



## REVISED AGENDA REGULAR BUSINESS MEETING OF CITY COUNCIL

Monday, March 23, 2020

1:00 p.m.

Council Chamber, City Hall

Pages

1. NATIONAL ANTHEM AND CALL TO ORDER

2. *CONFIRMATION OF AGENDA*

7 - 8

**Recommendation**

1. That the letter submitting comments from Mildred Kerr, dated March 20, 2020 be added to item 8.4.1;
2. That Urgent Business item 16.1 - Suspension of Parking Requirements be added to the agenda; and
3. That the agenda be confirmed as amended.

3. DECLARATION OF CONFLICT OF INTEREST

4. ADOPTION OF MINUTES

9 - 31

**Recommendation**

That the minutes of the Regular Business Meeting of City Council held on February 24, 2020, be adopted.

5. PUBLIC ACKNOWLEDGMENTS

5.1 Council Members

This is a standing item on the agenda in order to provide Council

Members an opportunity to provide any public acknowledgements.

**6. UNFINISHED BUSINESS**

**7. QUESTION PERIOD**

**8. CONSENT AGENDA**

**Recommendation**

That the Committee recommendations contained in Items 8.1.1; 8.2.1 to 8.2.5; 8.4.1 to 8.4.3; and 8.5.1 to 8.5.3 be adopted as one motion.

**8.1 Standing Policy Committee on Planning, Development & Community Services**

- 8.1.1 Urban Planning and Development Program Enhancements Budget Adjustment [File No. CK 261-15, x1702-1 and PL 4240-9]** 32 - 39

**Recommendation**

That an additional \$625,000 in funding be allocated to Capital Project 2169 for POSSE LMS system and a Plan Review system implementation and that this funding be allocated from Community Services Department Plan Review and Inspection Service Stabilization Reserve.

**8.2 Standing Policy Committee on Finance**

- 8.2.1 Tourism Saskatoon - 2019 Un-Audited Financial Statement [File No. CK. 1870-10]** 40 - 42

**Recommendation**

That the Tourism Saskatoon - 2019 Un-Audited Financial Statement be received as information.

- 8.2.2 Notice of Annual General Meetings – The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc. [File No. CK. 175-27]** 43 - 57

**Recommendation**

That the City of Saskatoon, being a member of both The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., appoint Charlie Clark, or in his absence, Mairin Loewen or Cynthia Block of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meetings of the

members of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc. to be held on the 24th day of March, 2020 or at any adjournment or adjournments thereof.

- 8.2.3 Notice of Annual General Meeting - Saskatchewan Place Association Inc. - April 1, 2020 [File No. CK. 175-31] 58 - 62**

**Recommendation**

That the City of Saskatoon, being a member of the Saskatchewan Place Association Inc., appoint Mayor Charlie Clark, or in his absence, Councillors Troy Davies or Ann Iwanchuk, of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatchewan Place Association Inc., to be held on the 1st day of April, 2020, or at any adjournment or adjournments thereof.

- 8.2.4 S&P Global Ratings – City of Saskatoon [File No. CK. 1500-4] 63 - 73**

**Recommendation**

That the information be received.

- 8.2.5 Acquisition of Land for Future Development – Northwest Growth Area [File No. CK. 4020-1] 74 - 79**

**Recommendation**

1. That the Administration be authorized to purchase LSD 13 and 14 of NW 5385 W3, Ext 102, (ISC Surface Parcel Nos. 203367843 and 145175452) comprising of approximately 69.66 acres at a purchase price of \$250,000; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

- 8.3 Standing Policy Committee on Environment, Utilities & Corporate Services**

- 8.4 Standing Policy Committee Transportation**

- 8.4.1 Safe Transportation for Ill Disabled Riders of Special Needs Transport [File No. CK 7305-1] 80 - 128**

A letter submitting comments from Mildred Kerr, dated March 20, 2020 is provided.

**Recommendation**

That the information be forwarded to the Saskatchewan Health Authority, outlining the impact of the current system on the existing Access Transit program and the clients of the dialysis program, in support of the pursuit of solutions.

- 8.4.2 Lawson Heights and Lawson Heights Suburban Centre Neighbourhood Traffic Review [File No. CK 6320-1] 129 - 360**

Appendix 1 is provided electronically due to size.

**Recommendation**

That the report of the General Manager, Transportation and Construction dated March 2, 2020 be received as information.

