent & Pembina Avenue:
 - Difficult for pedestrians to cross here.

Group 5: David LeBoutillier

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Vehicle noise and speeding are concerns, especially from southbound traffic.
 - Improve traffic flow by removing the stop sign on Spadina Crescent and Whiteswan Drive.
 - Enforce noise bylaw.
- Lenore Drive:
 - Speeding eastbound.
 - Speeding westbound after school zone to make the light (between Redberry Road & Primrose Drive).
- Whiteswan Drive:
 - Speeding, suggest speed display boards.
- Lenore Drive & La Loche Road:
 - Westbound to southbound and northbound to westbound left turns have visibility issues. Suggest pulling back the parking.
 - Active pedestrian corridor device has poor driver compliance.
- Redberry Road & La Loche Road:
 - Westbound to Westbound to southbound and northbound to westbound left turns have visibility issues. Suggest pulling back the parking.
- Lenore Drive & Redberry Road (East intersection)
 - Visibility issues. Check shrubs.
- Pinehouse Drive & Reindeer Road
 - Difficult to judge speeds on Pinehouse Drive.
 - Difficult to cross crosswalks
- Reindeer Road:
 - Snow removal concerns. Snow windrows slow traffic down and buses can't see corners.

- Cyclists are riding on sidewalks because of the gravel on the streets on Pinehouse Drive, Whiteswan Drive and Lenore Drive.
- Redberry Road & Reindeer Road:
 - Suggest a three-way stop because of the traffic volume, bus route and children crossing.
- Lawson Heights School:
 - When school zone is in effect, vehicles do not speed. In summer, speeds increase.
- Why is Whiteswan Drive a haul route for snow removal?
- Concerns with speeding and noise on Central Avenue (across river) during last summer's construction.
- Pedestrian corridor exists at the walkway crossing Redberry Road between the two Tobin Crescent intersections. Request to have an active pedestrian corridor device here.
- 51st Street & Warman Road
 - Compliments for the redesign of the intersection.
- Wathaman Crescent:
 - Shortcutting.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 10th, 2019
3. Additional public input via Engage Page no later than May 10th, 2019
4. Traffic counts data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

Question and Answer

1. Resident: How do you determine/what is the thought process for ignoring the arterial roads around the neighbourhood? Why are the arterial streets not included in the review? We talked a lot about those roads, but aren't looking at them.

Sheliza Kelts: Those roadways are excluded from the Neighbourhood Traffic Review process because they carry a lot of traffic and can impact more than

just your neighbourhood. These roadways are reviewed through a different process.

Nathalie Baudais: These roads will be reviewed through another process aimed at larger study areas. The process for arterial streets will begin after the Neighbourhood Traffic Review process has been completed for all neighbourhoods.

Councillor Donauer: I want to confirm that the comments made about these streets won't be lost.

Nathalie Baudais: Correct. Comments received for arterial streets will be collected and considered during the review of arterial streets.

2. Resident: Our neighbourhood is adjacent to a park which hosts events and festivals, so it is getting busier and busier with people accessing the park. Will pedestrian crossings be considered for these locations?

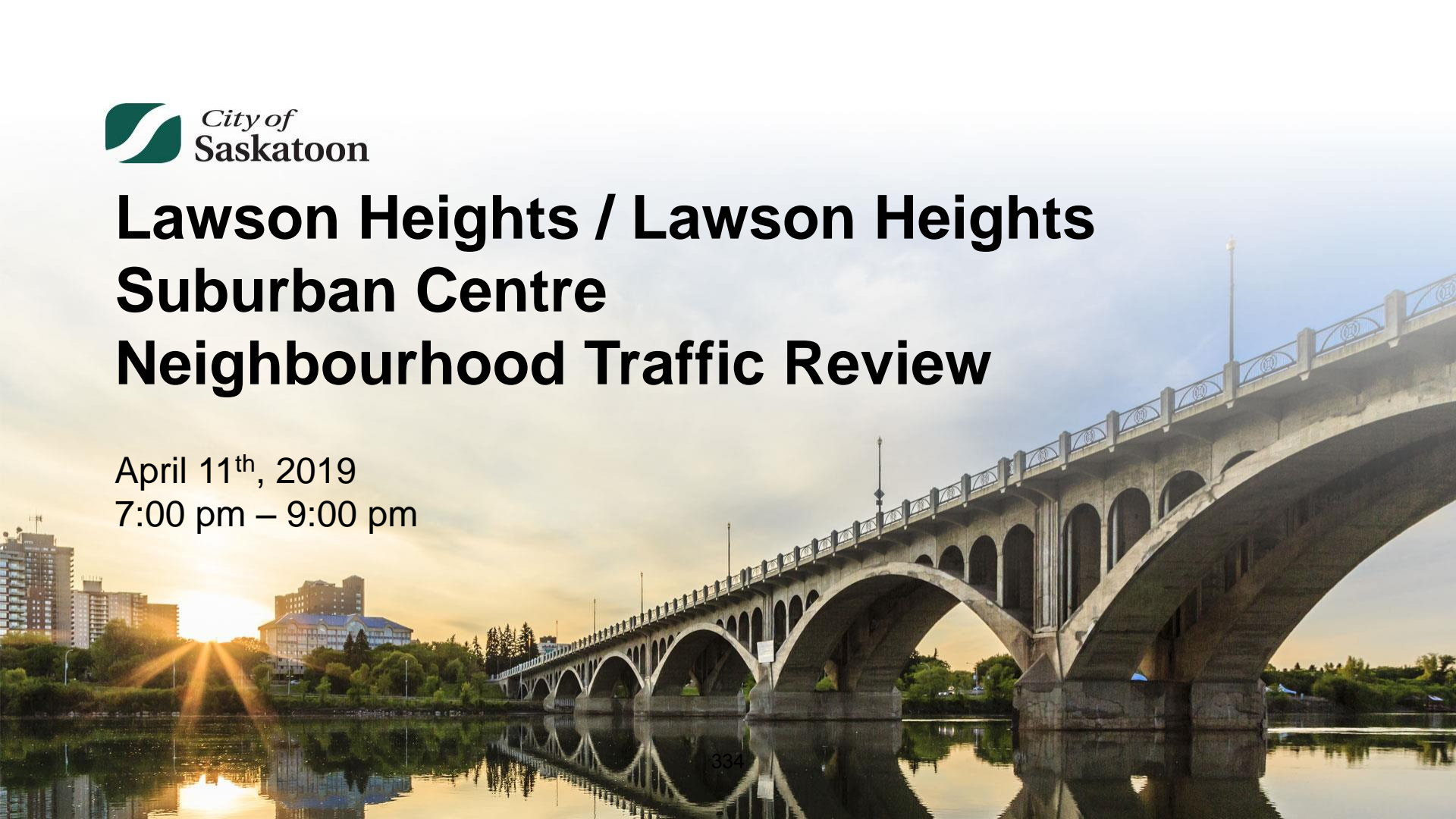
Nathalie Baudais: Pedestrian crossings will be reviewed through the recently updated Traffic Control at Pedestrian Crossings policy which aligns our practices with the new national standards.



Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review

April 11th, 2019

7:00 pm – 9:00 pm



Agenda

- Welcome & Introductions
- Traffic Management Presentation
- Traffic Issues Discussion – Your Ideas / Solutions
- Next Steps
- Question / Answer Period – what else do you need to know?

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

- Neighbourhood Traffic Review (NTR) Process
- Lawson Heights / Lawson Heights Suburban Centre Schedule
- Sources of Information
- Sample of Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- NTR Introduction
 - Developed to address traffic issues holistically rather than case by case
 - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
 - Number of outstanding concerns
 - Number of collisions
 - Number of existing temporary traffic calming devices
 - Regional representation throughout the City
 - Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

- 2014
 - 11 neighbourhood traffic reviews completed
- 2015 / 2016 / 2017 / 2018
 - 8 neighbourhood traffic reviews completed per year
- 2019 Selected Neighbourhoods
 - Pacific Heights/Kensington
 - Holiday Park / King George
 - Lawson Heights / Lawson Heights Suburban Centre
 - Nutana Park
 - Briarwood
 - Airport Business Area
 - Blairmore Suburban Centre
 - University Heights Suburban Centre

Study Area

- Study Limits
 - Lenore Drive to the north, Spadina Crescent/Whiteswan Drive to the east, Warman Road to the west and Primrose Drive/La Ronge Road to the south
- Local and Collector Roads

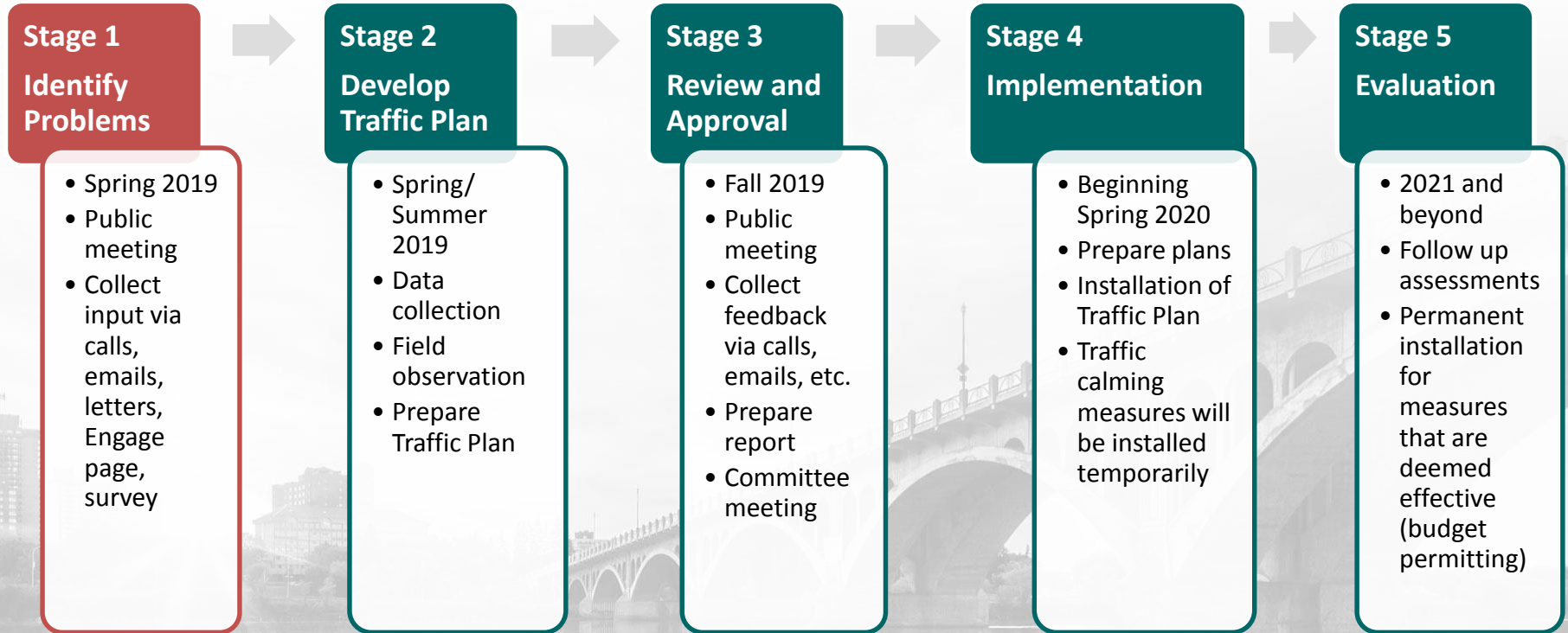


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sample of Concerns Received

- Speeding
 - Whiteswan Drive
 - Pinehouse Drive
 - Reindeer Road
 - Redberry Road
 - Tobin Cres
- School Zone
 - Lenore Drive
 - Primrose Drive
 - Pinehouse Drive
- Pedestrian Safety
 - Pinehouse Drive & La Ronge Road
 - Redberry Road & Reindeer Road
 - La Loche Road
 - Redberry Road & Frobisher Crescent/Candle Crescent
 - Redberry Road & Wathaman Crescent/Frobisher Crescent
 - La Ronge Road at Bethany Manor
 - Redberry Road & Reindeer Road

Sample of Concerns Received Continued

- Traffic Operations
 - Pinehouse Drive & La Ronge Road
 - Pinehouse Drive & Spadina Crescent/Whiteswan Drive
 - Parking
 - Pinehouse Drive & Saguenay Drive
 - La Loche Road & Chitek Crescent
 - Redberry Road & Quill Crescent
 - Shortcutting
 - Wathaman Crescent
- *Note: This is a sample of concerns received and does not include every reported traffic issue for this area*

Additional Project

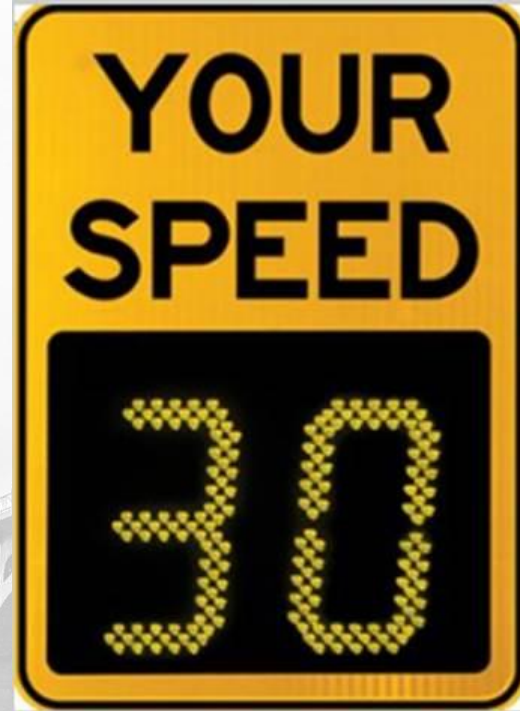
- Traffic Signals at Primrose Drive & Lawson Heights Mall Access (by Tim Hortons)
 - These signals are planned to be installed this summer.

Traffic Calming Measures Examples



Speed Display Devices

- Interactive sign that displays vehicle speeds as motorists approach.
- Reduces speeds.
- Can be relocated.
- Drivers may become immune to the devices.



Horizontal Deflection Devices

- Physical measure that requires motorists to steer around them.
- Discourage short-cutting traffic.
- May reduce vehicle speeds, turning movement conflicts or enhance the neighbourhood environment.
- Enhance pedestrian crossings and sign placement.
- Relatively inexpensive.

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Causes a vertical upward movement of the vehicle.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.

Raised Crosswalk



Raised Intersection



Speed Humps



Obstructions

- Physically restrict certain vehicle movements.
- Used to discourage shortcutting.
- Should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

- Assist pedestrians in safely crossing streets.
- Promotes orderly and predictable movement of vehicular and pedestrian traffic.

Standard Crosswalk



Zebra Crosswalk



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN LAWSON HEIGHTS / LAWSON HEIGHTS SUBURBAN CENTRE

Seeking Your Ideas and Solutions!

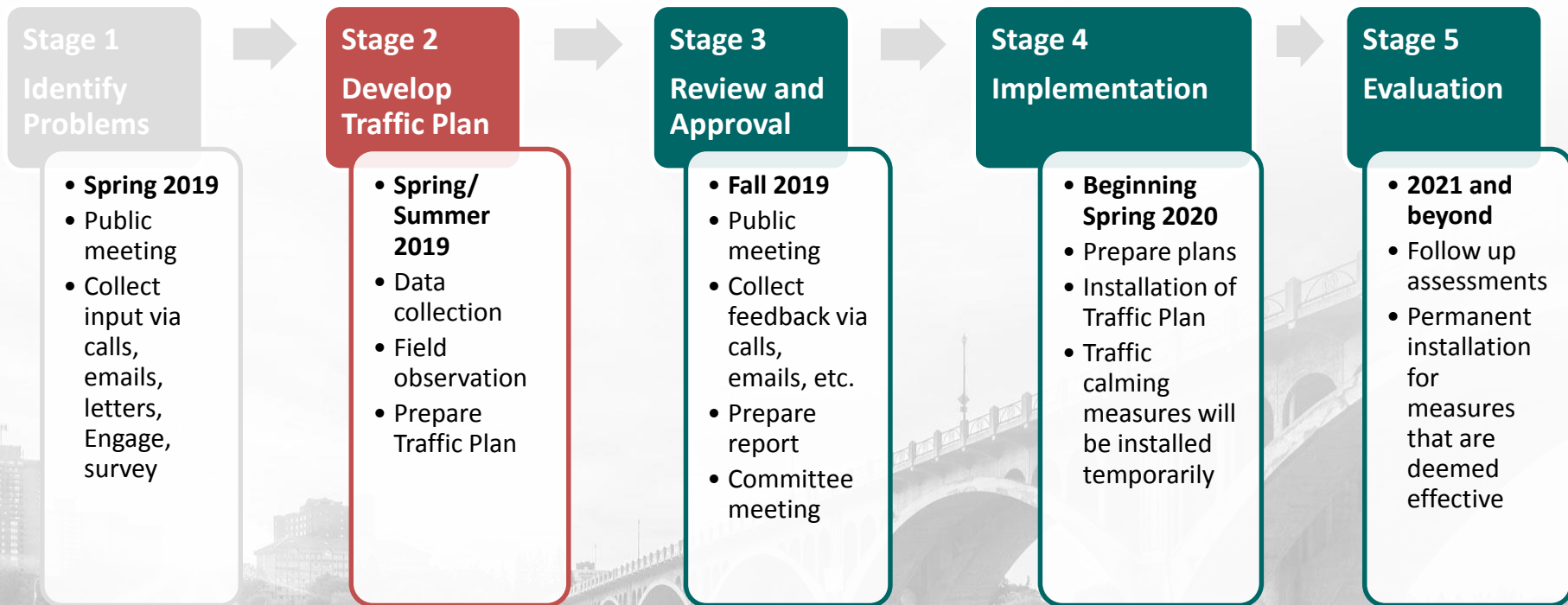
Table Group Discussions

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Lawson Heights / Lawson Heights Suburban Centre.

How Did You Hear About the Meeting?

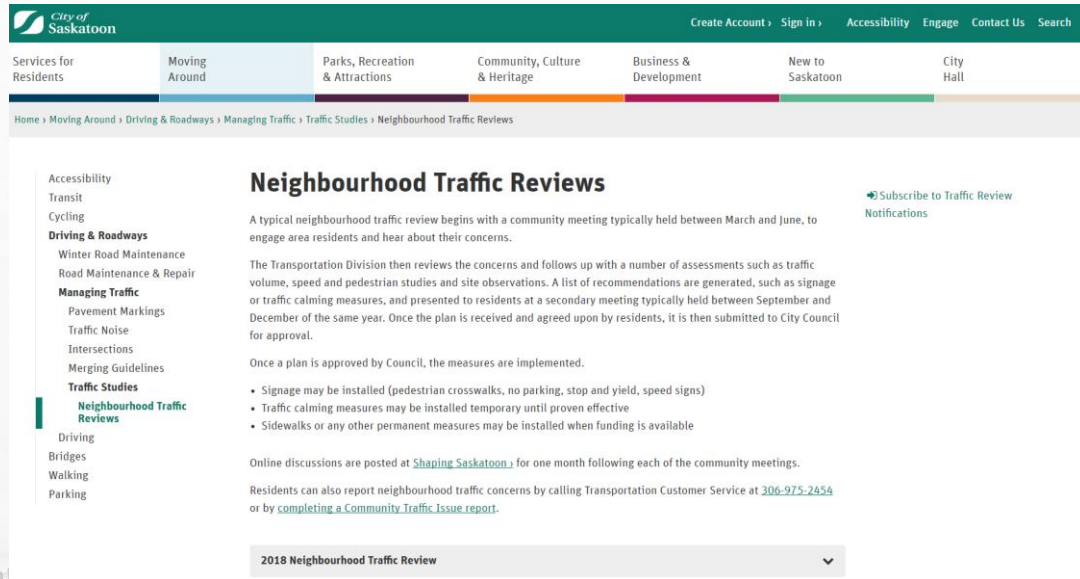
- Please take a minute to fill out the evaluation form.

Next Steps



Join the Discussion

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by:
May 10th, 2019

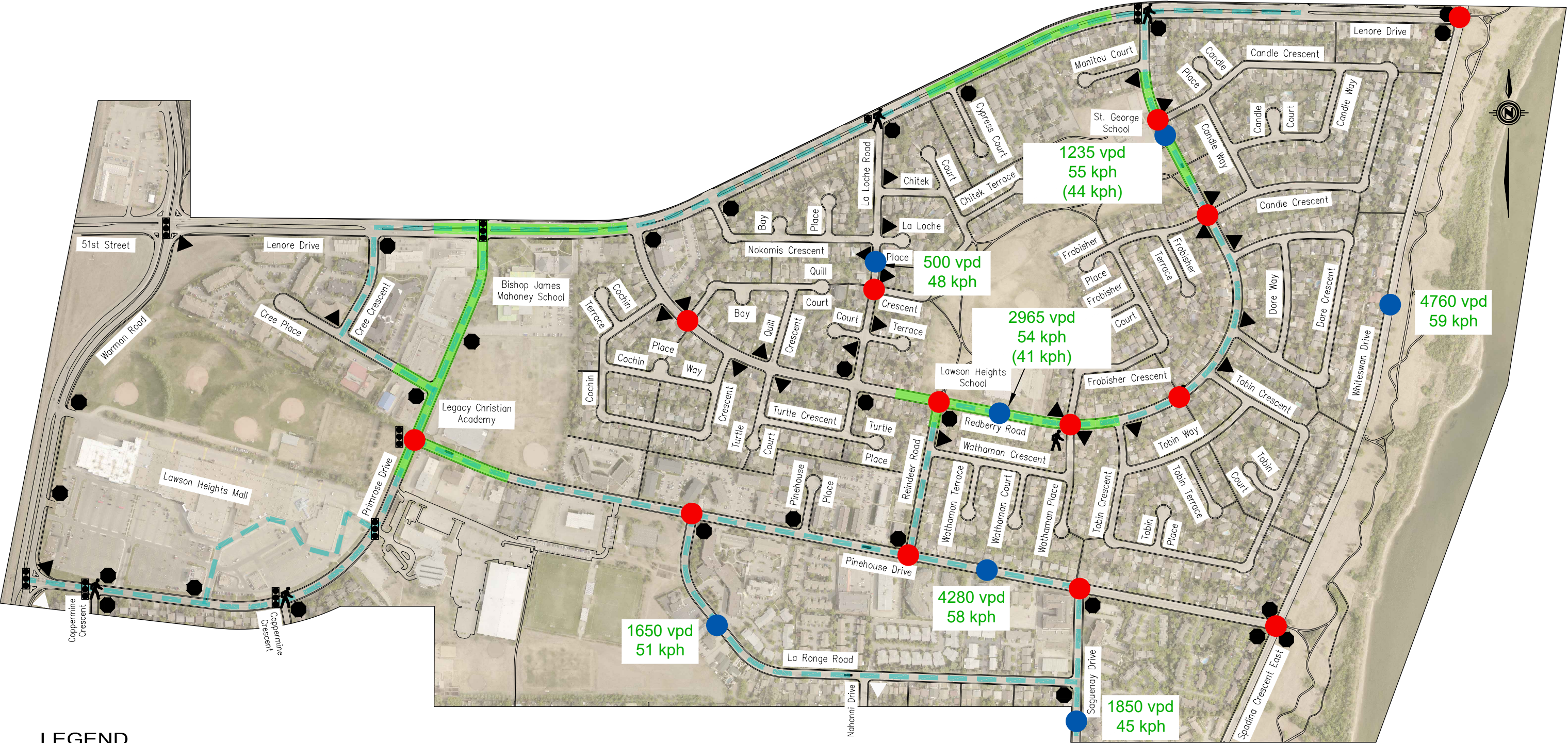


The screenshot shows the City of Saskatoon website with a green header. The main navigation bar includes links for Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. A secondary navigation bar shows the breadcrumb trail: Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews. The left sidebar lists various services, with 'Neighbourhood Traffic Reviews' highlighted under 'Traffic Studies'. The main content area is titled 'Neighbourhood Traffic Reviews' and contains text about the review process, including a typical community meeting and the role of the Transportation Division. It also lists measures that can be implemented, such as signage and traffic calming measures. A 'Subscribe to Traffic Review Notifications' link is visible. At the bottom, there is a dropdown menu for '2018 Neighbourhood Traffic Review'.