- 8.4.3 Saskatoon Transportation Strategy – March 2020 Update [File No. CK 7000-1] 361 - 367**

**Recommendation**

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.

**8.5 Governance and Priorities Committee**

- 8.5.1 Appointment – Saskatoon Accessibility Advisory Committee (File No. CK. 225-70) 368**

**Recommendation**

That Mary Rapko be appointed to the Saskatoon Accessibility Advisory Committee to the end of 2021.

- 8.5.2 Appointment – Municipal Planning Commission – Greater Saskatoon Catholic Schools Board Representative (File No. CK. 175-16) 369**

**Recommendation**

That Francois Rivard be reappointed to the Municipal Planning Commission to the end of 2020, representing the Greater Saskatoon Catholic Schools Board.

- 8.5.3 Appointments – Saskatoon Public Library Board (File No. CK. 175-19) 370**

**Recommendation**

That Markel Chernenkoff and Elise Truscott be appointed to the

**9. COMMITTEE REPORTS**

**9.1 Standing Policy Committee on Planning, Development & Community Services**

**9.2 Standing Policy Committee on Finance**

**9.3 Standing Policy Committee on Environment, Utilities & Corporate Services**

**9.4 Standing Policy Committee Transportation**

**9.5 Governance and Priorities Committee**

**10. ADMINISTRATIVE REPORTS**

**10.1 Transportation & Construction**

**10.2 Utilities & Environment**

**10.3 Community Services**

**10.4 Saskatoon Fire**

**10.5 Corporate Financial Services**

**10.6 Strategy & Transformation**

**10.7 Human Resources**

**10.8 Public Policy & Government Relations**

**11. LEGISLATIVE REPORTS**

**11.1 Office of the City Clerk**

**11.2 Office of the City Solicitor**

**12. OTHER REPORTS**

**13. INQUIRIES**

**14. MOTIONS (NOTICE PREVIOUSLY GIVEN)**

15. GIVING NOTICE

16. URGENT BUSINESS

16.1 *Suspension of Pay Parking Requirements [File No. CK 6120-3]*

371 - 373

A report of the General Manager, Community Services Department is provided.

17. IN CAMERA SESSION (OPTIONAL)

18. ADJOURNMENT

**Bryant, Shellie**

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**From:** Mildred Kerr [REDACTED]  
**Sent:** March 20, 2020 5:00 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council  
**Attachments:** transit\_letter.docx

Submitted on Friday, March 20, 2020 - 16:59

Submitted by anonymous user: 207.161.197.23

Submitted values are:

Date Friday, March 20, 2020  
To His Worship the Mayor and Members of City Council  
First Name Mildred  
Last Name Kerr  
Email [REDACTED]  
Address [REDACTED] Cornish Road  
City Saskatoon  
Province Saskatchewan  
Postal Code [REDACTED]  
Name of the organization or agency you are representing (if applicable)  
Subject Safe Transportation for Ill Disabled Riders of Special Needs Transport (File # CK7305-1)  
Meeting (if known) City Council, 1:00 March 23rd  
Comments since no one is speaking in council please see the attached letter  
Attachments  
transit\_letter.docx [REDACTED]

The results of this submission may be viewed at:

[REDACTED]

March 20, 2020

Mayor Charlie Clark and member of Saskatoon City Council

RE: Safe Transportation for Ill Disabled Riders of Special Needs Transport (File # CK7305-1)

Further to our previous letters and talking at March 2<sup>nd</sup> meeting of Transportation Committee and in response to Access Transit's position that they would be breaking the Human Rights Decision of 2013 complaint in Regina reported in 2014 in their annual report, I consulted one of the designers of Saskatchewan's Human Rights Code legislation who is a Professor in the College of Law teaching in this area. He examined the 2014 report of the 2013 complaint. It does not preclude a city's decision to accommodate and provide care for suffering riders. The city of Winnipeg accommodates by prioritizing dialysis patients over other travel needs of those approved to ride their special needs buses. Also, the city of Calgary accommodates by issuing fifteen cab fare coupons per month per dialysis patient rider for their discretionary use.

It now takes seven to eight hours for dialysis patients for four hour treatments, including Access travel both ways. Our group of citizens are asking for safer and quicker post dialysis rides home at an average cost of \$75 dollars per patient rider not \$150 dollars.

On Behalf of Dialysis Patients and Attendant Spouses who signed original letter to Councillor Loewen (May 17, 2019)

Mildred Kerr. BA, BSW, SVM

Frank Peters (presenter to Accessibility Committee Meeting and spouse of Leota Peters who died after stopping rides to Dialysis)





**MINUTES  
REGULAR BUSINESS MEETING OF CITY COUNCIL**

**Monday, February 24, 2020, 1:00 p.m.  
Council Chamber, City Hall**

**PRESENT:** His Worship, Mayor C. Clark, in the Chair  
Councillor C. Block  
Councillor R. Donauer  
Councillor B. Dubois  
Councillor S. Gersher  
Councillor H. Gough  
Councillor D. Hill  
Councillor A. Iwanchuk  
Councillor M. Loewen

**ABSENT:** Councillor T. Davies  
Councillor Z. Jeffries

**ALSO PRESENT:** City Manager J. Jorgenson  
City Solicitor C. Yelland  
General Manager, Community Services L. Lacroix  
Chief Financial Officer, Corporate Financial Services K. Tarasoff  
General Manager, Transportation & Construction T. Schmidt  
General Manager, Utilities & Environment A. Gardiner  
City Clerk J. Sproule  
Committee Assistant J. Hudson

**1. NATIONAL ANTHEM AND CALL TO ORDER**

The National Anthem was played and Mayor Clark called the meeting to order on Treaty 6 Territory and the Traditional Homeland of the Métis People.

## 2. CONFIRMATION OF AGENDA

**Moved By:** Councillor Hill

**Seconded By:** Councillor Dubois

1. That the following letters be added to Item 8.1.2:

Requesting to Speak:

- Ricky Deitner, Alpha Adventures, dated February 23, 2020;
- Ethan Sawchuk, dated February 23, 2020

Submitting Comments:

- Janice Wall, dated February 18, 2020;
  - Keitha McClocklin, dated February 18, 2020;
  - Donna Wasden, dated February 18, 2020;
  - Mary Fraser, dated February 19, 2020;
  - Karlee Garand, dated February 19, 2020;
  - Nikki Huber, dated February 20, 2020;
  - Jennifer Fairbairn, dated February 23, 2020;
  - Jan Felling, dated February 23, 2020;
  - Larissa Link, dated February 23, 2020;
  - Lisa Helfrick, dated February 23, 2020;
  - Lynsay Haanstra, dated February 23, 2020;
  - Teanna Corozel, dated February 23, 2020;
  - Liz Chapman, dated February 23, 2020;
  - Renée Beauchamp, Canadian Dog Walkers Association, dated February 24, 2020;
2. That the following letters submitting comments and requesting to speak be added to Item 8.4.1:
- Ingrid Larson on behalf of Saskatoon Cycles (Jim Arnold) dated February 21, 2020;
  - Randy Pshebylo, Riversdale Business Improvement District, dated February 24, 2020;

3. That the items with speakers be heard following consideration of the Consent Agenda as follows:

Item 8.1.2

Ricky Deitner, Alpha Adventures;  
Ethan Sawchuk;

Item 8.3.1

Mike Velonas, Meewasin Valley Authority (PowerPoint);

Item 8.4.1

Jim Arnold, Saskatoon Cycles;  
Randy Pshebylo, Riversdale BID;

4. That the Report of the City Manager dated February 24, 2020 entitled “Request – Liquor Serving Extension – 2020 Juno Week Events” be considered as Urgent Business Agenda Item 16; and
5. That the agenda be confirmed as amended.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**3. DECLARATION OF CONFLICT OF INTEREST**

**3.1 Councillor A. Iwanchuk - 2019 Contract Negotiations (2019 – 2023) – The Canadian Union of Public Employees, Local No. 59 [File No. CK. 4720-4]**

Her employment with CUPE National may be perceived to be in conflict.

**4. ADOPTION OF MINUTES**

**Moved By:** Councillor Donauer

**Seconded By:** Councillor Gersher

That the minutes of the Regular Business Meeting of City Council held on January 27, 2020, be adopted.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**5. PUBLIC ACKNOWLEDGMENTS**

**5.1 Saskatoon Heritage Society - Saskatoon History Review [File No. CK. 205-18]**

Mayor Clark introduced the matter, noting that the third Monday in February is recognized as Heritage Day.