Appendix B

Traffic Data Collection

LAWSON HEIGHTS & LAWSON HEIGHTS SUBURBAN CENTRE TRAFFIC DATA



LEGEND

- EXISTING STOP SIGN
 - EXISTING YIELD SIGN
 - BUS ROUTE
 - SCHOOL ZONE
 - TRAFFIC SIGNAL
 - PEDESTRIAN ACTUATED SIGNAL LOCATION
 - ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
 - PEDESTRIAN CORRIDOR LOCATION
 - 7 DAY SPEED + TRAFFIC VOLUME STUDY
 - TRAFFIC & PEDESTRIAN MOVEMENT COUNT
- 785 vpd
47 kph (School kph)
- NUMBER OF VEHICLES PER DAY
85th PERCENTILE SPEED

Appendix C

All-Way Stop Assessments

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

Step 1:

One of the following criteria must be met to warrant an all-way stop:

- i) When five or more collisions are reported in a one-year period within the three years 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.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Pinehouse Drive and La Ronge Road	2	876 9,130	NA	No	NA	Criteria met. Proceed to step 2.
Pinehouse Drive and Reindeer Road	3	608 7,240	NA	No	NA	
Pinehouse Drive and Saguenay Drive	1	470 4,870	NA	No	NA	Criteria not met. All-way stop not warranted.
Lenore Drive and Whiteswan Drive	2	533 5,970	NA	No	NA	
Redberry Road and Reindeer Road	1	418 4,880	NA	No	NA	

Continue to Step 2 if one of the criteria are met.

Step 2:

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
Pinehouse Drive and La Ronge Road	10% - Condition NOT met	No – Condition met	Conditions NOT met. All-way stop NOT warranted.
Pinehouse Drive and Reindeer Road	30% - Condition met	No – Condition met	Conditions met. All-way stop warranted.

Appendix D

Pedestrian Device Assessments

Pinehouse Drive and La Ronge Road – South Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	1650
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to standard crosswalk provided on the west leg of this intersection.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Pinehouse Drive and La Ronge Road – West Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,280
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to transit stops on either side of Pinehouse Drive and walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Pinehouse Drive & Reindeer Drive – West Leg & East Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,280
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to small commercial centre.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Pinehouse Drive and Saguenay Drive – West Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,280
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing zebra crosswalk will remain.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Redberry Road and Candle Crescent (North Intersection) – South Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	> 15 EAU
	Vehicular Volume	1,240
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	> 15 EAU
	Required connection?	Important connection to St. George School.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing zebra crosswalk will remain.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Redberry Road and Candle Crescent/Frobisher Crescent – North Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	1,240
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to Lawson Heights and St. George Schools.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Redberry Road and Walkway Crossing Between Tobin Crescent Intersections

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	1,240
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to neighbourhood walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate Existing pedestrian corridor will remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Redberry Road & Wathaman Crescent/Frobisher Crescent – West Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	2,960
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to Lawson Heights school.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate Existing pedestrian corridor will remain

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Redberry Road & Walkway Crossing from Cochin Place

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	2,960
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 190 metres
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Site is not a candidate for pedestrian crossing control.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

La Loche Road and Chitek Crescent (South Intersection) – North Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	500
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 175 metres
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Site is not a candidate for pedestrian crossing control.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Lenore Drive and Redberry Road / Roborecki Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	> 15 EAU
	Vehicular Volume	6,600
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Active Pedestrian Corridor pedestrian device is recommended for this location due to the horizontal alignment of this intersection and the amount of lanes that a pedestrian must cross.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAUs; Older pedestrians ≥ 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Lenore Drive and Cypress Court

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	> 15 EAU
	Vehicular Volume	6,600
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 130 metres
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	> 15 EAU
	Required connection?	Important connection to Marion M. Graham Collegiate
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is recommended and already in-place.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Spadina Crescent/Whiteswan Drive and Pinehouse Drive

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	7,300
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to the Meewasin Valley Trail system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. All-way stop and painted crosswalks exist.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Lenore Drive and Whiteswan Drive

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume $\geq 1,500$ veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,760
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAU1s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to the Meewasin Valley Trail system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children ≤ 12 years – 2.0 EAU; Older pedestrians ≥ 65 years – 1.5 EAU; Pedestrian with impairment – 2.0 EAU.

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2014 – 2018)	All collisions (2018)	Right Angle, Left Turn & Right Turn (2014-2018)	Right Angle, Left Turn & Right Turn (2018)	Average # of Collisions Per Year (2014-2018)	Comments
Warman Rd / Wanuskewin Rd	Lenore Dr / 51 st St	J1-5	162	36	34	6	32	Arterial
Lenore Dr	Warman Rd / Wanuskewin Rd – Cree Cres	J1-4	9	1	2	0	2	Arterial
Lenore Dr	Cree Cres	J1-8	13	3	8	1	2	Arterial
Lenore Dr	Cree Cres – Primrose Dr / Russell Rd	K1-68	5	2	1	1	1	Arterial
Lenore Dr	Primrose Dr / Russell Rd	K1-1	49	4	26	3	5	Arterial
Lenore Dr	Primrose Dr / Russell Rd – Redberry Rd / Roborecki Cres	K1-19	3	1	0	0	1	Arterial
Lenore Dr	Redberry Rd / Roborecki Cres	K1-2	4	0	1	0	1	Arterial
Lenore Dr	Nokomis Cres / Charlebois Cres	K1-22	2	0	0	0	0	Arterial
Lenore Dr	Nokomis Cres / Charlebois Cres – Charlebois Cres	K1-26	3	0	0	0	1	Arterial
Lenore Dr	Charlebois Cres	K1-42	4	0	1	0	1	Arterial
Lenore Dr	La Loche Rd – Cypress Crt	L1-28	2	1	0	0	0	Arterial
Lenore Dr	Cypres Crt – Redberry Rd	L1-23	5	0	1	0	1	Arterial
Lenore Dr	Redberry Rd	L1-5	9	1	3	0	2	Arterial
Lenore Dr	Redberry Rd – Silverwood Rd	L1-6	1	1	0	0	0	Arterial
Lenore Dr	Silverwood Rd	L1-26	9	1	2	0	2	Arterial
Lenore Dr	Silverwood Rd – AE Adams Cres	M1-2	3	0	0	0	1	Arterial
Lenore Dr	Whiteswan Dr	M1-3	5	1	1	0	1	Arterial
Whiteswan Dr	First walkway south of Lenore Dr	M1-4	2	0	1	0	0	Arterial
Whiteswan Dr	First walkway north of Pinehouse Dr	L2-50	1	0	0	0	0	Arterial
Whiteswan Dr / Spadina Cres	Pinehouse Dr	L2-25	7	2	3	1	1	Arterial
Pinehouse Dr	Saguenay Dr – Whiteswan Dr / Spadina Cres	L2-14	3	2	0	0	1	
Pinehouse Dr	Saguenay Dr	L2-24	2	0	0	0	0	
Saguenay Dr	Pinehouse Dr – La Ronge Rd	L2-17	2	0	0	0	0	
Saguenay Dr	La Ronge Rd	L2-19	1	1	1	1	0	
La Ronge Rd	Nahanni Dr	L2-1	1	0	0	0	0	
La Ronge Rd	Pinehouse Dr – Sturgeon Dr (east of curves)	K2-36	3	0	0	0	1	
Pinehouse Rd	Reindeer Rd – Saguenay Dr	L2-2	1	1	0	0	0	
Pinehouse Rd	Reindeer Rd	L2-12	5	1	2	0	1	
Pinehouse Rd	Pinehouse Pl – Reindeer Rd	K2-27	9	1	0	0	2	
Pinehouse Rd	Pinehouse Pl	K2-22	6	0	1	0	1	
Pinehouse Rd	La Ronge Rd – Pinehouse Pl	K2-2	4	1	1	0	1	
Pinehouse Rd	La Ronge Rd	K2-8	5	2	2	0	1	
Pinehouse Rd	Primrose Dr – La Ronge Rd	K2-6	10	2	2	0	2	
Pinehouse Rd	Primrose Dr	K2-3	18	4	4	0	4	
Primrose Dr	Cree Cres – Pinehouse Dr	K2-14	5	0	1	0	1	Arterial
Primrose Dr	Cree Cres	K2-11	10	2	6	1	2	Arterial

Street 1	Street 2	Ugrid	All collisions (2014 – 2018)	All collisions (2018)	Right Angle, Left Turn & Right Turn (2014-2018)	Right Angle, Left Turn & Right Turn (2018)	Average # of Collisions Per Year (2014-2018)	Comments
Primrose Dr	Lenore Dr – Cree Cres	K2-15	17	2	7	1	3	Arterial
Cree Cres	Lenore Dr – Cree Cres / Cree Pl	J2-24	3	0	0	0	1	
Primrose Dr	Right-out access south of Pinehouse Dr	K2-34	16	0	6	0	3	Arterial
Primrose Dr	Pinehouse Dr – Coppermine Cres	J2-8	7	3	2	1	1	Arterial
Primrose Dr	Coppermine Cres	J2-14	6	0	3	0	1	Arterial
Primrose Dr	Second access to mall east of Warman Rd	J2-17	21	3	7	0	4	Arterial
Primrose Dr	Coppermine Cres	J2-12	11	3	4	1	2	Arterial
Primrose Dr	Warman Rd – Coppermine Cres	J2-6	4	0	1	0	1	Arterial
Primrose Dr	Warman Rd	J2-4	96	21	27	5	10	Arterial
Warman Rd	Lenore Dr – Primrose Dr	J2-3	32	1	8	0	6	Arterial
Redberry Rd	Lenore Dr – Cochin Cres	K2-24	2	0	1	0	0	
Cochin Cres	Cochin Way – Cochin Way	K2-13	2	1	0	0	0	
Quill Cres	Redberry Rd – Quill Bay	K2-23	1	0	0	0	0	
Redberry Rd	Quill Cres – Cochin Cres	K2-4	1	0	0	0	0	
Redberry Rd	Cochin Cres	K2-28	1	1	0	0	0	
Turtle Crt	Cul-de-sac	K2-32	1	0	0	0	0	
Turtle Cres	Turtle Crt – Turtle Cres	K2-21	2	0	0	0	0	
Redberry Rd	Quill Cres – La Loche Rd / Turtle Cres	K2-7	1	0	1	0	0	
La Loche Rd	Chitek Cres	L1-44	1	0	1	0	0	
Reindeer Rd	Pinehouse Dr – Wathman Cres	L2-18	5	2	0	0	1	
Reindeer Rd	Wathman Cres	L2-33	1	0	0	0	0	
Wathman Crt	Cul-de-sac	L2-22	1	0	0	0	0	
Wathman Cres	Wathman Crt – Wathman Pl	L2-39	1	1	0	0	0	
Reindeer Rd	Redberry Rd	L2-4	2	0	0	0	0	
Redberry Rd	Reindeer Rd – Frobisher Cres / Wathman Cres	L2-10	1	0	1	0	0	
Redberry Rd	Frobisher Cres / Wathman Cres	L2-20	1	0	0	0	0	
Frobisher Cres	Redberry Rd – Frobisher Cres	L2-5	1	0	0	0	0	
Frobisher Cres	Frobisher Terr – Redberry Rd	L1-20	1	1	0	0	0	
Tobin Cres	Tobin Way	L2-26	1	0	0	0	0	
Redberry Rd	Tobin Cres – Tobin Cres	L2-7	3	1	0	0	1	
Dore Cres	Redberry Rd – Dore Way	L2-27	1	0	0	0	0	
Dore Cres	Dore Way – Dore Cres	L2-15	1	0	0	0	0	
Dore Cres	Redberry Rd – Dore Way	L1-62	1	0	0	0	0	
Redberry Rd	Dore Cres	L1-38	2	1	0	0	0	
Candle Cres	Candle Way – Candle Cres	L1-1	2	0	0	0	0	
Candle Pl	Cul-de-sac	L1-66	1	0	0	0	0	
Candle Cres	Redberry Rd – Candle Way	L1-64	1	0	0	0	0	
Redberry Rd	Frobisher Pl / Candle Cres – Candle Cres	L1-19	1	1	0	0	0	
Redberry Rd	Candle Cres	L1-9	1	0	1	0	0	
Redberry Rd	Manitou Crt	L1-46	1	0	0	0	0	

Appendix F

Public Meeting #2 – October 3, 2019

CITY OF SASKATOON

Lawson Heights & Lawson Heights Suburban Centre Neighbourhood Traffic Review Minutes

Date: Thursday, October 3rd, 2019

Time: 7:00 – 9:00 pm

Location: Lawson Heights Alliance Church (159 Pinehouse Drive, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon, Senior Transportation Engineer
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon, Transportation Engineer
Danae Balogun	City of Saskatoon, Active Transportation Program Manager
Patrick Barbar	Saskatoon City Police, Staff Sergeant Traffic Unit
Councillor Randy Donauer	Ward 5 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Senior Transportation Engineer)

See Attachment: Presentation – October 3, 2019

Saskatoon Police Service

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern

Small Group Discussions

Residents were divided into small groups to discuss the draft traffic plan recommendations.

Group 1: Danae Balogun

- Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive
 - Do not think that a sidewalk on the north side of Lenore Drive is needed.
- Pinehouse Drive & La Ronge Road
 - Suggest installing an Active Pedestrian Corridor device. Lots of pedestrian activity here.
- Pinehouse Drive & Reindeer Road
 - See drivers who do not stop for pedestrians at this intersection.
- Whiteswan Drive between Lenore Drive and Pinehouse Drive
 - Noise concerns on this roadway.
 - Speeding is a big concern, not sure that speed display boards are enough.
 - Want some Active Pedestrian Corridor devices.
 - Would like to see vertical calming devices (speed humps) on Whiteswan Drive.
- Parking area north of soccer fields and Lawson Heights Civic Centre
 - Do not think that accommodating the pedestrian activity through the parking lot area is important.
- Primrose Drive & Pinehouse Drive
 - There are delays in making a left turn here off of Primrose Drive onto Pinehouse Drive.
 - Consider having two lanes for left turn movement from Primrose Drive onto Pinehouse Drive.
- Lenore Drive & Redberry Road
 - Currently a Pedestrian Activated Signal device. Would like to see this changed to an Active Pedestrian Corridor device to allow for more effective traffic flow.
- Lenore Drive adjacent to Marion Graham Collegiate
 - Remove school zone in front of the high school.

Group 2: Sheliza Kelts

- Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive
 - Some questions about why the sidewalk widening on the south side of Lenore Drive did not continue all the way to Warman Road/Wanuskewin Road.
- Lenore Drive adjacent to Bishop James Mahoney School
 - Some concerns that removing the school zone here will make it difficult to turn left from Redberry Road onto Lenore Drive.
- Pinehouse Drive & La Ronge Road
 - Would like a standard crosswalk installed on the south leg.
- Pinehouse Drive & Reindeer Road
 - Need to consider the community mailbox on the south side of the intersection.

- Hill may be icy and cause issues for vehicles and busses that have to stop on the east leg of this intersection.
 - Consider installing zebra crosswalks across Pinehouse Drive.
- Primrose Drive & Pinehouse Drive
 - Request to have the pedestrian phase occur every cycle without having to activate it.
- Lenore Drive adjacent to Marion Graham Collegiate
 - Reduce school zone further west so that the median opening currently within the school zone can be used for u-turns.
 - Everyone makes u-turns here anyways.
 - 50 kph posted speed sign is hidden in the eastbound direction.
- Lenore Drive & Whiteswan Drive
 - Do not make this intersection a three-way stop controlled intersection.
- Lenore Drive & Cypress Court
 - Recently a pedestrian ramp was installed on the southeast corner of this intersection. When this work was conducted the catch basin was covered over. Now there is water that ponds here.
- Overall appreciate the Neighbourhood Traffic Review process and experience.
- City Wide
 - Would like to see more pedestrian phases occur every cycle without having to activate it.

Group 3: Nathalie Baudais

- Lenore Drive & La Loche Road
 - Parking restriction required on the southwest corner of this intersection
- Pinehouse Drive & La Ronge Road
 - Some group members want a three-way stop controlled intersection here.
- Redberry Road & Reindeer Road
 - Parking restriction required on the southwest corner of this intersection
- Whiteswan Drive between Lenore Drive and Pinehouse Drive
 - Would like police enforcement.
 - Would like the speed display boards to come back.
- Primrose Drive adjacent to Bishop James Mahoney School
 - Some group members want the school zone on Primrose Drive for the high school to be removed. Others want it to remain so that it is consistent with other locations in the City.
- Pinehouse Drive start of school zone
 - Tree trimming required as school zone signage is blocked
- La Ronge Road
 - Parking restriction required on the southeast corner of this intersection.
- La Loche Road
 - Thinks that the speed data collected on La Loche Road was done during Easter break.

- Enforcement is desired.
 - Median islands are also desired.
- Whiteswan Drive
 - Police should set-up a speed trap.
- Pinehouse Drive
 - Soccer Centre sign is too close to the driveway. Drivers don't realize that the entrance is there until it is too late to make the turn.
- City Wide
 - Request for an education outreach for new drivers (e.g. high school students).

Group 4: Chelsea Lanning

- Lenore Drive & Redberry Road/Roborecki Crescent
 - Overhead lights are a great solution for pedestrian safety.
 - Do not have to wait as long as Pedestrian Actuated Signal devices.
 - Make sure visibility for side street turning traffic.
- Lenore Drive adjacent to Bishop James Mahoney School
 - Suggest 50 kph posted speed limit west of Primrose Drive.
- Pinehouse Drive & La Ronge Road
 - Installing a median island on the west leg will make left turns off of La Ronge Road tougher.
 - Check if all the necessary pedestrian signage is in place.
 - Request a three-way stop controlled intersection. Seniors live on La Ronge Road.
 - Bus stop here is very busy.
 - Turning from La Ronge Road onto Pinehouse Drive is hard to do.
 - Existing crosswalk needs painting.
 - Enhanced pedestrian crossing anywhere on Pinehouse Drive with an Active Pedestrian Corridor device between Primrose Drive and Spadina Crescent. This location is the best one.
 - Bus stop located on the south leg should be moved further south. It is blocking vehicles from turning right from Pinehouse Drive onto La Ronge Road.
 - Install a standard crosswalk on the south leg.
 - Consider parking restrictions on the southwest side of the intersection about four to five car lengths long.
 - Witnessed lots of close calls at this intersection.
- Pinehouse Drive & Pinehouse Place
 - Pedestrian ramp is missing on the northeast corner of this intersection.
- Pinehouse Drive & Reindeer Road
 - Great idea, especially in the winter since it is often icy.
 - Lots of pedestrian traffic and lot of kids crossing.
 - Suggest zebra crosswalks.
 - Pedestrian ramps missing on the south side of this intersection
- Redberry Road & Reindeer Road

- Some group members thought that installing permanent medians would work better than portable school signs at each end of the school zone.
 - Some group members like the portable school signs.
- Whiteswan Drive between Lenore Drive and Pinehouse Drive
 - Want the speed display boards to come back more than once.
- Parking area north of soccer fields and Lawson Heights Civic Centre
 - Also want the existing pathway access improved.
 - There is a mud puddle that forms at the existing access.
- Primrose Drive & first access into Lawson Heights Mall east of Warman Road
 - Can we restrict left turns off of Primrose Drive into mall access?
- Pinehouse Drive & Spadina Crescent
 - Was a roundabout considered? It seems like a good idea.
- Roundabouts all down Spadina Crescent would be a good idea.
- Street name signs no longer reflective in this neighbourhood.

Next Steps

1. Mail-in or email comments no later than November 1st, 2019.
2. Additional public input via City Engage Page no later than November 1st, 2019.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Q: Are the changes recommended overlapped with transit system and are potential impacts to the transit routes considered?

A: All of the recommendations are reviewed by transit and adjustments are made, if needed. Usually, there aren't many conflicts because the transit routes are considered when developing the plan.

Patrick Barbar gave a brief presentation on enforcement practices. Discussed how Saskatoon Police Services is trying to take a more data driven approach when deciding where to dispatch officers.



Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review

October 3, 2019
7:00 pm – 9:00 pm



Agenda

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

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Shortcutting concerns
 - Pedestrian safety
 - Intersection safety

Study Area

- Study Limits
 - Lenore Drive to the north, Whiteswan Drive/Spadina Crescent to the east, Warman Road to the west and Primrose Drive/La Ronge Road to the south
- Local and Collector Roads

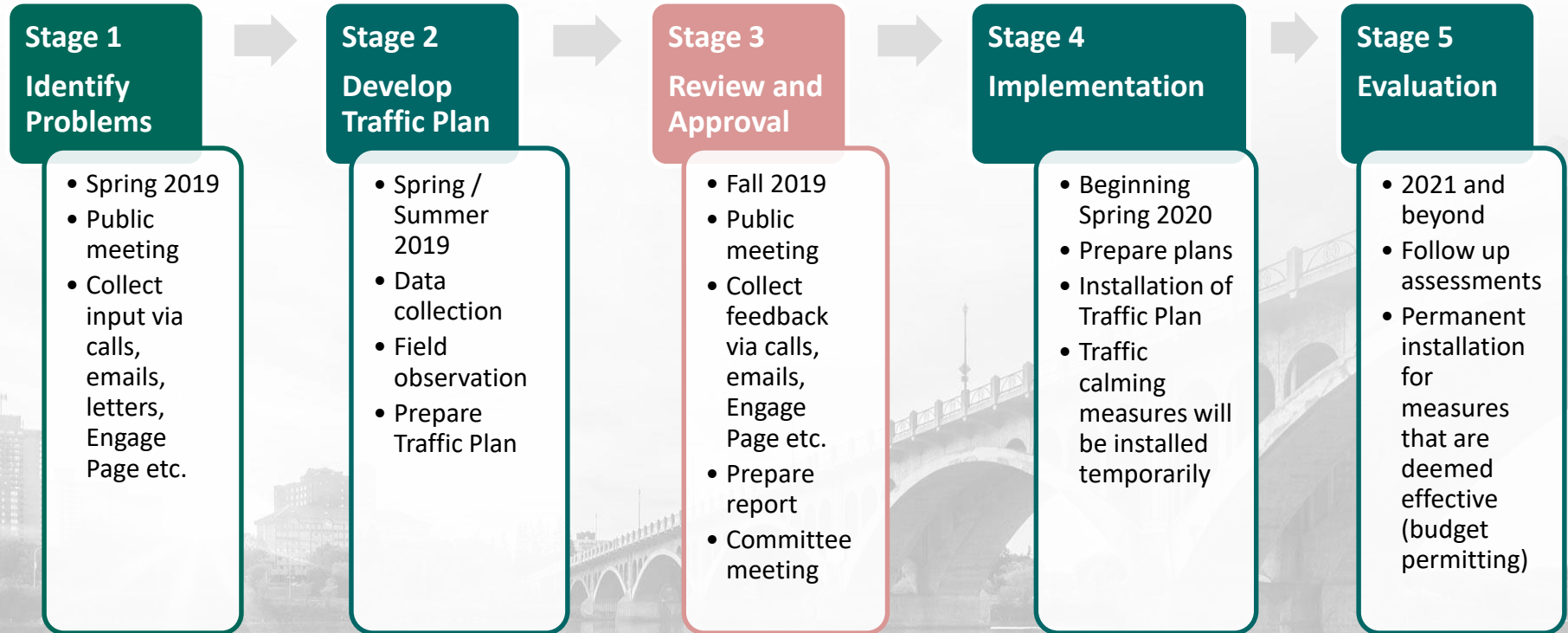


Neighbourhood Traffic Review Process



We are here

Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding and Shortcutting Concerns:

- Whiteswan Drive
- Pinehouse Drive
- Redberry Road
- La Loche Road
- Reindeer Road
- Saguenay Drive
- Wathaman Crescent

What We Heard

B. Pedestrian Safety Concerns:

- Pinehouse Drive & La Ronge Road
- Pinehouse Drive & Reindeer Road
- Redberry Road & Reindeer Road
- La Loche Road & Chitek Crescent (south intersection)
- Redberry Road & Frobisher Crescent/Candle Crescent
- Redberry Road & Wathaman Crescent/Frobisher Crescent
- La Ronge Road at Bethany Manor

What We Heard

C. Intersection Safety and Delay Concerns:

- Pinehouse Drive & Primrose Drive
- Pinehouse Drive & La Ronge Road
- Pinehouse Drive & Reindeer Road
- Pinehouse Drive & Saguenay Drive
- Pinehouse Drive & Spadina Crescent/Whiteswan Drive
- Lenore Drive & Whiteswan Drive
- Lenore Drive & La Loche Road
- Redberry Road & Reindeer Road

What We Heard

C. Intersection Safety and Delay Concerns (con't):

- School Zones
 - Lenore Drive
 - Primrose Drive
 - Pinehouse Drive

What We Heard

D. Other Concerns:

- Parking
 - Noise
 - Pinehouse Drive & Spadina Crescent / Whiteswan Drive
 - No issues
- *Note: This is a sample of concerns received and does not include every reported traffic issue for this area*

What We Did

- Field observations
- Data collection:
 - 10 pedestrian counts
 - 12 intersection counts
 - 7 traffic volume / speed studies
- Collision Analysis

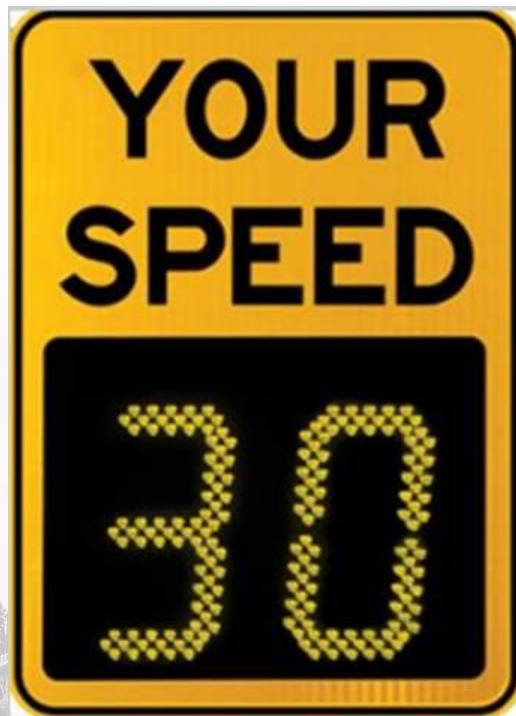
Additional Studies / Projects

- Traffic Signals at Primrose Drive & Lawson Heights Mall Access (by Tim Hortons)
 - These signals are planned to be installed in 2020 pending coordination and confirmation from the mall.