Peggy Sarjeant and Linda Dietz, representatives of the Saskatoon Heritage Society, were in attendance to present the 30th edition of the Saskatoon History Review and distributed copies of the publication to Council.

## **5.2 Council Members**

### **5.2.1 Councillor D. Hill - Sum Theatre - The Last Sunday**

Councillor Hill expressed his enjoyment of Sum Theatre's performance experience 'The Last Sunday' - artistic responses to the month's top news stories and events - and encouraged all to attend.

### **5.2.2 Councillor M. Loewen - Black History Month**

Councillor Loewen acknowledged February as Black History Month and recognized the importance and contribution of Black Canadians to making the City of Saskatoon a vibrant and welcoming place.

### **5.2.3 Mayor C. Clark - Recognition of the Late Peter Zakreski and the Late John Brocklebank**

Mayor Clark expressed condolences on the recent loss of two former City Councillors and community leaders in Saskatoon - Peter Zakreski and John Brocklebank - and acknowledged their service.

## **6. UNFINISHED BUSINESS**

## **7. QUESTION PERIOD**

### **7.1 Councillor A. Iwanchuk - Circle Drive West Functional Planning Study**

Councillor Iwanchuk asked for an update on the Circle Drive West Functional Planning Study.

Director of Transportation Magus provided a response, noting a report is scheduled for Committee and Council in June. He advised that although the draft plan will incorporate feedback from the open houses, there is no plan for further engagement.

**7.2 Councillor D. Hill - Seasonal Lighting**

Councillor Hill referred to the policy with respect to seasonal lighting indicating that such lighting comes down by January 14 each year; however the poinsettias remain on University Drive.

General Manager of Environment & Utilities Gardiner advised she would check with Saskatoon Light and Power and follow up.

**7.3 Councillor D. Hill - Governance Review of Outside Corporations and Boards**

Councillor Hill asked if outside boards that receive funding from the City such as SREDA, Meewasin, and Tourism Saskatoon are being included in the ongoing governance review.

City Solicitor Yelland responded a report is forthcoming and that she would follow up on whether these specific bodies are included.

**8. CONSENT AGENDA**

Items 8.1.2, 8.3.1 and 8.4.1 were removed from the Consent Agenda.

**Moved By:** Councillor Donauer

**Seconded By:** Councillor Hill

That the Committee recommendations contained in Items 8.1.1; 8.2.1 to 8.2.5; 8.3.2 to 8.3.4; and 8.5.1 to 8.5.6 be adopted as one motion.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

Item 8.1.2 was considered next.

**8.1 Standing Policy Committee on Planning, Development & Community Services**

**8.1.1 Civic Naming Committee – Fourth Quarter Report 2019 [File No. CK. 6310-1]**

That the information be received.

**CARRIED UNANIMOUSLY**

**8.1.2 Proposed Amendments to Bylaw No. 7860, The Animal Control Bylaw, 1999 and Bylaw No. 8176, The Dangerous Animals Bylaw, 2003 [File No. CK 151-15 and RCD 151-3]**

This item was removed from the Consent Agenda.

The following letters were provided:

Requesting to Speak:

- Ricky Deitner, Alpha Adventures, dated February 23, 2020; and
- Ethan Sawchuk, dated February 23, 2020

Submitting Comments:

- Amy Mark, dated February 13, 2020;
- Lynsay Haanstra, Wolf Pack Adventures, dated February 16, 2020;
- Talia Soparlo, dated February 16, 2020;
- Donna Wasden, dated February 17, 2020;
- Curtis Olson, dated February 17, 2020;
- Janice Wall, dated February 18, 2020;
- Keitha McClocklin, dated February 18, 2020;
- Donna Wasden, dated February 18, 2020;
- Mary Fraser, dated February 19, 2020;
- Karlee Garand, dated February 19, 2020;
- Nikki Huber, dated February 20, 2020;
- Jennifer Fairbairn, dated February 23, 2020;
- Jan Felling, dated February 23, 2020;
- Larissa Link, dated February 23, 2020;
- Lisa Helfrick, dated February 23, 2020;
- Lynsay Haanstra, dated February 23, 2020;
- Teanna Corozel, dated February 23, 2020;
- Liz Chapman, dated February 23, 2020; and
- Renée Beauchamp, Canadian Dog Walkers Association, dated February 24, 2020

Councillor Hill presented the item as Chair of the Standing Policy Committee on Planning, Development and Community Services, noting the popular area of discussion and which attracted communications is around the proposed amendment to the *Animal Control Bylaw* that would limit the number of dogs per person in off-leash areas.

Ricky Deitner, a professional dog walker and trainer, spoke against the proposed limitation, noting a pack of up to 10 dogs is required to train effectively. He suggested perhaps a permit or licensing system could be implemented and answered questions of Council.

Ethan Sawchuk presented his concerns to Council on the various implications of limiting the number of dogs, and requested removal of the proposed amendment pending further investigation. He answered questions of Council.

General Manager, Community Services Lacroix and Director of Community Development Roberts answered questions of Council with respect to the recommendation of the working group, public engagement, bylaw enforcement and municipal scans.

**Moved By:** Councillor Hill

**Seconded By:** Councillor Dubois

1. That the Proposed amendments to Bylaw No. 7860, *The Animal Control Bylaw, 1999* and Bylaw No. 8176, *The Dangerous Animals Bylaw, 2003* as outlined in the February 11, 2020 report of the General Manager, Community Services Department, be approved; and
2. That the City Solicitor be requested to make the necessary amendments to Bylaw No. 7860, *The Animal Control Bylaw, 1999*, and Bylaw No. 8176, *The Dangerous Animals Bylaw, 2003*.

#### IN AMENDMENT

**Moved By:** Councillor Gersher

**Seconded By:** Councillor Gough

That Motion 1 be amended to exclude recommendation 6 in Appendix 1 to the report of the General Manager, Community Services Department dated February 11, 2020, with respect to limiting the number of dogs per owner in the off-leash areas.

Minutes of Regular Business Meeting of City Council  
Monday, February 24, 2020

In Favour: (8): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Iwanchuk, and Councillor Loewen  
Against: (1): Councillor Hill  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED (8 to 1)**

MOTION AS AMENDED

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**Moved By:** Councillor Block

**Seconded By:** Councillor Donauer

1. That Administration report back on options, including additional levels of licensing, that would allow professional dog walkers to be exempt from the 4-dog restriction at off leash parks;

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**Moved By:** Councillor Block

**Seconded By:** Councillor Donauer

2. That Administration report back on the potential options to allow one or more off-leash parks to be exempt from the restriction;

In Favour: (7): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Gersher, Councillor Gough, Councillor Iwanchuk, and Councillor Loewen  
Against: (2): Councillor Dubois, and Councillor Hill  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED (7 to 2)**

**Moved By:** Councillor Block

**Seconded By:** Councillor Donauer

3. That Administration include professional dog walkers in their community consultation.



In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

*In summary, the final resolution is as follows:*

1. *That the Proposed amendments to Bylaw No. 7860, The Animal Control Bylaw, 1999 and Bylaw No. 8176, The Dangerous Animals Bylaw, 2003 as outlined in the February 11, 2020 report of the General Manager, Community Services Department, with the exception of #6 in Appendix 1, be approved;*
2. *That the City Solicitor be requested to make the necessary amendments to Bylaw No. 7860, The Animal Control Bylaw, 1999, and Bylaw No. 8176, The Dangerous Animals Bylaw, 2003;*
3. *That Administration report back on options, including additional levels of licensing, that would allow professional dog walkers to be exempt from the 4-dog restriction at off leash parks;*
4. *That Administration report back on the potential options to allow one or more off-leash parks to be exempt from the restriction; and*
5. *That Administration include professional dog walkers in their community consultation.*

Item 8.3.1 was considered next.

## **8.2 Standing Policy Committee on Finance**

### **8.2.1 Property Tax Liens 2019 [File No. CK. 1920-3]**

That the City Solicitor be instructed to take the necessary action under provisions of The Tax Enforcement Act with respect to properties with 2019 tax liens.

**CARRIED UNANIMOUSLY**

### **8.2.2 Green Municipal Fund Electric Buses [File No. CK. 1860-1 x 1702-1]**

That Capital Project 0583 – Replace/Refurbish Bus Project be increased by \$234,300 which will be funded by the Green Municipal Fund grant.