What We Propose

- Stop signs
- Sidewalks
- Parking restrictions
- Speed display devices
- Median islands
- Active Pedestrian Corridor device
- School Zone Adjustments

Speed Display Device



Median Islands



Active Pedestrian Corridor

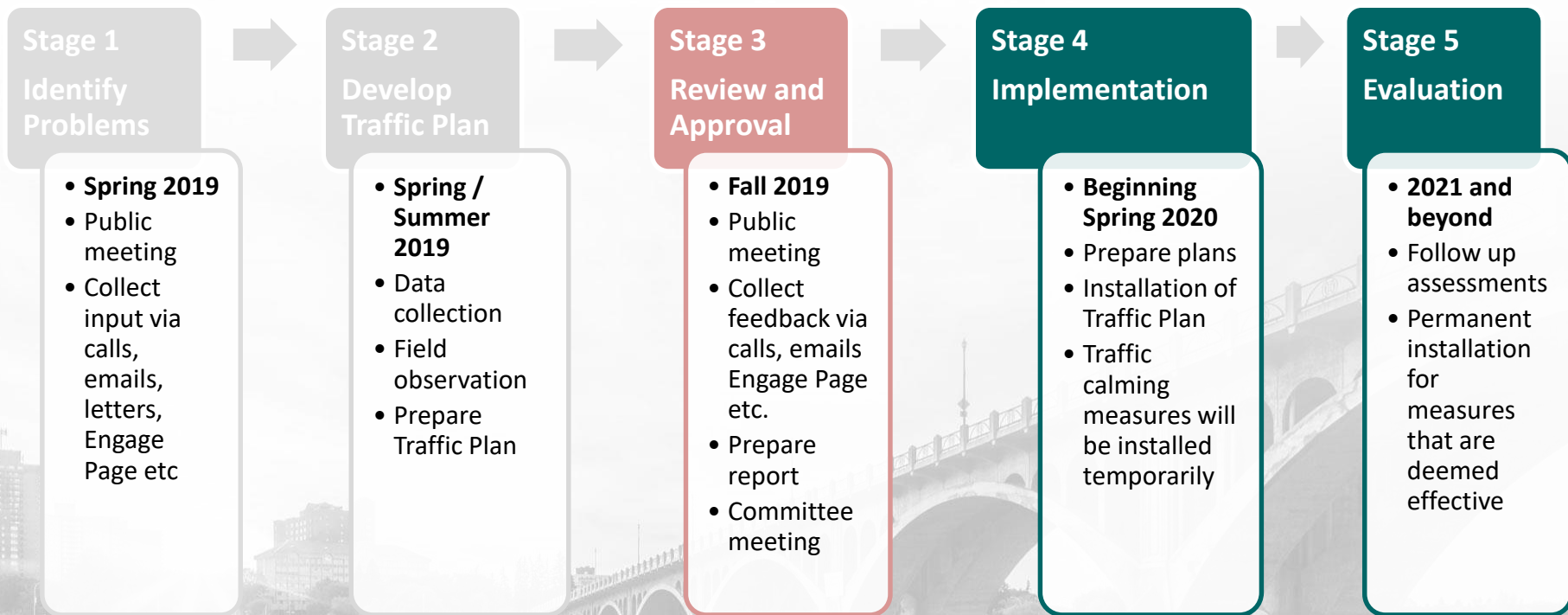


SMALL GROUP DISCUSSIONS

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form.

Next Steps

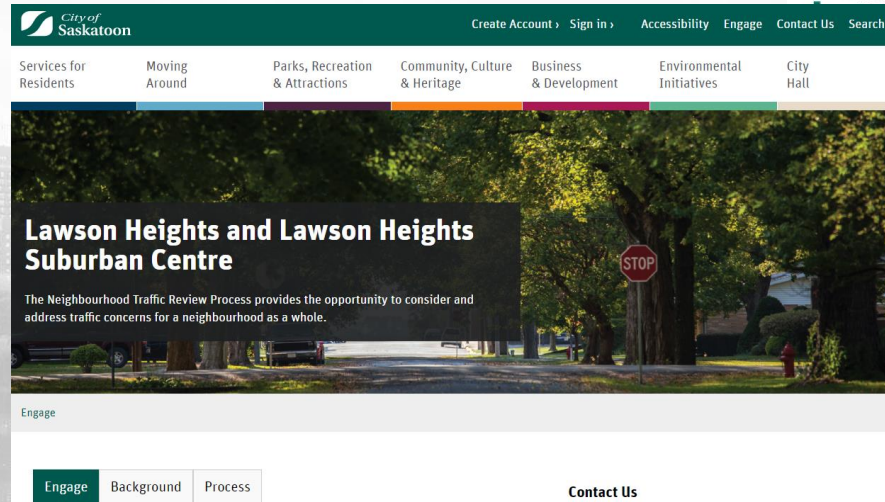


Next Steps

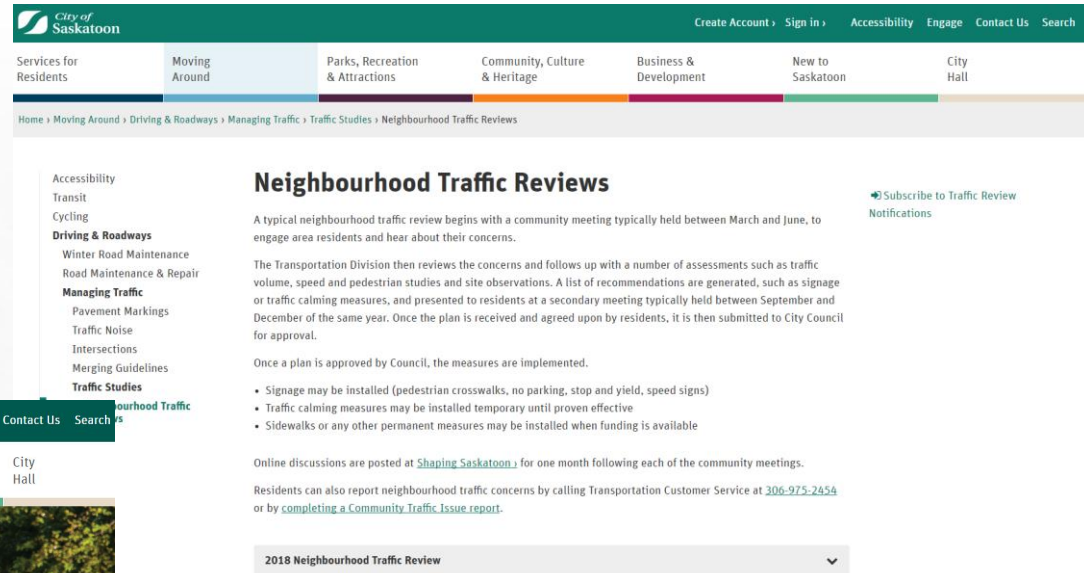
1. Send comments no later than November 1, 2019
2. Additional consultation if required
3. Present traffic plan to City Council as information
4. If City Council approval is required, an additional recommendation will be included in the report to City Council.
5. What if I don't agree?

Stay Engaged

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage



The screenshot shows the City of Saskatoon website with a green header. The main navigation bar includes links for Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, Environmental Initiatives, and City Hall. The page title is "Lawson Heights and Lawson Heights Suburban Centre". Below the title, a paragraph states: "The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole." The page is categorized under "Engage" and "Background".



The screenshot shows the City of Saskatoon website with a green header. The main navigation bar includes links for Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The page title is "Neighbourhood Traffic Reviews". Below the title, a paragraph states: "A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns." The page is categorized under "Engage" and "Background".



The screenshot shows the City of Saskatoon website with a green header. The main navigation bar includes links for Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, Environmental Initiatives, and City Hall. The page title is "2018 Neighbourhood Traffic Review". Below the title, a paragraph states: "The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole." The page is categorized under "Engage" and "Background".

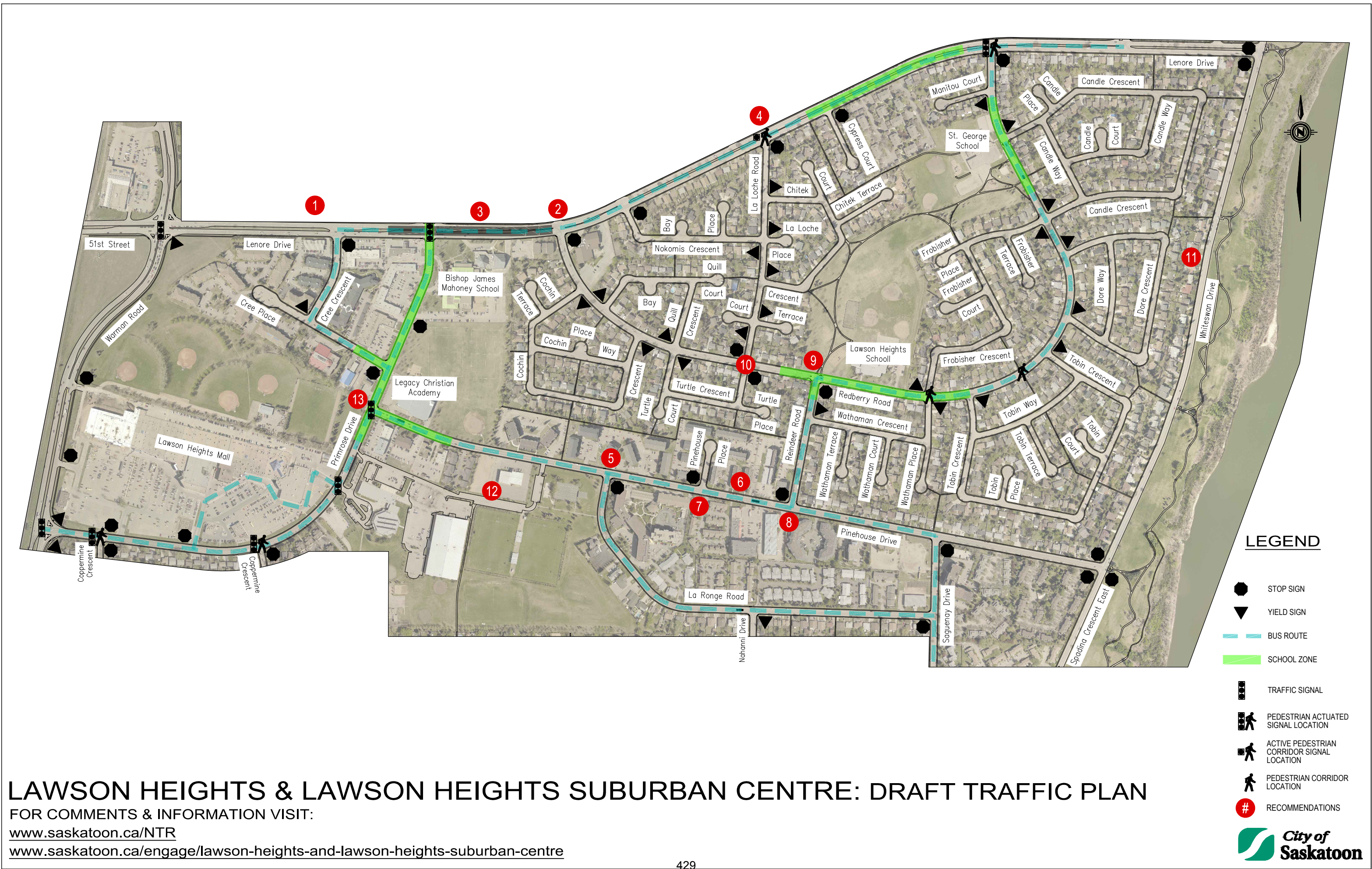
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Lawson Heights & Lawson Heights Suburban Centre Draft Neighbourhood Traffic Plan

Item	Location	Recommendation	Reason
1	Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Install sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive & Redberry Road/Roborecki Crescent	Install Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations and school activity not on Lenore Drive
4	Lenore Drive & La Loche Road	Remove U-turn restriction for westbound traffic and install a supplemental flashing beacon	Alert u-turning traffic of device activation
5	Pinehouse Drive & La Ronge Road	Install median island on the west leg	Reduce speed
6	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive	Clear driveway sight lines
7	Pinehouse Drive & Pinehouse Place	Relocate street name blade	Make street name blade visible
8	Pinehouse Drive & Reindeer Road	Convert to a three-way stop controlled intersection, parking restriction on the south of the intersection, relocate street name blade and install median island on the east and west leg	Improve traffic operations and improve pedestrian safety
9	Redberry Road & Reindeer Road	Relocate west leg of crossing area further west, install pedestrian ramps and improve pedestrian signage	Improve pedestrian safety
10	Redberry Road & La Loche Road/Turtle Crescent	Tree trimming on the northwest corner	Clear sight lines
11	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed
12	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

Other Projects in the Area

	Location	Recommendation	Reason
13	Primrose Drive & Pinehouse Drive	Review traffic signal timing plan	Consider retiming



Appendix G

Decision Matrix

Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Danae’s Group	Sheliza’s Group	Nathalie’s Group	Chelsea’s Group	Comments Received After Public Meeting	Decision
1	Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Install sidewalk on the north side of Lenore Drive	Sidewalk gap	Do not think that a sidewalk on the north side of Lenore Drive is needed.	Some questions about why the sidewalk widening on the south side of Lenore Drive did not continue all the way to Warman Road/Wanuskewin Road.	Supportive	Supportive	No. Do not agree with installing sidewalk on the north side of Lenore Drive between Warman Road & Primrose Drive. A new sidewalk on the south side is enough. Very few people walk on the north side.	Carried. Worn pathway on the north side of Lenore Drive indicates a need for a sidewalk.
2	Lenore Drive and Redberry Road / Roborecki Crescent	Install Active Pedestrian Corridor (east leg)	Improve pedestrian safety	Supportive	Supportive	Supportive	Overhead lights are a great solution for pedestrian safety. Do not have to wait as long as Pedestrian Actuated Signal devices. Make sure visibility for side street turning traffic.	No. Use solar powered control due to good visibility area. Reduce cost now & long term. Go green.	Carried.
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations and school activity not on Lenore Drive	Supportive	Some concerns that removing the school zone here will make it difficult to turn left from Redberry Road onto Lenore Drive.	Supportive	Suggest 50 kph posted speed limit west of Primrose Drive.	Yes. Also consider removal of School Zone on south side, eastbound traffic, in from of Marion Graham School. There are currently several crosswalks near Marion Graham with minimal foot traffic across the road in front of the school.	Carried. The City of Saskatoon is undertaking a review of posted speed limits in residential areas which includes a review of all school zones, including the Marion Graham Collegiate school zone.
4	Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic and install a supplemental flashing beacon	Alert u-turning traffic of device activation	Supportive	Supportive	Parking restriction required on the southwest corner of this intersection.	Supportive	Supportive	Carried. There is currently a 25 m No Parking Zone on the southwest corner of this intersection.

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
5	Pinehouse Drive and La Ronge Road	Install median island on the west leg	Reduce speed	Suggest installing an Active Pedestrian Corridor device. Lots of pedestrian activity here.	Would like a standard crosswalk installed on the south leg.	Some group members want a three-way stop controlled intersection here.	Installing a median island on the west leg will make left turns off of La Ronge Road tougher. Check if all the necessary pedestrian signage is in place. Request a three-way stop controlled intersection. Seniors live on La Ronge Road. Bus stop here is very busy. Turning from La Ronge Road onto Pinehouse Drive is hard to do. Existing crosswalk needs painting. Enhanced pedestrian crossing anywhere on Pinehouse Drive with an Active Pedestrian Corridor device between Primrose Drive and Spadina Crescent. This location is the best one. Bus stop located on the south leg should be moved further south. It is blocking vehicles from turning right from Pinehouse Drive onto La Ronge Road. Install a standard crosswalk on the south leg. Consider parking restrictions on the southwest side of the intersection about four to five car lengths long. Witnessed lots of close calls at this intersection.	Would like to see more done here. Three-way stop or some sort of traffic light. Yes but use rubber median island and stay with rubber in all cases. Go green.	<p>Carried with the addition of a standard crosswalk on the south leg.</p> <p>The standard crosswalk across Pinehouse Drive meets the Traffic Control at Pedestrian Crossing Policy. All necessary pedestrian signage is in place.</p> <p>The stop control for La Ronge Road meets Traffic Control – Use of Stop and Yield Signs Policy. An all-way stop is not warranted.</p> <p>There is an existing 63 m No Parking Zone on the southwest corner of this intersection. One of the signs indicating this No Parking Zone is worn out and will be replaced.</p>
6	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive	Clear driveway sight lines	Supportive	Supportive	Supportive	Supportive	Supportive	Carried.
7	Pinehouse Drive and Pinehouse Place	Relocate street name blade	Make street name blade visible	Supportive	Supportive	Supportive	Pedestrian ramp is missing on the northeast corner of this intersection.	Supportive	Carried with the addition of installing a pedestrian ramp on the northeast corner of this intersection.
8	Pinehouse Drive and Reindeer Road	Convert to a three-way stop controlled intersection, parking restriction on the south of the intersection, relocate street name blade and install median island on the east and west leg	Improve traffic operations and improve pedestrian safety	See drivers who do not stop for pedestrians at this intersection.	Need to consider the community mailbox on the south side of the intersection. Hill may be icy and cause issues for vehicles and busses that have to stop on the east leg of this intersection. Consider installing zebra crosswalks across Pinehouse Drive.	Supportive	Great idea, especially in the winter since it is often icy. Lots of pedestrian traffic and lot of kids crossing. Suggest zebra crosswalks. Pedestrian ramps missing on the south side of this intersection.	Supportive	<p>Carried with the addition of two pedestrian ramps. One on the southeast corner and one on the southwest corner of this intersection.</p> <p>The community mailbox is located 28 m east of the outer edge of the crosswalk. Access to this should not be impacted by the proposed changes.</p>

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
9	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west, install pedestrian ramps and improve pedestrian signage	Improve pedestrian safety	Supportive	Supportive	Parking restriction required on the southwest corner of this intersection.	Some group members thought that installing permanent medians would work better than portable school signs at each end of the school zone. Some group members like the portable school signs.	No. If parking is restricted to one vehicle length on the southwest corner of the intersection, visibility is a minimal issues. Save costs by trimming tree, no sidewalk & no ramp re-construction.	Carried. Due to the existing curb extension, there is currently a 13 m long area where a vehicle cannot park on the southwest corner of this intersection. Tree trimming here will not help put pedestrians into the line of sight of vehicles on Redberry Road.
10	Redberry Road and La Loche Road / Turtle Crescent	Tree trimming on the northwest corner	Clear sight lines	Supportive	Supportive	Supportive	Supportive	Supportive	Carried.
11	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed	Noise concerns on this roadway. Speeding is a big concern, not sure that speed display boards are enough. Want some Active Pedestrian Corridor devices. Would like to see vertical calming devices (speed humps) on Whiteswan Drive.	Supportive	Would like police enforcement. Would like the speed display boards to come back.	Want the speed display boards to come back more than once.	Supportive	Carried. The standard crosswalks across Whiteswan Drive meets the Traffic Control at Pedestrian Crossing Policy. Whiteswan Drive is classified as an arterial roadway, vertical calming devices are not recommended for arterial streets.
12	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety	Do not think that accommodating the pedestrian activity through the parking lot area is important.	Supportive	Supportive	Also want the existing pathway access improved. There is a mud puddle that forms at the existing access.	No. There is lots of room to walk in that parking area. Install Slow Speed signs &/or Watch for Pedestrian signs to improve pedestrian safety.	Carried.

Other Projects in the area:

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
13	Primrose Drive and Pinehouse Drive	Review traffic signal timing plan	Consider retiming	There are delays in making a left turn here off of Primrose Drive onto Pinehouse Drive. Consider having two lanes for left turn movement from Primrose Drive onto Pinehouse Drive.	Request to have the pedestrian phase occur every cycle without having to activate it.	Supportive	Supportive	Supportive	Carried.