**CARRIED UNANIMOUSLY**

**8.2.3 2020 Budget Approval – Business Improvement Districts [File No. CK. 1680-1]**

1. That the 2020 budget submissions from the Downtown Saskatoon Business Improvement District, Broadway Business Improvement District, Riversdale Business Improvement District, Sutherland Business Improvement District, and 33rd Street Business Improvement District be approved; and
2. That the City Solicitor be requested to prepare the 2020 Business Improvement District Levy Bylaws for submission to City Council for consideration at the same meeting that the Mill Rate Bylaws are presented.

**CARRIED UNANIMOUSLY**

**8.2.4 Amendment to Council Policy C01-013 - Conferences – Attendance Criteria (Members of Boards, Commissions and Committees) [File No. CK. 247-0]**

1. That Policy C01-013 – Conferences – Attendance Criteria be updated as outlined in this report;
2. That the City Clerk be requested to update Policy C01-013, Conferences – Attendance Criteria, as outlined in this report; and
3. That the City Solicitor be instructed to make the necessary amendments to Bylaw No. 9170, *The Procedures and Committees Bylaw, 2014*.

**CARRIED UNANIMOUSLY**

**8.2.5 2020 Commercial Appeal Contingency [File No. CK. 1625-1]**

That a \$1,000,000 appeal contingency be added to the property tax levy for the commercial/ industrial property class for 2020.

**CARRIED UNANIMOUSLY**

**8.3 Standing Policy Committee on Environment, Utilities & Corporate Services**

**8.3.2 Accessibility Considerations for Curbside Solid Waste Collection [CK 7830-3]**

1. That the Administration proceed with Option 3 to initiate a project to identify alternatives to expand the accessible City-wide curbside (single-family household) solid waste collection service, report back on the feasibility of each, and recommend an alternative for implementation;
2. That the values identified in the March 2018 engagement session (Accessible Waste Collection workshop) be included in the Administration's evaluation of accessible solid waste collection alternatives, along with legal, financial, and labour relations considerations; and
3. That the report of the General Manager, Utilities & Environment Department dated January 13, 2020, be forwarded to the Saskatoon Accessibility Advisory Committee, with a specific request to propose a new name for the Special Needs Garbage Collection Service.

**CARRIED UNANIMOUSLY**

**8.3.3 FCM Sustainable Communities Award – Letter of Support [CK 155-2]**

1. That the attached Letter of Support for inclusion in the FCM Sustainable Communities Award application for the City of Saskatoon's Triple Bottom Line initiative, be approved; and
2. That the Triple Bottom Line initiative be acknowledged as deserving of recognition.

**CARRIED UNANIMOUSLY**

**8.3.4 Recovery Park Revised Funding Plan [CK 7830-4-2 x 1702-1]**

1. That the Recovery Park and Saskatoon Regional Waste Management Centre Project (Capital Project No. 2050) be adjusted to reflect a total cost of \$31.1M;
2. That the additional expenditures be funded from the Investing in Canada Infrastructure Program and the revised funding plan within this report;
3. That if the Investing in Canada Infrastructure Program funding is not confirmed, the full additional amount of \$7.7M be funded by borrowing subject to a Public Notice Hearing for Borrowing; and

4. That if the funding is approved from the Investing in Canada Infrastructure Program, His Worship the Mayor and the City Clerk be authorized to execute and deliver the contribution agreement for Capital Project No. 2050.

**CARRIED UNANIMOUSLY**

**8.3.1 The Green Infrastructure Strategy: Towards an Interconnected Green Network [CK 4110-38]**

This item was removed from the Consent Agenda.

A request to speak from Mike Velonas, Meewasin Valley Authority, dated February 14, 2020, was provided.

Councillor Gersher presented the item as Chair of the Standing Policy Committee on Environment, Utilities and Corporate Services.

Mike Velonas provided a PowerPoint presentation that was presented to Committee on Meewasin's mandate, jurisdiction, goals & objectives, ecosystem leadership, collaboration on the Green Infrastructure Strategy, governance actions and priority areas, and potential funding opportunities.

**Moved By:** Councillor Gersher

**Seconded By:** Councillor Dubois

That the report of the General Manager, Utilities & Environment, dated February 10, 2020 be received as information.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

Item 8.4.1 was considered next.

**8.4 Standing Policy Committee Transportation**

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

This item was removed from the Consent Agenda.

The following letters were provided:

Requesting to Speak:

- Ingrid Larson on behalf of Saskatoon Cycles (Jim Arnold) dated February 21, 2020; and
- Randy Pshebylo, Riversdale Business Improvement District, dated February 24, 2020

Submitting Comments:

- Anne Hanson, dated February 10, 2020

Councillor Dubois presented the item as Chair of the Standing Policy Committee on Transportation.