Appendix H

Additional Concerns Received After Presentation of Draft Plan

Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Lenore Drive and Redberry Road	Currently a Pedestrian Activated Signal device. Would like to see this changed to an Active Pedestrian Corridor device to allow for more effective traffic flow. Light pollution and noise pollution. Would like to see u-turns allowed at this intersection.	When the existing Pedestrian Activated Signal device is being considered for a new installation, the type of pedestrian device will be evaluated.
Lenore Drive adjacent to Marion Graham Collegiate	Remove school zone in front of the high school or reduce school zone further west so that the median opening currently within the school zone can be used for u-turns. Everyone makes u-turns here anyways. 50 kph posted speed sign is hidden in the eastbound direction.	The City of Saskatoon is planning to conduct a full review of School Zones in the future which will include Marion Graham Collegiate's School Zone.
Lenore Drive and Whiteswan Drive	Do not make this intersection a three-way stop controlled intersection.	The existing traffic control at this intersection has been reviewed. No revisions are recommended.
Lenore Drive and Cypress Court	Recently a pedestrian ramp was installed on the southeast corner of this intersection. When this work was conducted the catch basin was covered over. Now there is water that ponds here.	Sent concern to the Public Works Customer Service Centre.
City Wide	Would like to see more pedestrian phases occur every cycle without having to activate it.	The City has recently configured more signals to automatically have the pedestrian phases occur every cycle. This has been done at high pedestrian activity intersections.
Primrose Drive adjacent to Bishop James Mahoney School	Some group members want the school zone on Primrose Drive for the high school to be removed. Others want it to remain so that it is consistent with other locations in the City.	The City of Saskatoon is undertaking a review of residential speed limits including school zones which includes the Bishop James Mahoney school zone on Primrose Drive.
Pinehouse Drive start of school zone	Tree trimming required as school zone signage is blocked.	Sent a request to have the tree trimmed around the School Zone signage for westbound traffic on Pinehouse Drive.
La Ronge Road and Nahanni Drive	Parking restriction required on the southeast corner of this intersection.	No geometric or sight line issues observed at this location to warrant a parking restriction. Traffic Bylaw 7200 states that vehicles cannot be parked within 10 metres of an intersection. Parking Enforcement can be contacted at 306-975-8344 if non-compliance is observed.

Location	Concerns	Decision
La Loche Road	Thinks that the speed data collected on La Loche Road was done during Easter break. Enforcement is desired. Median islands are also desired.	Speed data was collected in June 2019. The 85 th percentile speed was 48 kph. This speed does not warrant the implementation of traffic calming measures (i.e. median islands).
Pinehouse Drive	Soccer Centre sign is too close to the driveway. Drivers don't realize that the entrance is there until it is too late to make the turn.	Relocate existing sign and install an additional sign indicating Soccer Centre access will be added to the recommendations.
City Wide	Request for an education outreach for new drivers (e.g. high school students).	The City will not be pursuing this at this time.
Primrose Drive and first access into Lawson Heights Mall east of Warman Road	Can we restrict left turns off of Primrose Drive into mall access?	This mall access was recently reconfigured to restrict left turns out. No further changes are being considered at this time.
Pinehouse Drive and Spadina Crescent	Was a roundabout considered? It seems like a good idea. Roundabouts all down Spadina Crescent would be a good idea.	A roundabout was reviewed at this intersection. A roundabout would require a substantial investment – requires acquiring more land and moving the curb. Since this intersection is operating at an acceptable level from a traffic operations perspective, a roundabout was not considered further.
Neighbourhood wide	Street name signs no longer reflective in this neighbourhood.	Some worn out signs that were observed in the neighbourhood will be replaced.
Redberry Road and Wathaman Crescent / Frobisher Crescent	I think a good change to the pedestrian crossing here would be to bulb the corners of the sidewalks at both sides thereby decreasing the distance of the pedestrian crossing. Together with the addition of a median island, both of these changes are similar to that already in-place at the other end of the school zone at the corner of Redberry Road & Reindeer Road	Median island on the west leg of this intersection was added to the recommendations. Curb extensions were not recommended since they would impact driveways.
425 Pinehouse Drive	Poor sightlines at property driveway. Requesting No Parking signage.	Parking restriction at the driveway was added to the recommendations.

Appendix I

Public Feedback

Kelts, Sheliza

From: Baudais, Nathalie
Sent: Thursday, January 31, 2019 4:07 PM
To: Kelts, Sheliza
Subject: INFO: Lawson Heights Lenore Drive

Hi Sheliza,

I received a call from [REDACTED]. He expressed concerns with the U-turn restrictions that have been installed at the pedestrian devices on Lenore Drive. He would like a new median break / U-turn lane introduced in the vicinity of Cypress Court. I will log this concern in the Lawson Heights – Lawson Heights Suburban Centre file.

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

Treaty 6 Territory & Homeland of the Metis

nathalie.baudais@saskatoon.ca

www.saskatoon.ca

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Please contact the sender and delete the message and any attachments*

Kelts, Sheliza

From:
Sent: Wednesday, March 13, 2019 3:30 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights/LHSC

There is a real problem with speeding along Reindeer Rd, Pinehouse Dr. and Redberry RD well above 60KM in some cases especially in the summer morning and night.

The 30km school zone is regularly disregarded on Redberry RD, my elderly mom has almost been hit crossing at Redberry RD to Reindeer RD on numerous occasions by speeding or inattentive drivers.

Kelts, Sheliza

From:
Sent: Wednesday, March 13, 2019 6:25 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights Traffic Review

Hello,

Thank you for doing this Traffic review!
We live _____ and have _____ that walk to school.

Crossing La Loche road is a problem for the following reasons:

1. Speeders - This road is horrendous for speeders. I am sure at times they are going as fast as 70km/hr at times and daily.
2. Vehicles parked on La Loche Road make it very difficult to see around them to cross the road. Specifically a large old milk truck on the corner of La Loche road and Chitek Crescent.

With vehicles hard to see around and speeders it is extremely dangerous for kids walking to school. I have been walking my kids to school since 2011 and have seen so many near misses and have had to run for our lives a few times due to distracted speeders.

We can't see around that milk truck and it is a major crossing for kids going to and from school.

I'm not sure what can be done but I am pleading for your review to do something to make it safer for all of the school children who cross this road. Crosswalk? Speed sign? More police presence? Parking restrictions? I'm really not sure but I hope we can think of something.

Thanks again for your attention to our neighborhood!

Get [Outlook for Android](#)

Kelts, Sheliza

From:
Sent: Sunday, March 17, 2019 3:14 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood Traffic Review - Lawson Heights/LHSC

Hi,

With regards to the neighbourhood traffic review in the Lawson Heights area, I have one concern.

The intersection where Candle and Frobisher cross Redberry Rd is a major crossing point for children to get to St George school. As it stands now, there is very little to mark or highlight it as such.

Personally, I would love to see a curb extension or bulb-out there that would slow down traffic and make it a shorter walk for the kids. But, I'm in favor of ANY measures to increase the pedestrian safety at that particular intersection.

Thanks so much,

Kelts, Sheliza

From:
Sent: Monday, March 18, 2019 7:44 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: ENGAGE

Re: traffic concerns.

We recommend - a 3 way stop sign where LaRonge Road enters Pinehouse Drive.

-reduced speed or a pedestrian cross walk on LaRonge Road at the site of Bethany Manor, Hindu Temple, bus stop, and School of Dance.

Thanks for considering our traffic concerns.

Kelts, Sheliza

From:
Sent: Tuesday, March 19, 2019 12:51 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights/LHSC

The engage page wasn't working. Our concern is coming out of the walkway from Cochin Place to Redberry Road. In specific on Redberry between #215 & 219 homes. Typically there are cars parked in front of #215 Redberry which creates a very dangerous crossing with people exiting the walkway to cross the street. Also by that point on Redberry the traffic is moving very fast. A cross walk painted on the roadway and signage would certainly help avoid a tragic situation. We have witnessed a few close calls. Also that cross is used by children.

Or close the walkway.

Please let us know the feedback and investigation results.

Regards,

Kelts, Sheliza

From:
Sent: Tuesday, March 26, 2019 4:27 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage - Lawson Heights traffic

To Whom It May Concern:

A couple of concerns have come forth from our residents:

1. A desire to have a 3-way stop at the intersection of Pinehouse Dr. and La Ronge Rd. Traffic is generally quite heavy and our elderly residents find that intersection treacherous.
2. A pedestrian crossing on La Ronge Rd at 110 La Ronge Rd to accommodate the many residents of Bethany Manor who are heading toward the Lawson Height Civic Centre on a daily basis. The vehicle traffic is fairly steady and our residents appreciate taking advantage of the walking path from Bethany Manor towards the civic centre (past the tennis courts).

Kelts, Sheliza

From: Web E-mail - Transportation
Sent: Thursday, March 28, 2019 3:33 PM
To: Baudais, Nathalie
Subject: FW: Traffic Review - 455 Pinehouse Dr

Sorry, it's a week old

From:
Sent: Friday, March 22, 2019 10:52 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST – Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Traffic Review -

Hello,

We have received a call from a citizen regarding a "traffic review" letter than he received for the area of
». He has questions regarding the letter but also would like to receive a map regarding the area that is in question
with this letter. The contact for this is and his number is

Regards,

Kristy Papagianis | tel 306.975.2476

Customer Care Agent
Service Saskatoon Contact Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
kristy.papagianis@saskatoon.ca
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

Kelts, Sheliza

From:
Sent: Tuesday, April 02, 2019 8:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights - Traffic Review

Hi,

I would like to see flashing crosswalk lights at the crosswalk at Redberry/Wathaman/Frobrisher.

The Lawson Heights school no longer has crossing guards at this crosswalk (they use to approximately 5 years ago). Flashing lights would increase safety for students walking to and from school.

The crosswalk is not very visible due to cars parking on the side of the road. It is not always possible to see the pedestrians waiting to cross the street.

Also cars tend to pick up speed when traveling through the crosswalk as it is at the bottom of the hill.

I think adding flashing crossing lights would increase the safety of the crosswalk and I know it would ease my mind with my kids walking to and from school.

Thanks

Sent from my Samsung Galaxy smartphone.

Kelts, Sheliza

From:
Sent: Wednesday, April 03, 2019 11:45 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood review - Lawson Heights

Hello,

Conditions of concern regarding La Ronge Road include:

1. Multiple broken sections of sidewalk resulting in numerous, significant tripping hazards. This is of special concern, in light of the population in the immediate neighbourhood (including some who may be less agile and have poorer vision, from Bethany Manor, care homes, etc.).
2. After the excellent repaving done on La Ronge Road, repairs are now needed to the areas where winter brought water main breaks.

Thank you for your attention to these matters. This message is in response to the recent "Engage" letter from the City.

Kelts, Sheliza

From:
Sent: Thursday, April 04, 2019 2:42 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Review in Lawson Heights

Hi
Re: Neighbourhood Traffic Review for Lawson Heights
I would like to make the following suggestion.

The school zone on Lenore Dr between Russell & Redberry Roads should be eliminated as the students access the school from Primrose Dr. There is a crosswalk at the light for the students to cross the street at the corner. It can be difficult to get through the intersection at 30 kms per hour after the light changes.

Students who attend high school should know how to cross the street safely and perhaps we do not need to have school zones for them.

I appreciate the opportunity to give feedback on traffic concerns.

Thank you

Kelts, Sheliza

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Monday, April 08, 2019 10:27 AM
To:
Subject: RE: Lawson Heights Traffic Review Comments
Attachments: Bike route.PNG

Hello ,

Thank you for submitting these comments. Your comments are outside of the study limits for the Lawson Heights – Lawson Heights Suburban Area Neighbourhood Traffic Review; however, I have provided a response to them below.

1. At the intersection of Adilman Drive & Wanuskewin Road, we have had issues with the vehicle detectors not picking up vehicles if the driver does not pull up close enough to the traffic signal. If the vehicle does not pull up close enough and is not detected, the light will stay green on Wanuskewin (the green and Walk will keep re-cycling). To ensure that you are detected by the traffic signal, please pull up close to the line marked by the Stop Line sign (the front end of your vehicle should be past the end of the concrete island).
2. At the corner of Windsor Street & Warman Road, the fence is on the private property for this parcel. The City has no intention of pursuing property acquisition to widen the multi-use pathway at this time.
3. You are correct that there is no bicycle detection at these traffic signals. We are currently working on the implementation of the Active Transportation Master Plan. The Downtown All Ages and Abilities network is one of the top priorities and a report outlining the proposed network will be presented to City Council in May. We are exploring the possibility of adding bike detection to key routes and are scouting locations where we can test some newer bike sensing technology at intersections that cross key city-wide cycling facilities. I will add these two locations to the list of locations requested for bike detection.

Regards,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From:
Sent: Friday, April 05, 2019 7:09 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject:

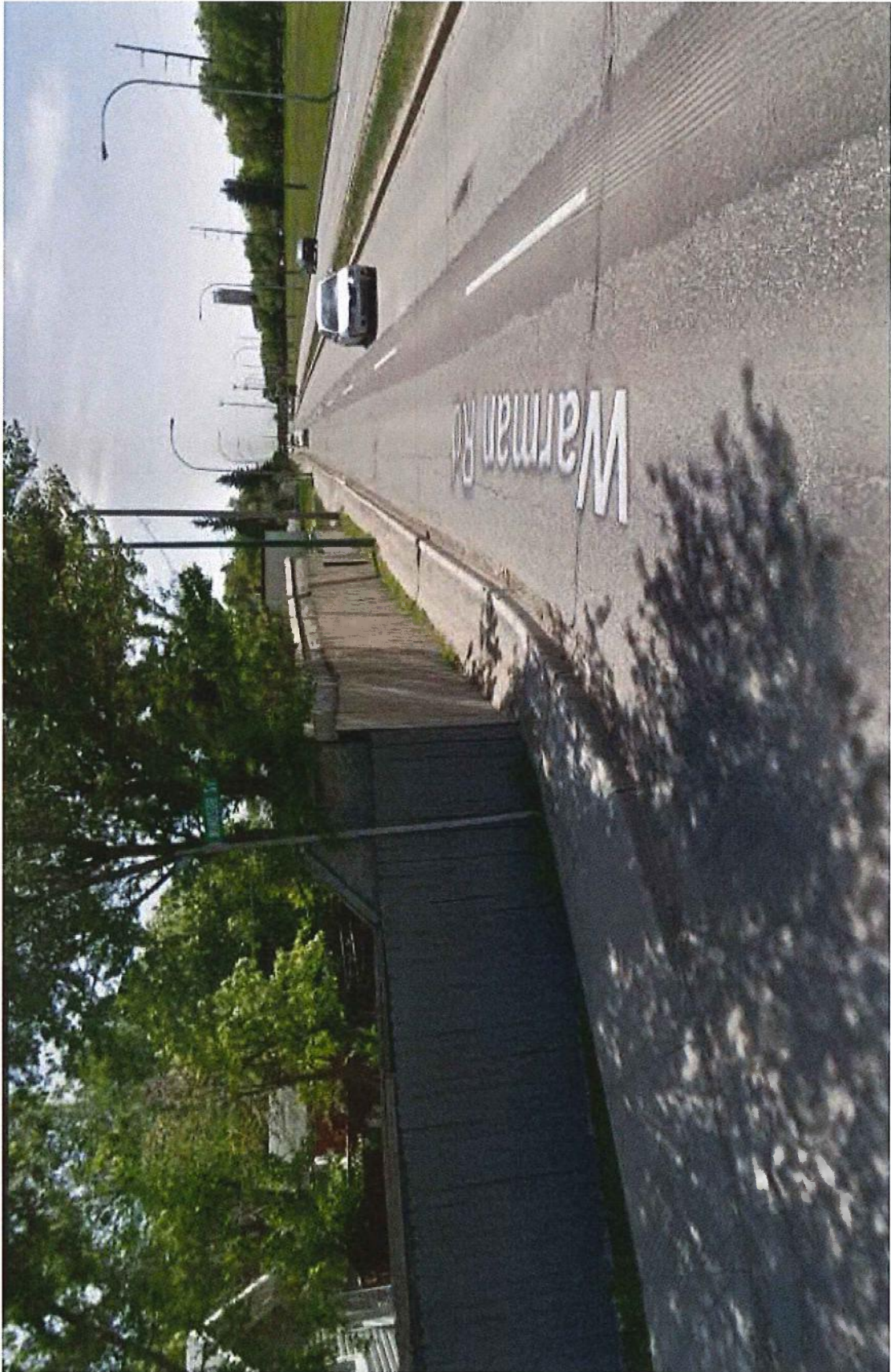
Good day,
I am sending this email relating to the Lawson Hts traffic review.

1. I leave for work in the mornings down Adilman, turning left onto Wanuskewin. I often find in the left turn lane to go south that the sensors don't seem to pick up my vehicle and the North/South light will turn from amber back to green. It is frustrating, because then I have to wait an entire light cycle again. Usually by then someone else

pulls up and with multiple vehicles there in both lanes, the light seems to change. It has happened to me 4 or 5 times now. I try to remember to go into the right lane, because it doesn't seem to be a problem there.

2. I cycle a lot in the summer. My first issue is the very dangerous biking conditions along Warman Road approaching 33rd. I have attached a picture to show this. I hold my breath passing along this little trail. I would like to see a proper bike trail in this location. It would also be nice to see the loose gravel cleaned up on the streets sooner, because that presents a real hazard to cyclists.
3. I also know there are lights downtown that don't change when you are sitting there on your bike and there is no car at the intersection. One is the light to the east of the police station. Another is by Queen Street where it intersects 2nd Ave by Earl's. I will be in the left lane, facing EB waiting to turn, but the lights will never change unless a car comes along. I have to go over to the sidewalk, push the walk light, then scramble to get back onto the street and into the left turn lane again. Not very cyclist friendly.

Thank you for your consideration of my feedback.



Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Tuesday, April 09, 2019 2:44 PM
To:
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Contact Your City Councillor Submission: Pinehouse Drive Cross Walks

Hi

I wanted you to know about the Neighbourhood Traffic Review for Lawson Heights this year. The first meeting is Thursday at 7 pm at Lawson Heights Alliance on Pinehouse. City Hall sent a flyer to the entire neighbourhood advertising the event, and I also promoted it in my recent City Hall Ward 5 Update... but I wanted to make sure you heard about it personally. This is where your concern, and all other neighbourhood traffic concerns will be dealt with for Lawson Heights. I know this has been a long wait. Traffic issues have been referred to the Neighbourhood Traffic Review Process... and we have been waiting for Lawson Heights' turn.

I have forwarded your concerns. But you can also participate by emailing ntr@saskatoon.ca

Randy Donauer, Pro. Dir. | tel 306.244.6634

City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer
facebook.com/donauerward5

From:
Sent: September 8, 2016 9:25 PM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Re: Contact Your City Councillor Submission: Pinehouse Drive Cross Walks

Thanks, Randy! I really appreciate your quick response. I checked at the school today and we have about 20 kids who would be crossing Pinehouse. I was also thinking, though, with the civic centre being across the road and a high population of young families living in those apartments, there is probably quite a bit of foot traffic going across at Laronge. Not to mention the soccer centre and skate park as well.

Thanks again!

On Thu, Sep 8, 2016 at 7:04 PM, Donauer, Randy (City Councillor) <Randy.Donauer@saskatoon.ca> wrote:
Great. I'll push this forward. We don't always have success, but I will try.

- Randy

-----Original Message-----

From:
Sent: Thursday, September 08, 2016 2:51 PM
To: Donauer, Randy (City Councillor)
Subject: Re: Contact Your City Councillor Submission: Pinehouse Drive Cross Walks

Hi Randy,

I was thinking Laronge road and there is a crossing at Reindeer as well. But if there was one at Laronge we would just tell the kids to cross there.

I'm not 100% on numbers, but for the kids in the apartments St. Anne is actually much closer than St. George and River Heights has French. We recently moved and the kids love St. Anne so we decided to keep them there. It only takes about 20 minutes to walk and it was the same from ! We wanted to stay in River Heights but found we could buy a nicer house on a nicer street in Lawson. We love Lawson and are extremely happy we decided to move!

> On Sep 8, 2016, at 2:14 PM, Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca> wrote:

>

> To clarify... are you thinking at Laronge Rd?

>

> Also, do you know how many kids would be going to school in River Heights... or why they don't attend in Lawson Heights? I'd like to be fully armed when I take this on.

>

>

> - Randy Donauer, Pro. Dir.

> City Councillor

> Ward 5

>

>

>

>

>

>

> From: (

> Sent: September 7, 2016 10:45 PM

> To: Donauer, Randy (City Councillor)

> Subject: Contact Your City Councillor Submission: Pinehouse Drive

> Cross Walks

>

> Submitted on Wednesday, September 7, 2016 - 22:45 Submitted by user:

> Anonymous

>

> First Name:

> Last Name:

> Address:

> Email:

> Phone: (

> Other Phone:

> City: Saskatoon

> Province: Saskatchewan

> Councillor: Ward 5 - Randy Donauer

>

> === Message ===

> Subject: Pinehouse Drive Cross Walks

> Message:

> Hi Randy,

>

> I walk my three young children across Pinehouse to their school and the civic centre. Traffic is very busy along the entire stretch of Pinehouse and there are many kids who cross to get to River Heights and St. Anne schools. Along Lenore there are crosswalk lights that allow pedestrians to safely cross. I would like to know if there is a possibility of having something similar installed on Pinehouse? Today as I was walking my kids home from school numerous cars sped by as we waited to cross. I actually had to put my hand up to stop traffic! I wouldn't trust my kids to be able to be as aggressive as I am if they were walking alone. I'm worried that someone is going to get hit by a car.

>

> Thanks for looking into this for me!

>

> Sincerely,

>

>

> Attachment:

>

>

>

--

Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Tuesday, April 09, 2019 2:45 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: FW: Contact Your City Councillor Submission: Crosswalk on Pinehouse to Soccer Centre
Attachments: pinehouse_crosswalk.pdf

I forwarded this at the time... but please include this in your Lawson Heights NTR process. Thx.

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer
facebook.com/donauerward5

-----Original Message-----

From: |
Sent: June 6, 2018 3:02 PM
To: Donauer, Randy (City Councillor) <Randy.Donaue@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: Crosswalk on Pinehouse to Soccer Centre

Submitted on Wednesday, June 6, 2018 - 15:02
Submitted by user: Anonymous

First Name:
Last Name:
Address:
Email:
Phone:
Other Phone: (
City: Saskatoon
Province: Saskatchewan
Councillor: Ward 5 - Randy Donauer

=== Message ===

Subject: Crosswalk on Pinehouse to Soccer Centre
Message:
Randy,

I am emailing about the possibility of adding another crosswalk on Pinehouse Dr. I have attached a picture of the location I am referring to (yellow circle). My family and I regularly use the walkways (daily) in Lawson Heights from our house (on Redberry) to access the sporting facilities, leisure centre and bike paths at this location. However, crossing the street at Pinehouse here is a bit of a chance as it is a busy street. There is a crosswalk east of here at La Ronge (red circle) and then not another one to the west until the Christian Centre on Primrose. Both are inconveniently located

considering where the walkways come out of Lawson Heights. Having a crosswalk at the entrance to the soccer centre, skate park, tennis courts would make more sense. There is a lot of children in the apartments at this location that also cross here so it is a pedestrian safety issue as well.

Attachment:

pinehouse_crosswalk.pdf:

https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/pinehouse_crosswalk.pdf



Search here



Google

Boardwalk =
Lawson Village

Pinehouse Dr

La Ronge Rd

Pinehouse Pl

Pinehouse Dr

200 ft
50 m



Explore



Driving



Transit

Kelts, Sheliza

From:
Sent: Wednesday, April 10, 2019 9:41 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns

Hi.

I may or may not be able to attend the Lawson Heights Suburban Center review at the Lawson Heights Alliance Church on Thursday April 11.

So, I'd like to voice mv concerns here, and now.

The excessive speeding on Laloche Road (both north and southbound), is staggering. I have no idea what makes a residential street off a busy thoroughfare SOOO attractive to floor the accelerator of your car and go as fast as possible.

It's baffling.

I am ON RECORD with the city police with making official complaints with the appropriate department. I called 3-4 times last summer months.

Nothing. Not one cruiser showed up.

I even suggested that they park in front of my house out of sight!!! It's perfect. The (mostly) high school kids reach top speed at that point. There is rumors that there is "timed" racing around this area as well.

This needs to get under control. It's been going on WAAAY too long.

Thankyou

Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Thursday, April 11, 2019 11:31 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Fw: Contact Your City Councillor Submission: Traffic on La Loche Road

See below. Please add these concerns and suggestions to your mix. I have invited her to attend the NTR starting tonight.