Dr. Jim Arnold, Saskatoon Cycles, requested Council rethink the proposed amendments and answered questions on the change in perspective as a stakeholder, noting there should not be an age restriction to cycling on sidewalks if it means encouraging the public to bike ride.

Randy Pshebylo addressed Council with concerns about bicycles on sidewalks in the commercial areas of the Business Improvement District, and circulated copies of his presentation.

Council asked questions of the Administration.

The meeting recessed at 3:18 p.m. and reconvened at 3:32 p.m. to continue consideration of the matter.

**Moved By:** Councillor Dubois

**Seconded By:** Councillor Gersher

1. That Bylaw No. 6884, *The Bicycle Bylaw* be amended to include:
  - a. That cyclists do not have to remain in the bicycle lane when one is available
  - b. 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 AMENDMENT

**Moved By:** Councillor Iwanchuk

**Seconded By:** Councillor Donauer

1. That motion 1b. be amended to preclude the ability to ride bicycles on the sidewalks within main corridors (high traffic areas) of the business improvement districts; and

2. That the Administration consult with the affected areas to come up with the corridors and report back to SPC on Transportation prior to bringing forward the bylaw.

Vote on Amendment 1.

In Favour: (3): Councillor Donauer, Councillor Dubois, and Councillor Iwanchuk  
Against: (6): Mayor C. Clark, Councillor Block, Councillor Gersher, Councillor Gough, Councillor Hill, and Councillor Loewen  
Absent: (2): Councillor Davies, and Councillor Jeffries

**DEFEATED (3 to 6)**

Amendment 2 was subsequently withdrawn.

Vote on Main Motion 1a.

In Favour: (5): Mayor C. Clark, Councillor Block, Councillor Gersher, Councillor Gough, and Councillor Loewen  
Against: (4): Councillor Donauer, Councillor Dubois, Councillor Hill, and Councillor Iwanchuk  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED (5 to 4)**

Vote on Main Motion 1b.

In Favour: (6): Mayor C. Clark, Councillor Block, Councillor Dubois, Councillor Gersher, Councillor Gough, and Councillor Loewen  
Against: (3): Councillor Donauer, Councillor Hill, and Councillor Iwanchuk  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED (6 to 3)**

**Moved By:** Councillor Gough

**Seconded By:** Councillor Loewen

That Bylaw No. 6884, *The Bicycle Bylaw* be amended to include that guardians accompanying children under the age of 14 be permitted to cycle on sidewalks.

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In Favour: (4): Mayor C. Clark, Councillor Gersher, Councillor Gough, and Councillor Loewen

Against: (5): Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Hill, and Councillor Iwanchuk

Absent: (2): Councillor Davies, and Councillor Jeffries

**DEFEATED (4 to 5)**

**Moved By:** Councillor Gough

**Seconded By:** Councillor Loewen

That Bylaw No. 6884, *The Bicycle Bylaw* be amended to include that all riders be allowed to cycle on sidewalks at pedestrian speed if the street is or has become hazardous.

In Favour: (2): Councillor Gough, and Councillor Loewen

Against: (7): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Hill, and Councillor Iwanchuk

Absent: (2): Councillor Davies, and Councillor Jeffries

**DEFEATED (2 to 7)**

**Moved By:** Councillor Gough

**Seconded By:** Councillor Loewen

That Bylaw No. 6884, *The Bicycle Bylaw* be amended to include that existing shared path rules directing rider behaviour with respect to pedestrians apply to any sidewalk cycling use.

**WITHDRAWN**

Vote on Main Motion 2.

In Favour: (7): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, and Councillor Loewen

Against: (2): Councillor Hill, and Councillor Iwanchuk

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED (7 to 2)**

**Moved By:** Councillor Hill

**Seconded By:** Councillor Iwanchuk

That the Administration consult with the affected areas to come up with the high traffic corridors within Business Improvement Districts related to restricting cycling on sidewalks and report back to the Standing Policy Committee on Transportation prior to bringing forward the bylaw.