- Randy

From: ()
Sent: Thursday, April 11, 2019 11:23 AM
To: Donauer, Randy (City Councillor)
Subject: Contact Your City Councillor Submission: Traffic on La Loche Road

Submitted on Thursday, April 11, 2019 - 11:23
Submitted by user: Anonymous

First Name: _____
Last Name: _____
Address: _____
Email: _____
Phone: _____
Other Phone: _____
City: Saskatoon
Province: SK
Councillor: Ward 5 - Randy Donauer

==== Message ====

Subject: Traffic on La Loche Road

Message:

Hi,

My name is _____ n and I'm the _____ who has lived in Lawson Heights (on _____) since _____. We are an active family in the community and believe in making it a great place to live. My kids are _____ and go to St. George School. In order for them to get to school they have to cross the La Loche Road on the way to school and on the way home.

La Loche Road has been a problem since we have moved in. People use it as a shortcut to get to Lenore drive and speed so badly down that road. It is terrifying trying to get across it with 3 kids and a dog especially at busy times of the day like before or after the high school gets out, in the evenings when people get home from work or when there are soccer games going on in the neighborhood.

There is one specific spot I am extremely concerned about. There is a pathway that connects Quill Court to La Loche Road. Many MANY kids come through that path and cross the street on to Chitek Crescent to go to school. Cars are not stopping for these kids and whizzing by. I have been concerned about this spot since 2011 when we moved in which is why my husband or I walk our kids to school every day. As they are getting older they are wanting to walk on their own (_____) however La Loche road is a scary place at those hours of the day.

There has been a traffic review of our area recently. I wrote my concerns to them.

However this morning was the last straw for me - I had errands to run so I was driving my kids to school today. I saw 2 boys off their bikes just on the west side of La Loche Road waiting to cross on to Chitek Crescent. I stopped for them to let them cross, however a car speeding behind me did not even slow down and PASSED me on the INSIDE. I laid on the horn - thank GOD those kids had the sense to not go any further - the car went FASTER!

I was shaking. We have had so many near misses on this road (trying to see around parked vehicles is a whole other story) but how do we stay safe and keep our children safe when we are dealing with reckless and dangerous driving too??

So this morning I got the license plate of that dangerous driver and reported him to the police.

I am writing to you to ask for more visibility at the crossing where the path comes out at Quill Crescent. My hope is that perhaps paint on the road and signs would help. I am also asking for help to control the speeding on that road - can we have signs showing their speed? More police presence? I'm not sure what we can do but SOMETHING has to be done before someone gets seriously hurt.

Thanks for your time to listen to my concerns,

Attachment:

Kelts, Sheliza

From: Lanning, Chelsea
Sent: Thursday, April 25, 2019 9:21 AM
To: Kelts, Sheliza
Cc: Baudais, Nathalie
Subject: RE: New stop sign

Hey Sheliza – I called back and got a bit more information. I told him that this would be added to your **Lawson Heights NTR** file and informed him of the timelines and process. He was happy to hear that we are doing a review in the area. Comment is below:

Turning from Reindeer Road onto Pinehouse Drive is difficult because sightlines are tough both left and right because of parked cars. Waiting 10-15 minutes between 4-6 at night during rush hour. Has had too many close calls here. Suggests a 3-way stop – believes it will benefit everyone.

Thanks,

Chelsea

From: Baudais, Nathalie
Sent: Wednesday, April 24, 2019 8:50 AM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: FW: New stop sign

Can you please call back?

Nathalie Baudais, P.Eng. | tel 306.986.3097
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Ditto, Randi
Sent: Tuesday, April 23, 2019 5:18 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDDispatchServices@Saskatoon.ca>
Subject: New stop sign

Hi there,

would like to speak to you about getting a 3 way sign put up at this intersection: Can you please give him a call Reindeer Road & Pinehouse Drive

Randi Ditto | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

randi.ditto@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Web E-mail - Transportation
Sent: Tuesday, May 07, 2019 3:34 PM
To: Kelts, Sheliza
Subject: FW: Req for 3 way stop

From: Flores, Mariniel
Sent: Thursday, May 2, 2019 1:32 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Req for 3 way stop

Hey Tom.

Please forward to Sheliza. She's the project manager for the Lawson Heights NTR this year.

Mariniel Flores, P.Eng. | tel 306.975.3463

Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis
mariniel.flores@saskatoon.ca
www.saskatoon.ca

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From: Web E-mail - Transportation
Sent: Monday, April 29, 2019 2:29 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: FW: Req for 3 way stop

Did you look at this one?

Tom

From: Morales, Yanci
Sent: Friday, April 26, 2019 12:49 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Req for 3 way stop

Hello

We received a request to have a 3 way stop at the intersection of Saguenay Dr and Pinehouse. The concern is that there is a lot of traffic coming from both directions, and takes forever to turn onto Pinehouse Dr. Would like someone to come out and have a look. Contact is: she is a resident of one of those condominiums at that corner and has seen a rise in traffic in the area over the last few years.

Thank you

Yanci Morales | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

yanci.morales@saskatoon.ca

www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

Kelts, Sheliza

From: Web E-mail - Transportation
Sent: Tuesday, May 07, 2019 3:39 PM
To: Kelts, Sheliza
Subject: FW: Saskatoon Report a Traffic Issue received

Another for your NTR

Tom

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Friday, May 3, 2019 5:21 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1086

Issues: SPEEDING, TRAFFIC SAFETY,

Name:

Email:

Phone:

Comment: Drivers use this road as a raceway to get between Assiniboine and La Ronge. Drivers are aggressive and tailgate going either direction. In winter, a driver lost control and ended up on my lawn as I signaled and turned into my driveway; they were driving too fast and too close. I can hear drivers accelerating down the road while in my home, daily!

Attachment:

Kelts, Sheliza

From:
Sent: Friday, May 10, 2019 4:15 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights traffic review response from
Attachments: Lawson Heights traffic review 2019.docx

Good afternoon,

Attached is a five page Word document with seven recommendations for the Lawson Heights traffic review, also including an overall streetscape improvement for Pinehouse Drive.

Please confirm receipt of this document.

All the best,

Lawson Heights Traffic Review

May 9, 2019

Since Lawson Heights was created in 1979/80 I have lived at _____ The most significant change that has occurred over the last forty years is the increased number of people living in the former PUD zone (originally mostly open space under the airport's eastern flight path) located along the south edge of Pinehouse Road. There has been steady ongoing rezoning to high density apartment block type developments. The latest addition is the large 'Bentley' condo, located at the corner of Pinehouse Drive and Saguenay Drive. The Bentley will continue the process of adding more vehicles and pedestrians to Pinehouse Drive and the surrounding roadways.

For correct reasons of increased efficiency, Saskatoon has a policy to increase density in the already developed parts of the city. That makes sense as long as the increased density does not come at the cost of a lower quality of life for those in the now denser area. In practice it means that the City would typically need to make some structural adjustments or at least relatively minor expenditures to go along with the savings and increased taxes from the higher density.

Although the density and traffic around Pinehouse Drive has increased over time, Saskatoon has yet to make any significant related changes to the neighbourhood. The Lawson Heights traffic review now provides a good opportunity and structure within which to do so. Improvements to traffic need to be set within a bit wider framework than just the roads themselves. There are seven relatively low cost recommendations to improve the quality of life in Lawson Heights that I will list. They are: (1) improve lighting and marking at the formal pedestrian crossing points on Pinehouse Drive. (2) add a short right-hand turning lane at the corner of Pinehouse Drive and Primrose Drive. (3) improve the aesthetics along Pinehouse Drive by treating it as a 'streetscape' (4) clear snow from all driving lanes and sidewalks of both Primrose Drive and Pinehouse Drive. (5) divert some traffic to a wider thoroughfare by removing the 30km speed zone on Lenore Drive (6) continue to allow people to use Wathaman Crescent to shortcut the Lawson School but reduce the nuisance dust factor (7) consider reducing the size of the school zone around the Pinehouse+Primrose intersection.

(1) There are three T intersections on the western half of Pinehouse Drive. The painted crossing lines are normally worn away except at the street edges and none of them have any direct pedestrian lighting or strong signage. Drivers unfamiliar with the neighbourhood may not notice, and treat pedestrians there similarly to those crossing from parked cars and the many minor lane entrance points along Pinehouse Drive. Even with the baseball park and not including the three main intersections, between Primrose Drive and Reindeer Road there are ~26 other smaller lane entrances.

The intersection where Reindeer Road runs south in to Pinehouse Drive has a particular danger. I have seen an injured pedestrian at that intersection and a pair of my former neighbours were badly injured many years ago while crossing it. There is a tree on the NE corner (see photo below) that when in leaf blocks the light from the nearest ordinary street light, creating a dark zone at night. Pedestrians have a tendency to come from or go to that dark zone, as it shortens the trip a bit and there are no painted lines indicating any N-S crossing lane. 'Street' lights on Pinehouse, particularly at Reindeer/Pinehouse need to be aligned with formal pedestrian crossing alleys, or pedestrian specific lights added. The crossing lines also need to be better painted.



Similarly, the streetlight nearest the corner of Pinehouse+LaRonge is on the other side of the intersection from the one (one is enough) formal crosswalk, and the E-W crosswalk on LaRonge Road is not painted at all. Pedestrians crossing (two nearby bus stops) there on Pinehouse Drive are understandable hesitant to assert their right-of-way. What happens often is if one car stops for them, then someone in a hurry then drives around the stopped car. Improved marking and lighting will help lessen that, but there should still be occasional traffic enforcement action taken at that intersection.

(2) Originally there were two turning lanes for traffic heading west on Pinehouse Drive then turning south on Primrose Drive. Many years ago the right hand lane was restricted to only for turning right. The result is now traffic backs up on Pinehouse Drive, especially when the traffic signal goes in to its periodic very short green light phase (meant to keep traffic moving faster southbound on Primrose?). When in that phase, when a driver then turns left (often blocked by pedestrians walking W-E across the south side of the intersection, sometimes congestion pressured drivers will rush those pedestrians) and then progresses south on the short green they will most often then frustratingly just catch a red light at the Lawson Mall turnoff.

The solution is to build a short right hand turning lane (5m long, 4m wide) turning north from Pinehouse Drive on to Primrose Drive. Almost looks like the intersection was meant to be that way, as the fire hydrant is set far enough back. Would also require moving the old traffic light pole. Then allow both main westbound lanes from Pinehouse Drive to turn left.

(3) Over time, there are now many more pedestrians walking in the Pinehouse area, along with the increased vehicle traffic. Some are retired seniors in the new condos and some from cultures more used to walking/socializing/sitting outside their apartments. As an aside, this is also reflected in the heavy use of the barbeque sites down by the riverbank. Primrose Drive is now at a stage where it should be managed more as a 'streetscape' than just a road for transportation.

There are people walking across Pinehouse Drive almost everywhere, useful car parking, and the aforementioned very high number of parking lot access lanes. Very few of those lanes line up with each other and I am surprised how few traffic incidents there seem to be (traffic does now move at a slower pace). Most sight lines from those street entrances tend to be good, although a traffic inspector should check occasionally. However, the Pinehouse streetscape can and should be improved aesthetically.

Some apartment managers have taken to putting their varied colour old dumpsters more conveniently right at the edge of Pinehouse Drive, where they are unsightly and sometimes have debris spilling out. The dumpsters belong in the back, even if some parking stalls need shifting to the front.

Only a few years ago, a large garage size utilitarian industrial style metal shed and concrete driveway was built on the grass of an apartment complex at ~200 Pinehouse Drive (see picture below). There is usually parts of earth moving/sweeping/snow clearing equipment left on the pad. The permitting for that out of place shed and driveway needs to be re-examined to see if requirements were met and the shed needs to be moved or at a minimum rebuilt to a more aesthetic standard.



In the move to create a greener healthier urban environment, Saskatoon has been planting trees in the front of people's residential lots (if there were not already some trees there) on the city owned strip by the sidewalk. Even if those residents (such as some of my neighbours) preferred a wide open or low maintenance front yard. Some of the properties along Pinehouse Drive definitely have space for trees, although due to impact on site lines the trees would need to be planted further back from the road, on private land. It may take some persuasion by the City, as having trees does increase landowner costs.

There are many places along Primrose Drive that should have trees, bushes, flowers, or other aesthetic enhancing items. City of Saskatoon properties, such as Mahoney Park do have such greenery. One of the most obvious candidates for improvement is the Alliance Church with its massive asphalt parking lot, and nearby fenced gravel pad. Another example (more could be found) is the strip mall SW of the

corner of Pinehouse+Reindeer which could easily place some trees down the middle of its parking lot, and maybe some bushes north of the mall. As another aside, the north end of that strip mall has the important to the neighbourhood 'Petra Market and convenience store' that should be helped as much as reasonably possible to stay in business. Oddly, probably to save some small costs, that strip mall owner has blocked off where the sidewalk should (and used to be) lead to that store, by putting up a barrier fence. It is only possible to access that strip mall by walking on the access laneway.

In summary for item (3), Pinehouse Drive has now reached the point where it should be considered more as a streetscape with its own inherent value and aesthetics, for the wider benefit of its nearby residents. The City should deploy various traffic planners/landscape experts/bylaw officers/community developers to actively improve the overall living experience there.

(4) During the summer a lot of seniors, joggers, and apartment dwellers walking to Lawson Mall make use of the Pinehouse Drive sidewalks. In the winter they will also do so if not too much snow and ice. Clearing of the sidewalks by both the City and other landowners has improved in the last few years.

What remains a safety issue is the lack of snow/slush/ice removal from the right hand lanes on Primrose Drive from the Pinehouse Drive intersection all the way around the curve to Warman Road. Graders will first push the snow to the right side of the road in order to quickly get the road moving after a snowfall, where it refreezes in to a sloped edge, forcing the arterial but narrow Primrose Drive down to a tricky 1.5 lanes wide. As that icy edge builds up with multiple gradings it will often then spill on to the sidewalk. For some reason, even when lesser streets are having all their snow piled edges hauled away, the impediment on Primrose Drive is left. There might possibly be some type of road misclassification or other issue that needs management attention.

(5) The area of Pinehouse and Primrose would benefit, including for safety, if some of the increasing vehicle traffic load could be diverted elsewhere. One option is increasing use of Lenore Drive for people to get to/from 51st street or Warman Road/Wanuskewin Drive. Lenore Drive is a wide multi lane divided boulevard arterial road. Its width and location indicate it was likely being considered or developed to access an original river crossing plan for Saskatoon's 'north commuter bridge'. Lenore Drive presently seems under capacity. More drivers would use Lenore Drive if it did not have a long school zone slowdown along Bishop Mahoney high school and some resulting driver hesitations where Redberry Road intersects with Lenore Drive. The Lenore Drive school zone also has a large straightforward intersection with Primrose Drive and little other confounding road access points or complications.

There does not seem to be much jaw walking across Lenore Drive (other than Sunday morning when the school zone is not in effect) and the attending high school students know traffic rules and are tall enough to be seen over cars. The Lenore Drive school zone restriction is also relatively recent, as it was implemented during a public reaction to increase the safety after an accident with a young student elsewhere. Saskatoon then took the managerially easy path of creating 30 kph speed zones around all schools, no matter the actual roadway circumstances. This simplification was attractive from an enforcement control aspect and avoided having to make ongoing balanced decisions. Unfortunately, the speed restrictions on arterial roads around high schools have created wider traffic flow inefficiency, such as in Lawson Heights. It is time to remove the school speed zone on Lenore Drive, while keeping the school zone on parts of the more crowded complicated Primrose Drive.

(6) Twice a school day there is increased traffic in front of my house even school buses. That is OK with me, as the drivers are trying to avoid the congestion at Reindeer+Redberry caused by the many students/parents crossing there, and the potential traffic chaos in front of the Lawson Heights school on Redberry Road. Having traffic avoiding those areas when busy makes it safer for the children there. There are two related traffic issues here on Wathamman, both can be fixed without noisy speed bumps or costly to maintain flow restrictions.

Wathamman Crescent (actually straight as an arrow) is on a long steep slope, so we get a lot of sand/grit rightly applied during winter. Traffic noisily grinds all that in to an abrasive dust that when dry is then raised in clouds by vehicles or even the wind. The best solution is to have Wathamman cleaned earliest in the Spring, instead of months later which is often the case now. Accept the greater good of school bypass traffic, but compensate by moving Wathamman up to a high priority Spring street cleaning time.

Wathamman Crescent and the three cul-de-sacs are residential, with kids playing, although not as many as around the school and nearby playground. 30 kph is plenty fast enough, yet we occasionally have either irresponsible commuters speeding down the hill at 50 kph or resident motorcyclists with obnoxiously tuned exhaust pipes roaring up the hill. These presently rare in number dolts tend to pass through at repetitious predictable times, so could be ticketed by appropriately requested timed enforcement if the police/bylaw were to choose to allocate the resources.

(7) There is a building named 'Mile Two Church', at the NE corner of Pinehouse+Primrose intersection. They operate a small charter school, resulting in the short school zone at the far west end of Primrose Drive. Since the buildings do not look like schools, many drivers do not notice the school sign until they have entered the zone going around 40 kph and get ticketed. I have never seen any students walking there, as the parents drop them off in the closer to the building side lanes.

People did park legally on Pinehouse right up to one of that church's easternmost side lane, sometimes with larger vans that block site lines. A decade+ ago a distracted parishioner drove out of that lane across Pinehouse Drive without looking and we had a minor fender bender. I subsequently talked with the director of that church about possibly how best to keep the larger vehicles from blocking the site lines. During our talk he mentioned that the church had requested that the City not designate the area as a school zone. I admired his wisdom in not adhering to the 'you can never be too safe' fallacy, and instead looking at the greater social good and wider more effective risk reduction strategies. Please consider removing the small pointless school speed zone from the west end of Pinehouse Drive.

I have a concern that the Lawson Heights traffic review could turn in to a limited process that results in the installation of scattered traffic restricting infrastructure at specific problem points while not also finding ways of moving overall vehicle traffic and pedestrians more efficiently and pleasantly. If so, we would be better off not doing anything much different at all, except better lighting/markings at a few pedestrian crossing. Although hard to quantify, creating any more traffic congestion, frustrated drivers, or unguided hurried pedestrians would be an overall net loss to Lawson Heights, including for safety.

Implementing these seven recommendations will improve traffic flow, safety and increase quality of life here in my area of Lawson Heights, especially for the increased number of people on Pinehouse Drive.

Thank you for the chance to contribute, and wishing you all the best,

Kelts, Sheliza

From: Lanning, Chelsea
Sent: Monday, May 13, 2019 1:51 PM
To: Simpson, Tom
Cc: Kelts, Sheliza
Subject: RE: Call back request regarding crosswalk

Lawson Heights is being taken care of by Sheliza – I've cc'd her here.

From: Simpson, Tom
Sent: Monday, May 13, 2019 1:50 PM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: FW: Call back request regarding crosswalk

Did this one come up in the review?

From: Adams, Kelly
Sent: Friday, May 10, 2019 2:01 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Call back request regarding crosswalk

Good afternoon,

 would like to enquire about installing a crosswalk light at Lawson Heights School ().
They have a concern with a visually impaired child who is just learning how to cross at the crosswalk and vehicles are not always stopping for him. Can you give her a call at

Thank you,

Kelly Adams | tel 306.975.2476

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
kelly.adams@saskatoon.ca
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

Kelts, Sheliza

From: Baudais, Nathalie
Sent: Tuesday, May 21, 2019 9:21 AM
To: Kelts, Sheliza
Subject: Lawson Heights NTR

Hi Sheliza,

I got a call from the Lawson Heights School SRO. They have the following concerns at the intersection of Reindeer Road & Redberry Road:

- Eastbound right turning traffic does not yield for pedestrians.
- The crosswalk on the west leg of the intersection does not align with the furthest extrusion point of the curb extension so pedestrians are still hidden by parked vehicles. Can the crosswalk be realigned (ramps would also need to be moved)?
- They would also like an active pedestrian device.
- They have visually impaired students which navigate this intersection.

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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Kelts, Sheliza

From: Egland, Martina
Sent: Friday, May 24, 2019 3:12 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: 51st Intersection - Lawson Heights

Good afternoon

called and realized that he missed the meeting but would like to pass along concerns about the 51st and Lenore intersection. When you are traveling east down 51st there are 3 traffic options 1 lane goes left onto Russell Rd, 2 lanes continue straight onto Lenore Dr and 1 lane turns onto Primrose Dr. People who are in the right hand lane seem to think that they are allowed to continue straight through the intersection if there are no cars parked in the parking lane on the Lenore side. This happens multiple times and is becoming very dangerous. can be reached at

Thank you

Martina Egland | tel 306.975.2476

Service Saskatoon Contact Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

martina.egland@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Monday, May 27, 2019 5:52 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: FW: Traffic review

See below.

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer
facebook.com/donauerward5

-----Original Message-----

From: :
Sent: April 4, 2019 9:56 AM
To: Donauer, Randy (City Councillor) <Randy.Donaauer@Saskatoon.ca>
Subject: Traffic review

Good morning Randy

I see that you are doing a traffic review.
I have a concern that some people think that Redberry Road
is a raceway. They start from Lenore Dr to Reindeer.
I hope that you can help with this. Weekends are worst.
Thanks

Kelts, Sheliza

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Wednesday, July 03, 2019 5:41 PM
To: (Police); Donauer, Randy (City Councillor); City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry; Kelts, Sheliza;
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Hello Councillor Donauer,

The u-turn restriction was installed due to concerns with having the u-turns take place across the pedestrian corridor. While drivers wait for a gap in traffic to make the u-turn maneuver, they can't see the flashing lights overhead and may not anticipate pedestrians to enter the crosswalk from the south.

We can review this issue as part of the Lawson Heights NTR.

Regards,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: (Police) [mailto: Police.Saskatoon.Sk.CA]
Sent: Wednesday, July 03, 2019 3:53 PM
To: @Saskatoon.ca>; Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>; City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; TC - RF Councillor Enquiry <tuROCE@Saskatoon.ca>; Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>;

Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Randy,

That's correct, a pedestrian light does not meet the definition of "light controlled intersection" as it pertains to U-turns under s.235 (15) of the traffic safety act.

Rules re traffic lights

235(1) Whenever traffic is controlled by traffic lights, the lights indicate and apply to the drivers of vehicles and to pedestrians in accordance with the other provisions of this section.

(15) At an intersection of highways where a traffic light is in operation, no driver of a vehicle shall turn the vehicle so as to proceed in the opposite direction.

City streets are included in the definition of "highway"

Staff Sergeant

From: _____@Saskatoon.ca]
Sent: Wednesday, July 03, 2019 3:34 PM
To: Donauer, Randy (City Councillor); City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry; Kelts, Sheliza;
Cc: _____ (Police)
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Good afternoon Councillor Donauer,

I have included _____, Traffic Operations and Control Manager, with the Transportation Division as _____ and _____ are currently away from the office.

Transportation will look into this and provide a response.

_____ | tel : _____
Citizen Services Manager, Service Saskatoon
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
_____@saskatoon.ca
www.saskatoon.ca

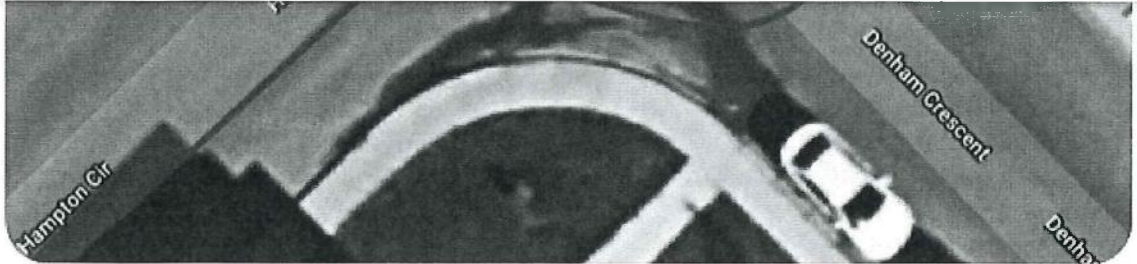
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From: Donauer, Randy (City Councillor) [mailto:Randy.Donauer@Saskatoon.ca]
Sent: Wednesday, July 3, 2019 3:08 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; TC - RF Councillor Enquiry <tuROCE@Saskatoon.ca>; Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>; _____@Saskatoon.ca>;
Cc: _____@Police.Saskatoon.Sk.CA>
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

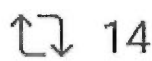
Here is an update from the resident, where SPS confirm that ped lights are not "controlled intersection"...



Tweet



4



14



45



Replying to @SPSTraffic and @cityofsaskatoon

What is considered "controlled by traffic lights" ? Do pedestrian crossing signals constitute "traffic lights" ?

5:44 PM · 30 Apr 19 · Twitter for Android

||| View Tweet activity



From: Donauer, Randy (City Councillor)
Sent: Wednesday, July 3, 2019 2:04 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry;

Cc:
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Not "I have". Should say "I understand".. the Silverwood NTR, etc...

From: Donauer, Randy (City Councillor)
Sent: Wednesday, July 3, 2019 2:01 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry; Kelts, Sheliza;

Cc:
Subject: Fw: Contact Your City Councillor Submission: New u-turn, Lawson heights

See below.

Can this concern be added to the Lawson Heights Neighbourhood Traffic Review that is currently underway?
Apparently, this sign was added as a result of the Silverwood NTR.

The resident contacted City Hall and told him to call me.

- how should I proceed on this? I have the Silverwood NTR instituted the no u-turn sign. Now a Lawson resident (he says several) want it down. The Lawson NTR is currently ongoing. Do I put an inquiry in at Council or address this through NTR?

Patrick - resident alleges this is NOT a controlled intersection. Says pedestrian crossing does not make it controlled intersection. Can you confirm?

- Randy

From:
Sent: Monday, May 27, 2019 1:53 PM
To: Donauer, Randy (City Councillor)
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Randy,

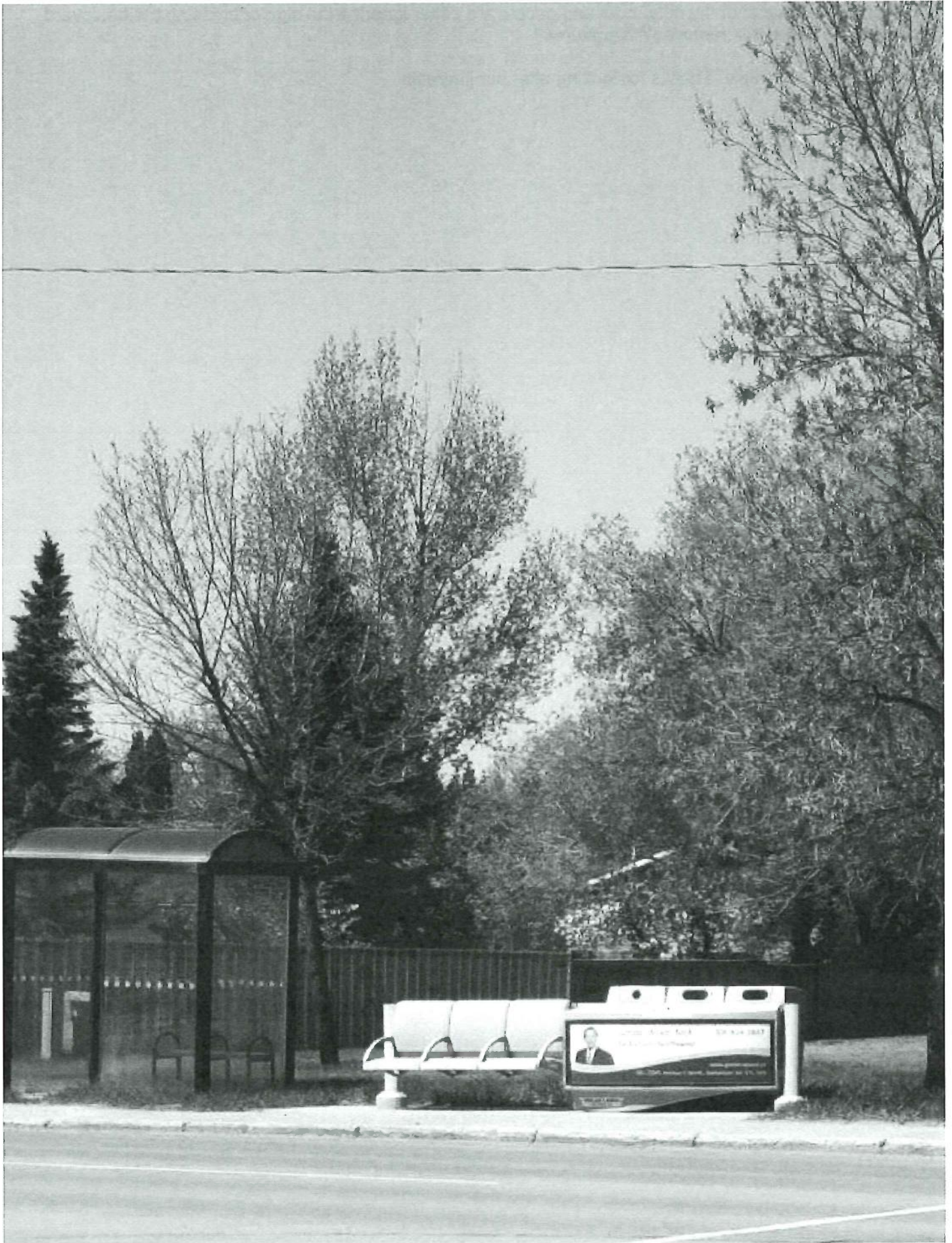
Thank you very much for returning this message. It is at the intersection of Lenore and laloche and was raised (I believe) from a Sherwood Heights community workshop that had a generic concern regarding the number of u-turns taking place on Lenore in general. That the justification was "congestion", NOT safety.

There are no silverwood Heights residents at that intersection and the placement of that new sign now causes the residents of cypress court and the gated communities behind us to travel down to the church to get home. There appears to be no consideration given to how it affected that traffic.

I have lived here years and can not recall a single incident at that corner. And I've spoken to SPS that the justification of that being a controlled intersection is inaccurate and I easily identified other location where the same is true (u-turns allowed, pedestrian lights do not control the intersection)

I have spoken to several of my neighbors and people are either ignoring the sign or crossing the boulevard, what will it take to get this removed? Signatures?

I look forward to your reply. Thanks for looking after our interests



Kelts, Sheliza

From:
Sent: Wednesday, August 28, 2019 8:57 AM
To: Baudais, Nathalie
Subject: FW: Contact Your City Councillor Submission: New u-turn, Lawson heights

From:
Sent: Wednesday, August 28, 2019 8:36 AM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Cc: @Saskatoon.ca>
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Any further word on this? As school is starting soon, I would suggest you investigate a few things WRT these signs:

- Come to the neighborhood when school is in session (starting or ending) and observe the traffic
- Attempt to leave from Cypress Court and go to say... Princess Auto from our location. During school hours and after
- Attempt to get to our location from Silverwood Heights school or from Silverwood road

You should notice that (one) the sign is being ignored and (two), that the u-turns are FORCING people to drive INTO the Marion Graham parking lot to complete their turn around, undoubtedly forcing more traffic into an area heavily utilized by student pedestrian traffic. Ironically, this is the LEGAL way to now proceed. Please call me when you come and I can accompany you.

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: July 3, 2019 3:10 PM
To:
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Thx. This is helpful. Will get back to you

- Randy

Sent from my iPhone

On Jul 3, 2019, at 2:39 PM, i

wrote:

I asked on Twitter and have since verified the same with retired SPS officers. Pedestrian crossing lights do not control the intersection. And... not too hard to come up with other examples. See image of exchange with SPS comms from Twitter.

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: Wednesday, July 3, 2019 2:02:22 PM
To:
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

I'm still working on this. I just wanted you to know I haven't forgotten. My understanding was that the signs are redundant, as the lights make it a controlled intersection so no u-turn is allowed. You said you talked to SPS about this. Who did you talk to and what did they say?

- Randy

From:
Sent: Friday, June 14, 2019 10:06 AM
To: Donauer, Randy (City Councillor)
Cc:
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Any update on this? Just as an FYI (in case you hadn't seen it) u-turns at this intersection are ONLY being prohibited for west bound traffic....

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: May-27-19 3:17 PM
To: I
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Great. That will help.

I'll speak to the traffic engineer working on this, and the Saskatoon Police Service and one of us will get back to you.

I can't promise that sign will come down right away... but we can work on it. Things take time...

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer
facebook.com/donauerward5

From:
Sent: May 27, 2019 3:07 PM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Kelts, Sheliza

From:
Sent: Friday, June 14, 2019 10:10 AM
To: Baudais, Nathalie
Subject: Fwd: Contact Your City Councillor Submission: New u-turn, Lawson heights

| tel
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
@saskatoon.ca0
www.saskatoon.ca

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Begin forwarded message:

From:
Date: June 14, 2019 at 10:06:08 AM CST
To: "Donauer, Randy (City Councillor)" <Randy.Donauer@Saskatoon.ca>
Cc: "<@Saskatoon.ca>
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Any update on this? Just as an FYI (in case you hadn't seen it) u-turns at this intersection are ONLY being prohibited for west bound traffic....

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: May-27-19 3:17 PM
To:
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Great. That will help.
I'll speak to the traffic engineer working on this, and the Saskatoon Police Service and one of us will get back to you.
I can't promise that sign will come down right away... but we can work on it. Things take time...

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
@randydonauer

From:

Sent: May 27, 2019 3:07 PM

To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>

Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

I have . Missed the meeting (I travel extensively through the week) but submitted online through the survey

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>

Sent: Monday, May 27, 2019 2:41:21 PM

To:

Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Thanks . The Lawson Heights Neighborhood Traffic Review is currently underway. Have you been participating in that, and have you submitted your comments?

Randy Donauer, Pro. Dir. | tel 306.244.6634

City Councillor, Ward 5

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer

facebook.com/donauerward5

From:

Sent: May 27, 2019 1:53 PM

To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>

Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Randy,

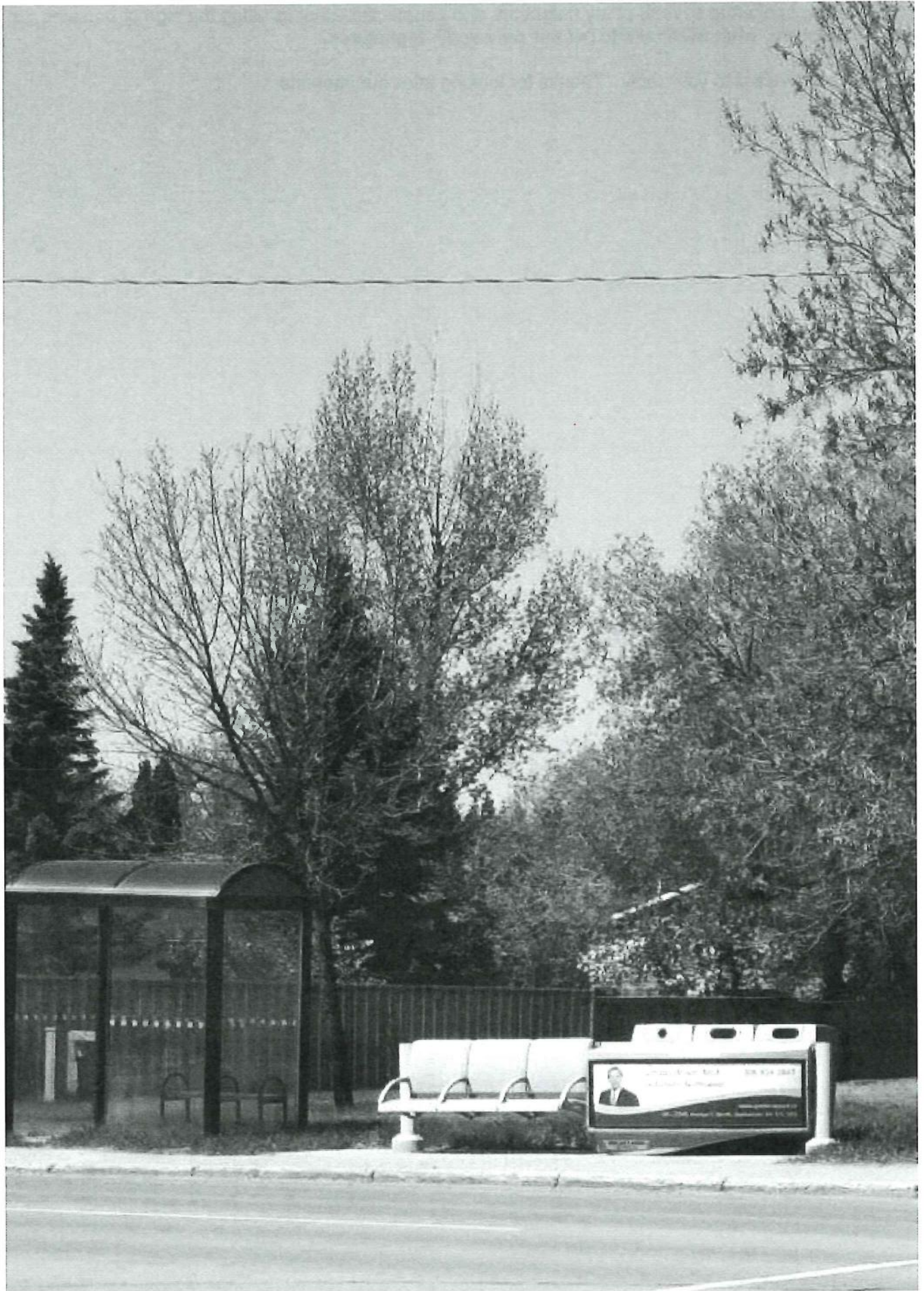
Thank you very much for returning this message. It is at the intersection of Lenore and laloche and was raised (I believe) from a Sherwood Heights community workshop that had a generic concern regarding the number of u-turns taking place on Lenore in general. That the justification was "congestion", NOT safety.

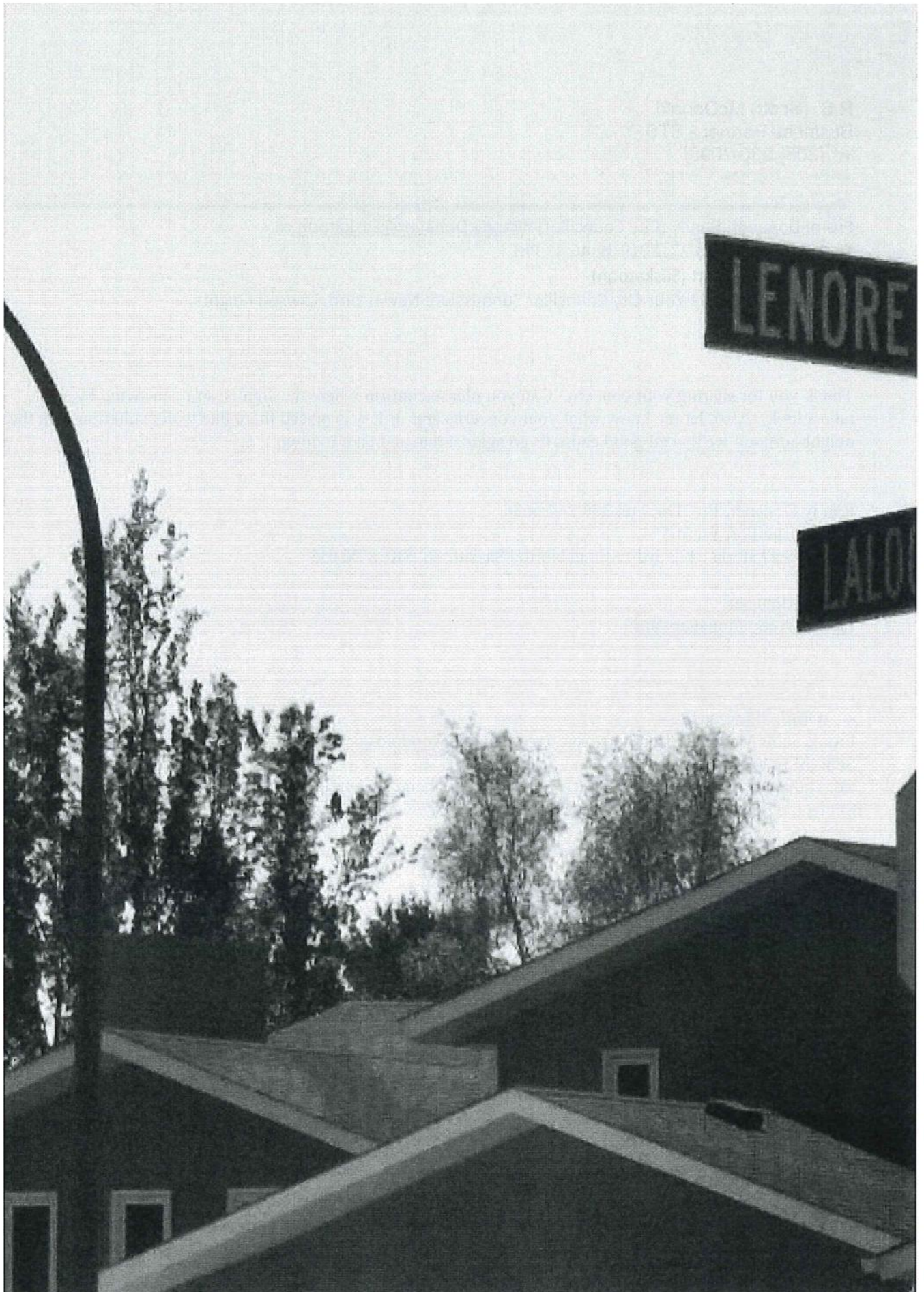
There are no silverwood Heights residents at that intersection and the placement of that new sign now causes the residents if cypress court and the gated communities behind us to travel down to the church to get home. There appears to be no consideration given to how it affected that traffic.

I have lived here 25 years and can not recall a single incident at that corner. And I've spoken to SPS that the justification of that being a controlled intersection is inaccurate and I easily identified other location where the same is true (u-turns allowed, pedestrian lights do not control the intersection)

I have spoken to several of my neighbors and people are either ignoring the sign or crossing the boulevard, what will it take to get this removed? Signatures?

I look forward to your reply. Thanks for looking after our interests





From: Donauer, Randy (City Councillor) <Randy.Donaue@Saskatoon.ca>
Sent: Monday, May 27, 2019 12:46:41 PM
To:
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Hi

Thank you for sharing your concern. Can you please confirm where the sign is, so I can swing by and take a look. Also, let me know what your concerns are. If it was placed there due to consultation with the neighbourhood we'll need good cause to go against that and take it down.

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[@randydonauer](#)
facebook.com/donaueward5

-----Original Message-----

From:
Sent: May 9, 2019 3:24 PM
To: Donauer, Randy (City Councillor) <Randy.Donaue@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: New u-turn, Lawson heights

Submitted on Thursday, May 9, 2019 - 15:24
Submitted by user: Anonymous

First Name: .
Last Name: .
Address
Email: . ____
Phone: (
Other Phone:
City: Saskatoon
Province: Saskatchewan
Councillor: Ward 5 - Randy Donauer

==== Message ====

Subject: New u-turn, Lawson heights

Message: I have been going back and fourth with Tom Simpson regarding a new u-turn sign on Lenore drive in Lawson heights that was placed due a safety concern raised in a silverwood heights traffic review. He advised you were a member of this committee and as my councillor, would be best placed to

discuss what can be done to have it removed.

Attachment:

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Kelts, Sheliza

From: Egland, Martina
Sent: Monday, June 17, 2019 3:17 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: River Heights/ Lawson Heights

Hello

just called wondering there isn't a 3 way stop at the corner of Pinehouse Dr and Saguenay Dr. She said multiple people are disappointed at how long it takes to turn left onto Pinehouse. She would like to see some type of traffic control at this intersection.

Thank you

Martina Egland | tel 306.975.2476

Service Saskatoon Contact Centre

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

martina.egland@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Kowalchuk, Amy
Sent: Tuesday, June 18, 2019 1:08 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: River Heights Engage

Good Afternoon,

received an Engage letter but is wondering if it is for a different neighborhood.

There are certain things that came up in the meeting that were not addressed in this letter that he received. Pinehouse drive for instance was not in the River Heights traffic plan. Can someone please contact [redacted] to discuss? He is ok with email.

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
amy.kowalchuk@saskatoon.ca
www.saskatoon.ca

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Kelts, Sheliza

From:
Sent: Tuesday, June 18, 2019 7:25 PM
To: Baudais, Nathalie
Subject: Re: River Heights Engage Letter

Thank you Nathalie. Just to clarify, will those of us with a Pine House Drive address that received this last letter ALSO receive the Lawson Heights letter?

When might we expect to see it?

On Tue, Jun 18, 2019, 4:08 PM Baudais, Nathalie, <Nathalie.Baudais@saskatoon.ca> wrote:

Hello

I understand that you have recently received a flyer regarding the implementation for the River Heights Neighbourhood Traffic Review. I apologize for any confusion that this may have caused. There are two separate neighbourhood traffic reviews and the mail delivery has overlapping boundaries.

The Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review is currently underway. Pinehouse Drive is being considered as part of this review.

Please let me know if you have any further questions.

Thanks,

Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

Treaty 6 Territory & Homeland of the Métis

nathalie.baudais@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Simpson, Tom
Sent: Monday, June 24, 2019 3:28 PM
To: |
Cc: Web E-mail - Transportation
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Thank you for the enquiry. I will ask our Senior Engineer to review this location.

There are a few options when it comes to crosswalks:

- Unmarked
- Standard
- Zebra
- Pedestrian Corridor
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

In addition there are a number of conditions that must be met for each installation:

- Total pedestrians crossing
- Distance to cross
- Speed of traffic
- Proximity to a signalized intersection
- Etc.

Prior to any installation or changes for any crosswalk our Engineering Section will review the request, and if necessary, do some counts, pedestrian and vehicular.

Please feel free to contact me directly with any transportation related concern,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Monday, June 24, 2019 9:25 AM

To: Web E-mail - Transportation <Transportation@Saskatoon.ca>

Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1120

Issues: PEDESTRIAN SAFETY,

Name:

Email:

Phone:

Comment: Hello, We live on [redacted] in Lawson Heights and our kids [redacted] for our area. We are inquiring about getting a pedestrian crossing light at one of the crosswalks on Pinehouse Drive between the Soccer Centre Entrance and Reindeer Road. Our kids like to bike and walk to school and crossing Pinehouse is a major safety concern for kids because of the speed of traffic and the amount of parked cars on the street.

Attachment:

Kelts, Sheliza

From:
Sent: Friday, September 06, 2019 4:43 PM
To: Kelts, Sheliza
Subject: Re: Traffic concerns

Ok.

No problem. As long as it's being worked on.
I'm ok with that.

On Fri, Sep 6, 2019, 4:37 PM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

Hi

Unfortunately, I do not have a plan for you at this time. I will have it ready for you on October 3rd which is when we are planning our next meeting in your neighbourhood (we have not started advertising for the meeting yet).

Take care,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Senior Transportation Engineer
City of Saskatoon

From: (_____
Sent: Wednesday, September 04, 2019 12:26 PM
To: Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Traffic concerns

Hi Sheliza.

It's _____ from _____ : once again.

I'm just wondering what kind of data was collected last June from the speeding traffic on Laloche Road??

As you are well aware, school is back in session and the lunch hour and after school "racing" has resumed.

All we are seeing around here is Police presence in the school zones pulling drivers over. Nothing new.

Still nothing in the residential areas where the real problem is.

Can you share the plan with me??

Thank you

On Wed, May 1, 2019, 4:49 PM

<

wrote:

Ok.

Thank you very much for getting back to me and clarifying.

On Wed, May 1, 2019, 4:32 PM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

Hi

Thank you for the email.

I wanted to let you know that no, this is not the end of our efforts. As previously stated, we will continue to receive comments through emails, phone calls, and Engage page until May 10th, 2019. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood. I look forward to hearing from you again once you have review the draft traffic plan.

Have a great day!

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: ailtc
Sent: Monday, April 29, 2019 10:31 AM
To: Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Traffic concerns

Hi Sheliza.

Attached below, you will see a photo of the speed indicating sign on my street where I live.

I do appreciate the effort, but unfortunately the message did not reach the target driver audience of the local high school drivers.

Easter break was last week and they were not in school.

The signage was in place for 2 days.

I hope, this is not the end of the effort to curb speeding on my street and surrounding areas of my neighborhood.

The traffic Sergeant who visited my home location had some very good "covert" suggestions in gathering data from all drivers on my street. That sign wasn't very sneaky. You will never get any REAL data with that.

Due to the school spring break, traffic was VERY quiet last week.

Thanks

On Tue, Apr 16, 2019, 10:43 AM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

That is great news!

From:

Sent: Tuesday, April 16, 2019 10:38 AM

To: Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>

Subject: Re: Traffic concerns

Hi Sheliza.

I did in fact make it to the meeting.

I'm very glad I was able to attend and I feel very confident that I was heard.

Especially when the traffic Sergeant showed up to my house and street personally.....the next day!

He said my street has been added to his watch list.

Thankyou.

On Tue, Apr 16, 2019, 10:32 AM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

Hello

Thank you for providing your comments regarding neighbourhood traffic in the Lawson Heights neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Engage page until May 10th, 2019. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by following the online [Saskatoon.ca/engage](https://saskatoon.ca/engage) page, or subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/NTR](https://saskatoon.ca/NTR).

Thank you again for your email,

Sheliza Kelts, P. Eng. | tel 306.986.3141
Transportation Engineer
City of Saskatoon

From: _____

Sent: Wednesday, April 10, 2019 9:41 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Traffic concerns

Hi.

I may or may not be able to attend the Lawson Heights Suburban Center review at the Lawson Heights Alliance Church on Thursday April 11.

So, I'd like to voice my concerns here, and now.

The excessive speeding on Laloche Road (both north and southbound), is staggering. I have no idea what makes a residential street off a busy thoroughfare SOOO attractive to floor the accelerator of your car and go as fast as possible.

It's baffling.

I am ON RECORD with the city police with making official complaints with the appropriate department. I called 3-4 times last summer months.

Nothing. Not one cruiser showed up.

I even suggested that they park in front of my house out of sight!!! It's perfect. The (mostly) high school kids reach top speed at that point. There is rumors that there is "timed" racing around this area as well.

This needs to get under control. It's been going on WAAAY too long.

Thankyou

Kelts, Sheliza

From:
Sent: Friday, September 13, 2019 1:41 PM
To: Kelts, Sheliza
Subject: Lawson Heights Traffic Review

I tried to log on to the online site for the Lawson Heights Traffic Review and it said there was no such site!

I used the info on the flier that was in our mail box.

Please help me !

Kelts, Sheliza

From:
Sent: Friday, September 13, 2019 2:19 PM
To: Kelts, Sheliza
Subject: Neighbourhood Traffic Review/Lawson Heights

Hi Sheliza,

I am wondering what changes are being projected for Lawson Heights. I have lived in Lawson Heights for over 30 years and don't feel there need to be any changes. The only thing I would like is to have the drag racing on Lenore eliminated.

I have a previous commitment on October 3rd, is there any way to find out the proposals are so I can in writing add my 2 cents worth?

Thanks,

Kelts, Sheliza

From:
Sent: Sunday, September 15, 2019 9:16 AM
To: Kelts, Sheliza
Subject: Lawson Heights neighbourhood traffic review

I very much agree with many of the traffic concerns that are posted on Saskatoon.ca/engage page, and specifically:

Reindeer and Redberry: please add stop signs on Redberry to make this a 3-way stop junction. There is often confusion and congestion during times when children are crossing Redberry to get to school, with children trying to decide if it is safe to cross - and particularly more challenging in winter, as children try to climb over snow mounds that are often not cleared when streets are cleaned. Turning onto Redberry (left or right) from Reindeer can be challenging at times due to limited visibility with cars that are parked along Redberry, as well when a bus is stopped right at the corner.

Pinehouse and Reindeer: Please make this 3-way stop junction. Turning onto Pinehouse from Reindeer can be very challenging, particularly during winter months when roads are slippery. As well, visibility is often limited with cars parked along Pinehouse.

Pinehouse and where path from Cochin Cres exit onto Pinehouse (across from tennis courts). Please add a pedestrian crossing just east of here, right where entrance to Umea Soccer field parking lots is located. I realize that there is a pedestrian crossing at Pinehouse and La Ronge. However, most that take this path are walking/biking to Lawson Civic Centre, Lawson soccer centre and Umea fields, Lawson Mall, biking to university etc. and do not backtrack to that corner to cross Pinehouse. So most that exit this path cross the road at this point. It would improve pedestrian/bike traffic at this junction if a pedestrian crosswalk can be added.

Whiteswan and Lenore: please make this 3-way stop junction. Getting onto and leaving from Meewasin trail at this corner, as a pedestrian, is at times frightening. This is a difficult corner, as the Meewasin trail exits onto middle of a very wide intersection. Vehicles often travel fast and do not yield to pedestrians. And those traveling down Lenore often do not slow down, when making a right turn.

Thank you!

Kelts, Sheliza

From:
Sent: Monday, September 16, 2019 1:52 PM
To: Kelts, Sheliza
Subject: Lawson Heights traffic

My biggest concern is we lost our dedicated turn lane from 51st east onto Warman south. What's with that?

Kelts, Sheliza

From:
Sent: Friday, September 20, 2019 8:48 AM
To: Kelts, Sheliza
Subject: Traffic reviews

Went to web site re Lawson Heights traffic reviews, Could not find out how to comment
So here it is.

I have lived here for years , and have not had any concerns per traffic flow in or out of this area until
Bicycle Charlie became Mayor.

Movement out is via Spadina, Warman road or 51 st.

Travelling downtown on preferred route Spadina is Hit and miss as every other weekend it or sections of it are closed for
Walkathons, Races, Party's in the Park, or closer to downtown, Festival kids, jazz, Various Culture events.

The need for these street closures is irritating, there is a perfect and well designed and constructed path from The North
end all the way to Riversdale. In addition a clearly marked Bike lane on the road is available.

Why block the traffic in certain Parts? Constantly. Attempts to Reach The south side of the city from here this summer
has been frustrating

- 1, Can not access Buckwold bridge from 1st Ave..
2. Various closures at different locations of Spadina has left access to Steel bridge from Spadina impossible.
3. access to Steel bridge from 1st, 2nd, 3rd, has been closed for 2 months.

Due to various city street improvement in city park, temp 3 way stop on Spadina has created major Backups

Trying to come north on Spadina. Queen street and 7th ave closed same time...What are you thinking?

All traffic north is now trying to move 2nd and 3rd bottleneck to Warman or Spadina (when it is open)

So thanks for reading.. Neighbourhood Traffic flow planning is only as good as the Routes we try to utilize to move in or
out of our Neighbourhood. Fix the Big Picture first.

Sent from Mail for Windows 10

Kelts, Sheliza

From:
Sent: Thursday, October 31, 2019 7:57 AM
To: Baudais, Nathalie
Cc:

Subject: My recommendations to the Lawson Heights Traffic Review - LAST DAY TO SEND YOUR SUBMISSIONS
Attachments: Lawson traffic map.jpg; 13 Traffic issues.jpg; Solar Pedestrian signal.jpg; City Traffic site info.jpg; Traffic subscribe site.jpg
Importance: High

TODAY IS LAST DAY TO SEND YOUR SUBMISSIONS!

A number of us from the neighbourhood went to the Traffic meeting October 3rd.

Attached are the 13 Traffic issues discussed, traffic map details, picture of Solar Pedestrian signal, City website traffic site as well as the subscription site to get all immediate email info on this Traffic issue.

Several items deal with some type of lights for pedestrian crossings.
The "approximate" costs of different options below.

Well over \$100,000 - Overhead electrically powered traffic control as on Lenore and east end Redberry Road.

\$45,000 - Overhead electrically powered amber flashing light as on Lenore and La Loche.
These are too costly initially and in the long run.
You could have 2 of the Solar powered at 2 locations and protect more pedestrians for approximately the same cost. **GO GREEN!**

\$25,000 – 3 **Solar powered** pedestrian activated flashing amber LED lights on a 6 foot pedestal. Even though the \$45,000 - Overhead electrically powered amber flashing light may be a little more visible, the Solar powered are almost half the initial cost and after that are **no electrical cost, no pressure on electrical grid, and work during a power outage.**

GO GREEN!

\$250 – One STOP sign

\$2500 for 3 stop signs and median islands Reindeer & Pinehouse

\$5000 to \$7000 for permanent concrete median island (difference in cost does not justify 10 to 14 times the cost rubber)

\$500 for a rubber median island LaRonge and Pinehouse

STAY WITH RUBBER IN ALL CASES AND REDUCE SPEED IN 10 TIME MORE PLACE AT SAME COST!

Helps city become tire neutral!

Below are my feeling on some of the items as all dollars spent are OUR DOLLARS.

Money might be saved, spent on better projects or help reduce taxes.

1. NO! - Sidewalk on north side Lenore from Russell to Warman – New sidewalk just made on south side. my view from my window includes the wall and north side of street. VERY FEW people ever walk there! COST NOT JUSTIFIED!
2. NO! - Change to Solar Pedestrian control due to good visibility area – Reduce cost now and ALSO long term re **Solar powered** (think **GREEN**)
3. YES! – Also consider **removal in front of Marion Graham school** – currently there are several crosswalks near Marion – minimal foot traffic across road in front of school
4. YES!
5. YES! However only use the \$500 for a rubber median island LaRonge and Pinehouse - **STAY WITH RUBBER IN ALL CASES AND REDUCE SPEED IN 10 TIME MORE PLACE AT SAME COST! Helps city become tire neutral! GO GREEN!!**
6. YES!
7. YES!
8. YES!
9. NO! – If parking restriction of one vehicle length implemented on the south west corner of intersection, visibility is a minimal issue, tree can be trimmed and the cost saving is significant re no sidewalk & ramp reconstruction.
10. YES!
11. YES!
12. NO! – Lots of room to walk and traffic in that parking area is at very reduced speed
13. YES!

From:
Sent: Thursday, October 31, 2019 1:57 PM
To: Baudais, Nathalie
Subject: My feedback of the Lawson Heights traffic plan.

Hello Nathalie Baudais,

These are my wife's & my recommendations with regard to the Lawson Heights Suburban Centre Draft Neighbourhood Traffic Plan.

1. No! I don't agree with installing a sidewalk on the north side of Lenore Drive between Warman Road & Primrose Drive. A new sidewalk on the south side is enough. Very few people walk on the north side.
2. No! Use solar powered control due to good visibility area. Reduce cost now & long term. Go Green!
3. Yes! Also consider removal of School Zone on south side, east bound traffic, in front of Marion Graham School. There are currently several crosswalks near Marion Graham with minimal foot traffic across the road in front of the school.
4. Yes! Remove U-turn restriction.
5. Yes! But use \$500 rubber median island @ LaRonge & Pinehouse. Stay with rubber in all cases. Go Green & help city become tire neutral.
6. Yes! Restrict parking on north side of Pinehouse Drive to clear driveway sight lines.
7. Yes! Relocate street name sign blade to be more visible.
8. Yes! Convert to a 3 way stop @ Pinehouse Drive & Reindeer Road to improve traffic operations & pedestrian safety.

9. No! If parking is restricted to one vehicle length on the southwest corner of the intersection, visibility is a minimal issue. Save costs by trimming tree, no sidewalk & no ramp reconstruction.

10. Yes! Improve site lines @ Redberry Road & La Loche Road/Turtle Crescent by trimming the trees on the northeast corner.

11. Yes! Add speed display solar boards (both directions) to help reduce speed on Whiteswan Drive between Lenore Drive & Pinehouse Drive. I know of one death because of speeding on that road.

12. No! There is lots of room to walk in that parking area. Install Slow Speed signs & or Watch for Pedestrian signs to improve pedestrian safety.

13. Yes! Review the traffic signal timing @ Primrose Drive & Pinehouse Drive.

I hope you will consider our recommendations to help traffic & pedestrian safety, help save money, provide money for better projects & help reduce taxes.

Thank you,

Kelts, Sheliza

From: Kelts, Sheliza
Sent: Wednesday, November 06, 2019 10:49 AM
To: 'pipe77@msn.com'
Subject: RE: Lawson Heights traffic review - comments

Hello

Thank you for taking the time to submit your comments for the Lawson Heights Neighbourhood Traffic Review. I will include your comments in the project file.

Sheliza Kelts, P. Eng. | tel 306.986.3141
Senior Transportation Engineer
City of Saskatoon

From: .
Sent: Thursday, October 31, 2019 4:39 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Lawson Heights traffic review - comments

Oct 3 discussion. Group 1 suggested:

Lenore Drive & Redberry Road: Currently a Pedestrian Activated Signal device. Would like to see this changed to an Active Pedestrian Corridor device to allow for more effective traffic flow.

This would be the east Redberry/Lenore intersection. I strongly agree with the suggestion to switch this traffic light to an active pedestrian corridor. I own the property () on which one of the traffic light/poles is installed so extremely familiar with the pedestrian and vehicular traffic at this intersection. Some observations:

- pedestrians crossing often to not wait for the light, they press the button and walk, as there is a delay before the orange>red appears. There is a false sense of security for pedestrians.
- A traffic light still allows red turn on red, potentially leading drivers to watch the light and not pedestrians. A designated crosswalk light would be a reminder that this system is for pedestrian crossing not a regular lighted traffic intersection.
- traffic lights are only east/west bound at the 3 way intersection - drivers turning onto Lenore from Redberry have a stop sign. this combination is confusing and leads to drivers trying to watch traffic signals meant for other drivers to judge what is happening. I've seen many near accidents and a couple accidents, likely due to this and other issues i'm outlining.
- multiple lengthy red lights hinders traffic flow
- the combination of 2 light poles, fire hydrant, and large light control box creates a visibility issue for eastbound Lenore drivers and northbound Redberry drivers, often difficult to see cars and pedestrians approaching the intersection. I'd also be willing to remove a large shrub that is further back but would further help visibility.
- light pollution - many homes very near that night. the changing green/orange/red is a nuisance.

- noise pollution - there is constant beeping from the traffic light system, and the frequent red lights creates a lot of stop and go traffic.
- this traffic light constantly malfunctions, and will randomly change to red every 30 seconds to a minute. this is always repaired in time but the issue seems to reoccur too often.
- U-turns should be allowed at this intersection (and cannot be under the current traffic light system). there are several duplex residences on the north side of the street where drivers have little choice but to make an u-turn or partial u-turn to get to their driveways.



Engage

Background

Process

Engage

Engage

Thank you to everyone who sent in transportation concerns for the Lawson Heights - Lawson Heights Suburban Centre Neighbourhood Traffic review. The Transportation Division considered the feedback received, analyzed traffic data and conducted field observations to develop a Draft Neighbourhood Traffic Plan with recommendations.

Comments are now closed and are being considered in finalizing the Traffic Plan. If you missed it, you can review the presentation and meeting minutes from the second community held on Thursday, October 3. If you were unable to attend the first community meeting or would like to revisit what was discussed, see the meeting presentation and minutes.

To subscribe for traffic review update email notifications, click here.

Background

Process

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Comments

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1

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Contact Us

Sheliza Kelts

306-986-3141

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Timeline



April 11, 2019

Meeting #1 - Identify Traffic Issues



Spring 2019

Data Collection



Summer 2019

Develop Draft Traffic Plan



October 3, 2019

12 Comments City of Saskatoon

1 Login

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• a month ago

I think a good change to the pedestrian crossing at the corner of Redberry Road Wathaman/Frobisher Crescent would be to bulb the corners of the sidewalks at both sides thereby decreasing the distance of the pedestrian crossing, together with the addition of a median island, both of these changes are similar to that already in place at the other end of the school zone at the corner of Redberry Road and Reindeer Road.

^ | v • Share

**Nathalie Baudais, Transp. Eng.** Mod →

• a month ago

Thanks for the comment . We'll consider this as we finalize the traffic plan.

^ | v • Share



• 6 months ago

My name is _____ and I have lived _____ for ten years. I would like to add my concerns and observations to the current traffic review.

I am also concerned with the speeding and traffic noise that occurs along Whiteswan. I live about halfway between _____, I am adjacent to a _____ and _____. Because I live in the middle of the road, by the time the cars get to my house they are often traveling above the speed limit. We, (my family and I) have experienced many unsafe traffic practices over the years. The most disconcerting incident occurred several years ago when _____ were wanting to cross the street to play catch in the park. While crossing in the crosswalk they were almost hit by a car. One car stopped to let them cross but the vehicle behind them passed the stopped vehicle as my family was crossing. Luckily my family was not hit.

It is not uncommon to see vehicles passing other vehicles that are doing the speed limit. We also see a lot of motorcycles traveling in packs and stunting. The other day I witnessed a motorcycle doing a " wheelie " driving down Whiteswan. The motorcycles rev their engines as they cruise along the street and creat a lot of noise. Two nights ago I was awakened by car racing.

I have read the minutes from the meeting and I am deeply concerned that several people have suggested removing the stop sign at Whiteswan/Spadina and Pinehouse, in my mind this will only increase the speed at which people travel along Whiteswan Drive. If they have no reason to stop or slow down I think it will create more problems with respect to speed. Traveling all the way from Silverwood to Thirty third street without any reason to stop seems like an invitation to use Whiteswan/Spadina as a freeway and I think it could possibly divert traffic from Warman road as it would be quicker than having to deal with the traffic lights on Warman Road. I do not think we want to increase traffic flow into the area nor do we want to encourage more speeding and drag racing. Long stretches of uncontrolled traffic seem problematic to me.

If anything, I think we need to make vehicles stop or slow down more. Perhaps a three way stop sign at Lenore and or other traffic calming measures.

Thank you for your time, and can I ask that you add this letter to your public forum with respect to this meeting.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod →

6 months ago

Thank your for sharing your concerns, neighbourhood traffic review.

Your concerns will be considered as part of the

You are correct that removing the stop sign from the intersection Whiteswan / Spadine & Pinehouse could increase travelling speeds along the corridor. Arterial corridors are outside the scope of the neighbourhood traffic review; however, we will collect speed data to verify if a temporary speed display board may be worthwhile.

Noise concerns are not addressed through the neighbourhood traffic reviews. They are also very difficult to enforce since the drivers are often gone by the time the police are dispatched to the location. I believe that the Saskatoon Police Service is planning a motorcycle education campaign along Spadina Crescent in late Spring.

^ | v • Share ›



• 6 months ago

I submit these topics for consideration:

Reindeer & Pinehouse - we would like to see either a traffic circle or a 3-way stop. This would slow down traffic on Pinehouse and make it easier to make a left-hand turn from Reindeer onto Pinehouse. The slope of the hill combined with constant on-street parking near the intersection make for very poor visibility, as well as constant on-street parking to the right, making it very difficult to see oncoming traffic. There will soon be increased traffic due to the new condo building nearby on Pinehouse, making it even more difficult to make that left-hand turn.

Pinehouse & Primrose Dr intersection - the traffic light cycle is in serious need of better balance. The green light for Pinehouse traffic lasts a maximum of 8-10 seconds (sometimes I swear it's even shorter). With driver inattention/phone use, it often takes the first car at the intersection 4-5 seconds to go through, and often only 3 or 4 cars can get through before the light goes red. The light favouring Primrose Dr lasts much longer than necessary for traffic volume for most of the day. There is a reason that many years ago, drivers turned the intersection into an unofficial dual left-turn, out of sheer necessity. If you are unlucky enough to be behind a city bus, there is no hope of getting through. As above, the addition of a new condo building on Pinehouse will increase the traffic at this intersection.

Lenore & Warman/Wanuskewin intersection - requires a countdown sign, similar to that at the intersection of Arcola and Prince of Wales Dr in Regina. It would be so very helpful for drivers to know when to anticipate a change of light there, reducing the chances of red-light running and rear-ender accidents.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod →

• 6 months ago

Hello

Thanks for submitting your concerns for the Lawson Heights neighbourhood.

The intersection of Reindeer Road & Pinehouse Drive will be reviewed as part of the NTR study. We will also collect the traffic data needed to review the traffic signal timing of Pinehouse Drive & Primrose Drive.

For the Lenore Drive & Warman Road / Wanuskewin Drive intersection, I think that you are requesting pedestrian countdown timers. Pedestrian countdown timers are intended and best suited for locations with heavy pedestrian activity. Pedestrian countdown timers are not meant to provide an indication to motorists as to when the light will change from green to amber.

Because of the complexity of the signal timing at vehicle activated intersections such as 51st Street & Warman Road, the pedestrian cycle is not always called and cannot be displayed reliably since the pedestrian signals are activated by pushbuttons for optimal intersection efficiency. If there are no pedestrians, the walk light and countdown timers will not be displayed to drivers. There is the possibility that the countdown timer would reach zero and while the vehicle signal is still green (before the vehicle signal changes to amber). This could send misleading information to drivers who may be anticipating the signal to change from green to amber when the countdown timer reaches zero.

Motorists should pay attention to the vehicle signals for their cue on when to slow down. The amber light is 3.8 seconds for both Warman Road and 51st Street. The duration of the amber light is calculated based on the speed limit and should provide sufficient time for vehicles to come to a full stop at a comfortable deceleration rate or proceed through the intersection on amber if unable to stop safely. The red light camera system will not issue a ticket to vehicles that cross the stop line when the light is amber, only to those running the red light.

^ | v • Share ›



• 7 months ago

Adjust the speed limit on Redberry to 40km/h. The reasons: all residential properties along this street, 2 schools, and would improve safety for pedestrians.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ➔

• 7 months ago

Hello The Administration is undertaking a review of residential speed limits. The report will be presented to Council in the fall.

^ | v • Share ›



• 8 months ago

would request review of wathaman - during school hours this becomes a shortcut around the school zone

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ➔

• 8 months ago

We will add this location to the list of locations to review.

^ | v • Share ›

• 8 months ago



I am writing about the stretch of road where Reindeer meets Redberry. There is a school and playground there and currently, no stop signs on Redberry and I'd like to suggest implementing a three-way stop.

1. It's difficult to see traffic when sitting at the stop on Reindeer given parking in both direction.
2. The speeding, especially in the summer, is out of control given that Redberry has few stops and thus, provides a nice stretch of raceway.
3. There is evidence of said problems given the number of times the media signs had been replaced to the point they are no longer replaced.

A three-way stop would increase safety, allow easier turning (especially when school gets out), and greatly reduce the speed.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ➔

• 8 months ago

Thank you for providing your comments regarding neighbourhood traffic in Lawson Heights-Lawson Heights Suburban Centre. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, Engage page and at the upcoming public meeting on April 11. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

^ | v • Share ›

ALSO ON CITY OF SASKATOON

Blairmore Suburban Centre

19 comments • 8 months ago



Nathalie Baudais, Transp. Eng. — Hello
AvatarHart Road will be included in the neighbourhood traffic review, as well as the intersection of Hart

College Park-College Park East

1 comment • 2 years ago



— Yield signs should be installed
Avataron McGill, Yale and Cambridge where they intersect Carlton Drive. Virtually all drivers traveling

Briarwood

15 comments • 8 months ago



Nathalie Baudais, Transp. Eng. — As part of the
Avatarneighbourhood traffic review, we will collect and review speed data for Briarwood Road between

Nutana Park

19 comments • 8 months ago



Nathalie Baudais, Transp. Eng. — Hi
AvatarAn Active Pedestrian Corridor is scheduled for installation at the Preston Avenue & East Drive

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The scope of the Neighbourhood Traffic Review is for the local and collector streets in the neighbourhood. Concerns regarding arterial streets will be addressed through a separate process. Please identify the location you have concerns about specific to the neighbourhood identified above using an intersection, street name, address or other indicator.	Please help us understand why you selected the answer above. Add a description of your concern.
Open-Ended Response	Open-Ended Response
Lenore drive and laloche road. Someone put a no u-turn sign there without consideration of traffic flow	There is no safety concern at this intersection and drivers on the south side of Lenore have to now travel and additional kilometre per day to get home
Redberry Road	Traffic speeding through this area consistently. Likely due to the width Redberry Road making it more conducive to speeding. Suggest adjusting the speed limit to 40km/h. More enforcement also required in the two school zones on this street.
Due to tree shading the street light there is a dark zone for pedestrians crossing E-W where Reindeer Road meets Pinehouse Drive. Drivers turning from both directions on Pinehouse Drive will not see pedestrians well at night.	E-W crosswalk (and both N-S crosswalks) needs painting, much better lighting and signage.
Pedestrians often afraid to cross N-S from LaRonge Road over Pinehouse Drive.	Needs better signage, painting, lighting, and some police enforcement.
A traffic review that leads to the installation of scattered flow restriction infrastructure at problem locations but that does not also create ways of improving traffic flow will create worse congestion and a net loss for safety, efficiency, and quality of life.	Have submitted a five page document to the NTR, with seven recommendations.
Where Reindeer Road meets Primrose Drive there is a dark zone at night, as tree shades nearest street light. The E-W crossing and both N-S crossings need much better lighting and painting.	Know people that have been injured at that pedestrian crossing. See close calls.
Pedestrians often afraid to cross Pinehouse Drive from LaRonge Road. Needs painting, signage, lighting, and sometimes enforcement.	Visual observations over forty years
Lenore/Wanuskewin Road. The new design makes it seem dangerous to turn left coming from the north on Wanuskewin Road because of a very poor sight line of oncoming cars from the south. I rarely go to Michael's independent anymore because of the increased difficulty getting onto 51st/Lenore since the changes. Also, would like to see access from Lawson Heights to River Heights opened up through access through Coppermine Crescent. The City should not be turning streets into personal cul de sacs. That increases driving distance to access River Heights and contributes to increased gas usage and greenhouse gases.	There have been speed bumps in some areas of the City, and low vehicles like mine must almost stop to go over them comfortably. We have a speed limit, and these require that vehicles go less than speed limit and should not be part of the City's traffic measures.
Spadina and Pinehouse intersection and parking along the entire length of Pinehouse Drive.	Speeding: drivers turn onto Pinehouse Drive from Spadina and accelerate to far above the speed limit, roaring their engines at the same time. Dangerous and annoying. Traffic Safety: cyclists hardly ever stop at the Pinehouse and Spadina intersection causing issues with other vehicles and pedestrians. Traffic control: vehicles park on the street for weeks at a time during the winter and disrupt the snow removal process and get covered in snow and road grime so you cannot see through them at intersections.
La Loche Road Redberry Road Redberry and Reindeer intersection	People speed down Redberry. Speeding down La Loche. U-Turns happening in front of Lawson Heights school. Sight obstructions on Reindeer and Redberry (you can't see people coming up the hill as well as parking on the west side of the road makes it hard to see if anyone is coming - a 3 way stop here would be great. Outside Lawson Heights School people speed through that school zone if they are turning onto reindeer road.
Intersection of Pinehouse Drive and La Ronge Rd.	3 way stop would enhance traffic on to Pinehouse Drive and more safely.
The Lawson heights school on Redberry Road and the crosswalk by Frobisher and wathaman crescent is a concern. Many cars speed up after the school and the road goes down a hill and they do not slow down or stop for the pedestrians. I have even noticed city buses do the same and do not stop. I have seen cars get into accidents and lose control because they are going down the icy hill and try to stop quickly when they see the kids crossing. It seems very unsafe for all the kids that are walking to school.	The kids crossing the street and getting hit by a car
Pinehouse Drive	Speeding up and down street. Cars not stopping for pedestrians at marked crosswalks
Redberry Rd & Reindeer Rd intersection	Please do not put a 3 way stop at this location. If any traffic measures are considered please consider a traffic circle to keep flow of traffic. There appears to be ample room. Also the bus stop close to this intersection can often create concerns. The landscaping on private property combined with the ability for close parking to the intersection on the SW side of the intersection is also problematic.

Saskatoon Transportation Strategy – March 2020 Update

ISSUE

The Administration has developed prioritization criteria for transportation projects, compiled, and reviewed projects previously identified through various planning processes.

RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council:
That the criteria for prioritizing transportation projects, as provided within this report, be approved.

BACKGROUND

City Council, at its Regular Business meeting held on May 25, 2015, considered the Prioritization Strategy for Roadway Network Improvements report and resolved:

- “1. That the Administration be directed to develop the appropriate policy or policies for prioritizing transportation system improvements based on the outline presented in the report of General Manager, Transportation and Utilities dated May 11, 2015; and
2. That the Administration bring forward the draft policy or policies to the Standing Policy Committee on Transportation prior to implementation.”

The Saskatoon Transportation Strategy (STS), or a Transportation Master Plan for the City of Saskatoon (City) is under development and will unite all existing transportation policies and plans. It is consistent with the redesigned Official Community Plan, Strategic Plan, and Growth Plan. The STS will ultimately be used to guide the implementation of a ten-year transportation infrastructure plan, annual budgeting, program development, long-range financial planning, area and corridor transportation studies, and design and practice guidelines. A draft framework for the STS is included in Appendix 1.

The City has existing policies for selecting corridor studies and intersection improvement projects (Council Policies C07-023, Corridor Study Selection Process and C07-024, Intersection Improvement Project Selection Process).

DISCUSSION/ANALYSIS

A component of the STS is a list of potential future transportation investments ('Big Picture'). The majority of these projects and programs have been provided to either a Standing Policy Committee or City Council over the past number of years. A map illustrating all of the known transportation projects and programs is provided in Appendix 2.

A detailed non-prioritized list of projects and programs, including a Level 1 cost estimate and category of work (operations, planning, active transportation, safety) is provided in Appendix 3.

The next step is to prioritize the projects and programs based on the seven criteria derived from the Strategic Plan 2018-2021 developed to assist with the prioritization.

Strategic Goals		Prioritization Criteria
Moving Around	The transportation network includes an accessible and efficient transit system and a comprehensive network of active transportation to provide more choice to move around the city.	1. Improves Equity 2. Improves Accessibility
	Traffic flow throughout the city is safe and optimal.	3. Improves Safety 4. Optimizes Traffic Flow 5. Addresses Network Gaps
	Parking availability is optimized.	6. Optimizes Parking
Sustainable Growth	Our Plan for Growth is sustainable, through a balanced approach to land use, transportation choices, and efficient servicing.	7. Facilitates Infill Development

Other considerations that will be used to finalize a prioritized list of projects and programs include:

- Prior commitments;
- Coordinating work with other projects and priorities; and
- Balancing the required work with available resources.

OTHER IMPLICATIONS

Council Policies C07-023, Corridor Study Selection Process and C07-024, Intersection Improvement Project Selection Process will be rescinded.

There are no financial, legal, social, or environmental implications identified.

NEXT STEPS

The approved prioritization criteria will be applied to the transportation projects and programs. A ten-year plan and preliminary funding strategy discussion will be presented to the Standing Policy Committee on Transportation and City Council.

An update on the shared utility and active transportation river crossing project near Lenore Drive will be included in the next report. If the project does not warrant inclusion on the ten-year plan, this information will be highlighted.

It is anticipated that the STS document will be presented to City Council in early 2021.

APPENDICES

1. Draft Saskatoon Transportation Strategy Framework
2. Map of known transportation projects and programs (Big Picture Map)
3. Detailed non-prioritized list of projects and programs (Big Picture List)

Report Approval

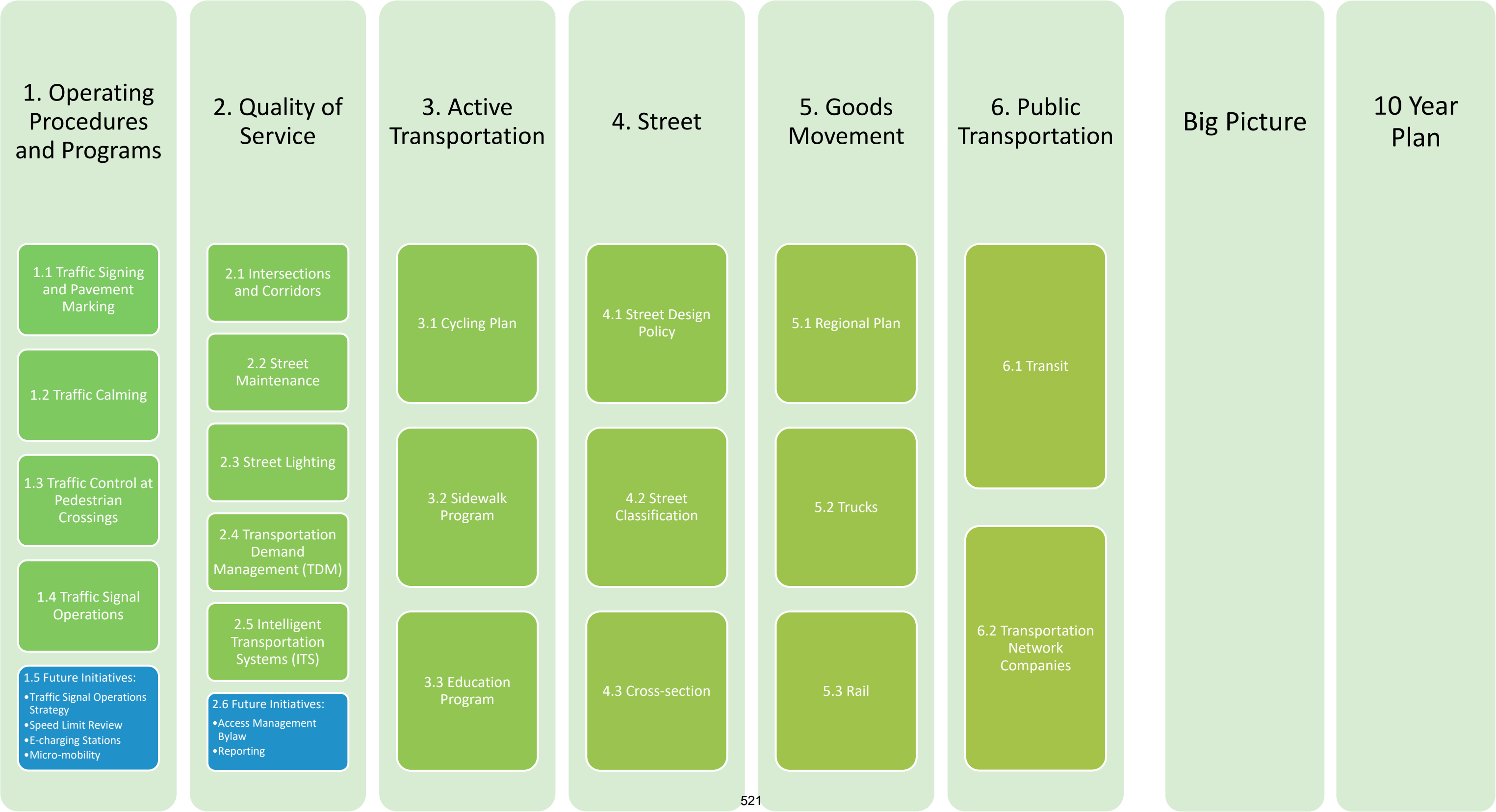
Written by: Sheliza Kelts, Senior Transportation Engineer, Transportation
Reviewed by: David LeBoutillier, Engineering Manager of Transportation
Jay Magus, Director of Transportation
Approved by: Terry Schmidt, General Manager, Transportation & Construction
Department

Admin Report - Saskatoon Transportation Strategy – March 2020 Update.docx

Draft Saskatoon Transportation Strategy Framework

FRAMEWORK

STRATEGY



TRANSPORTATION
PLANNING STUDIES

- PLANNING
- INTERSECTION STUDY
- STREET STUDY
- RAIL CROSSING NOTIFICATION SYSTEM IMPROVEMENT

TRANSPORTATION
CAPITAL PROJECTS

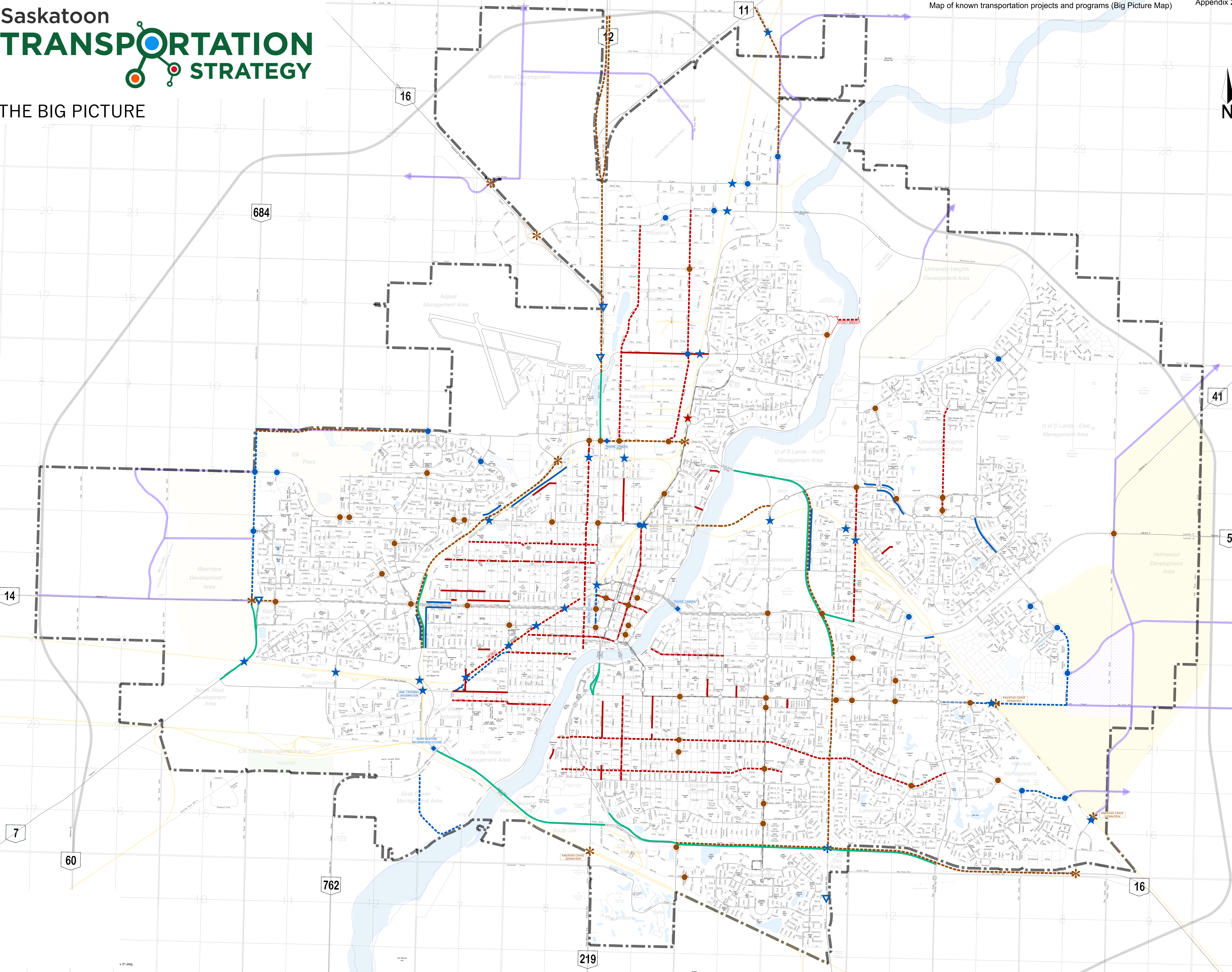
- SAFETY
 - SAFETY IMPROVEMENT
 - INTERSECTION IMPROVEMENT
 - RAILWAY SAFETY IMPROVEMENT
- OPERATION
 - STREET IMPROVEMENT
 - SOUND ATTENUATION MONITORING PROGRAM
 - INTERSECTION IMPROVEMENT
 - INTERCHANGE IMPROVEMENT
 - SIGN IMPROVEMENT
 - INTELLIGENT TRANSPORTATION SYSTEMS IMPROVEMENT
 - RAIL CROSSING NOTIFICATION SYSTEM IMPROVEMENT
- ACTIVE TRANSPORTATION
 - SIDEWALK INFRASTRUCTURE
 - CYCLING INFRASTRUCTURE
 - ACTIVE TRANSPORTATION INFRASTRUCTURE
 - RAILWAY ACTIVE TRANSPORTATION CROSSING

CITY WIDE PROJECTS

- CITY WIDE
 - CURB RAMP INFRASTRUCTURE IMPROVEMENTS
 - ADVANCED TRAFFIC MANAGEMENT SYSTEM COMMUNICATION
 - NEIGHBOURHOOD TRAFFIC REVIEW FUTURE PERMANENT TRAFFIC CALMING
 - INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIC PLAN

MAP DETAILING

- STREET ALIGNMENT
- ARTERIAL STREET ALIGNMENT
- SASKATOON FREEWAY ALIGNMENT
- CITY LIMITS
- SCHOOL SITES
 - PUBLIC - ELEMENTARY/SECONDARY
 - SEPARATE - ELEMENTARY/SECONDARY
- OTHER
 - STORM WATER RETENTION PONDS
 - WETLANDS
 - FUTURE STREET ALIGNMENT
 - FUTURE ARTERIAL ROAD
 - FUTURE BUS RAPID TRANSIT LINES & STATIONS
 - FUTURE RESIDENTIAL DEVELOPMENT
 - FUTURE SUBURBAN CENTRE (RESIDENTIAL/INSTITUTIONAL)
 - PARK



Row No.	Project	Level 1 Estimated Cost (\$M)	Category	Subcategory
1	8th Street: Boychuk Drive East to Railroad	6.0	Operation	Street Improvement
2	8th Street: McOrmond Drive West to Railroad	12.7	Operation	Street Improvement
3	17th Street Extension	10.1	Operation	Street Improvement
4	33rd Street River Crossing	42.0	Planning	Street Study
5	Active Transportation Corridors	5.3	Active Transportation	Active Transportation Infrastructure
6	Circle Drive: 8th Street to Highway 16	29.6	Planning	Street Study
7	Circle Drive: Attridge Drive to College Drive	25.4	Planning	Street Study
8	Circle Drive: Clancy Drive to Laurier Drive	105.0	Planning	Street Study
9	Circle Drive: Clarence Avenue to Highway 11	30.7	Planning	Street Study
10	Circle Drive: College Drive to 8th Street	18.1	Planning	Street Study
11	Circle Drive: Idylwyld Drive to Warman Road	17.0	Planning	Street Study
12	Circle Drive: Laurier Drive to Airport Drive (Including Interchange: Airport Drive & Circle Drive)	83.2	Planning	Street Study
13	Claypool Drive: Hampton Gate North to Neault Road	25.5	Planning	Street Study
14	Cycling Infrastructure: Bundle One	1.8	Active Transportation	Cycling Infrastructure
15	Cycling Infrastructure: Bundle Two	1.1	Active Transportation	Cycling Infrastructure
16	Downtown Active Transportation Network	4.9	Active Transportation	Cycling Infrastructure
17	Dundonald Avenue/SaskPower Access	1.6	Operation	Street Improvement
18	Highway 16: Highway 11 to Zimmerman Road	50.1	Planning	Street Study
19	Idylwyld Drive: 51st Street to 71st Street	34.1	Planning	Street Study
20	Idylwyld Drive: 71st Street to Saskatoon Freeway	34.3	Planning	Street Study
21	Imagine Idylwyld	15.8	Operation	Street Improvement
22	Intelligent Transportation System (ITS) Strategic Plan	1.6	Operation	Intelligent Transportation Systems Improvement and Rail Crossing Notification System Improvement
23	Interchange: Circle Drive & Idylwyld Drive	47.5	Planning	Interchange Study
24	Interchange: Circle Drive & Warman Road	47.5	Planning	Interchange Study
25	Interchange: Highway 7 & 22nd Street	47.5	Planning	Interchange Study
26	Interchange: Highway 16 & 71st Street	47.5	Planning	Interchange Study
27	Interchange: Highway 16 & Highway 11	294.0	Operation	Interchange Improvement
28	Interchange: Highway 16 & Marquis Drive	47.5	Planning	Interchange Study
29	Interchange: Highway 16 & Zimmerman Road	47.5	Planning	Interchange Study
30	Intersection: 33rd Street & Warman Road	0.5	Operation	Intersection Improvement
31	Intersection: 51st Street & Millar Avenue	2.1	Operation	Intersection Improvement
32	Intersection: College Drive & Highway 41	2.1	Planning	Intersection Study
33	McOrmond Drive Extension to 8th Street	12.0	Operation	Street Improvement
34	Neault Road: 22nd Street to Kensington Gate West	10.1	Operation	Street Improvement
35	Neault Road: 33rd Street to Claypool Drive	7.1	Operation	Street Improvement
36	Neault Road: Kensington Gate West to 33rd Street	10.8	Operation	Street Improvement
37	North Utility & Active Transportation River Crossing	26.3	Active Transportation	Active Transportation Infrastructure
38	Rail Crossing Improvements	0.8	Safety	-
39	Railroad Active Transportation Crossing: Assiniboine Drive	0.3	Active Transportation	Railway Active Transportation Crossing
40	Railroad Grade Separation: 8th Street	38.5	Planning	Interchange Study
41	Railroad Grade Separation: Lorne Avenue	42.0	Planning	Interchange Study
42	Railroad Grade Separation: Zimmerman Road	42.0	Planning	Interchange Study
43	Roadside Safety: Median Barrier - Circle Drive - Circle Drive North Bridge to College Drive	0.8	Safety	Safety Improvement
44	Roadside Safety: Median Barrier - Idylwyld Drive - 8th Street to Saskatchewan Crescent East	1.3	Safety	Safety Improvement
45	Roadside Safety: Remaining High Priority	1.0	Safety	Safety Improvement
46	Taylor Street: Rosewood Gate North to CP Rail	6.7	Operation	Street Improvement
47	Wanuskewin Road: 72nd Street to Saskatoon Freeway	31.7	Planning	Street Study
48	West Central Multi-Use Corridor (WCMUC)	2.5	Active Transportation	Active Transportation Infrastructure
TOTAL		1373.1		

Row No.	Program		Category	Subcategory
1	Advanced Traffic Management System Communication		Operation	-
2	Curb Ramp Infrastructure Improvements		Active Transportation	-
3	Guide Signs		Operation	Sign Improvement
4	Intersection Study		Planning	Intersection Study
5	Neighbourhood Traffic Review Future Permanent Traffic Calming		Safety	-
6	Sidewalk Infrastructure		Active Transportation	Sidewalk Infrastructure
7	Traffic Noise Sound Attenuation Monitoring Program		Operation	Sound Attenuation Monitoring Program
8	Traffic Signals: Land Development		Operation	Intersection Improvement
9	Traffic Signals: Ongoing - New Install and Upgrades		Operation	-

This highlighting indicates that an itemized list of this project or program is available.