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In Favour: (7): Mayor C. Clark, Councillor Donauer, Councillor Dubois, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen  
Against: (2): Councillor Block, and Councillor Gersher  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED (7 to 2)**

**Moved By:** Councillor Hill

**Seconded By:** Councillor Block

That Administration report back on an exception to the bylaw that would identify only one street in city center that runs north and south and only one street in city center that runs east and west, where separated bicycle lanes exist, that cyclists must use the bicycle lane, and that Administration recommend any appropriate intersection changes to accommodate this requirement.

In Favour: (2): Councillor Block, and Councillor Hill  
Against: (7): Mayor C. Clark, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Iwanchuk, and Councillor Loewen  
Absent: (2): Councillor Davies, and Councillor Jeffries

**DEFEATED (2 to 7)**

*In summary, the final resolution is as follows:*

1. *That Bylaw No. 6884, The Bicycle Bylaw be amended to include:*
  - a. *That cyclists do not have to remain in the bicycle lane when one is available;*
  - b. *That children under the age of 14 be permitted to cycle on sidewalks;*
2. *That the City Solicitor be requested to prepare the appropriate amendment to Bylaw No. 6884, The Bicycle Bylaw; and*
3. *That the Administration consult with the affected areas to come up with the high traffic corridors within BIDs related to restricting cycling on sidewalks and report back to SPC on Transportation prior to bringing forward the bylaw.*



**8.5 Governance and Priorities Committee**

**8.5.1 City Council Travel and Training Expenses - 2019 (File No. CK. 1970-1)**

1. That the report of the City Clerk dated February 18, 2020, be received as information; and
2. That the Administration report back on updating Policy No. C01-023, City Councillors' Travel and Training, with respect to Council Members' Strategic Priority Areas.

**CARRIED UNANIMOUSLY**

**8.5.2 City Council Car Allowance - 2019 (File No. CK. 1970-1)**

That the report of the City Clerk dated February 18, 2020, be received as information.

**CARRIED UNANIMOUSLY**

**8.5.3 Appointments – Diversity, Equity and Inclusion Advisory Committee (File No. CK. 225-83)**

That the following be appointed to the Diversity, Equity and Inclusion Advisory Committee:

- Superintendent Dave Hays, Saskatoon Police Service representative, to the end of 2020; and
- Pamela Beaudin, Métis Community representative, to the end of 2021.

**CARRIED UNANIMOUSLY**

**8.5.4 Appointment – Saskatoon Accessibility Advisory Committee (File No. CK. 225-70)**

That Dao Duong be appointed to the Saskatoon Accessibility Advisory Committee (Youth representative) to the end of 2021.

**CARRIED UNANIMOUSLY**

**8.5.5 Appointments – Municipal Planning Commission (File No. CK. 175-16)**

That Jenn Penny and Alexis Bourassa be appointed to the Municipal Planning Commission to the end of 2021.

**CARRIED UNANIMOUSLY**

**8.5.6 Appointment – Social Services Subcommittee – Assistance to Community Groups: Cash Grants Program (File No. CK. 225-2-4)**

That Emily Martell be appointed to the Social Services Subcommittee – Assistance to Community Groups: Cash Grants Program (Board of Education for Greater Saskatoon Catholic Schools representative) for 2020.

**CARRIED UNANIMOUSLY**

**9. COMMITTEE REPORTS**

- 9.1 Standing Policy Committee on Planning, Development & Community Services**
- 9.2 Standing Policy Committee on Finance**
- 9.3 Standing Policy Committee on Environment, Utilities & Corporate Services**
- 9.4 Standing Policy Committee Transportation**
- 9.5 Governance and Priorities Committee**

**10. ADMINISTRATIVE REPORTS**

- 10.1 Transportation & Construction**
- 10.2 Utilities & Environment**
- 10.3 Community Services**
- 10.4 Saskatoon Fire**
- 10.5 Corporate Financial Services**
- 10.6 Strategy & Transformation**

## **10.7 Human Resources**

### **10.7.1 2019 Contract Negotiations (2019 – 2023) – The Canadian Union of Public Employees, Local No. 59 [File No. CK. 4720-4]**

Councillor Iwanchuk declared a conflict of interest on this item.  
(She is employed by CUPE National.)

She excused herself from discussion and voting on the matter and left the Council Chamber.

**Moved By:** Councillor Donauer

**Seconded By:** Councillor Dubois

1. That the proposed changes set out in the revision to the Collective Agreement with respect to the 2017 – 2018 Collective Agreement with The Canadian Union of Public Employees, Local No. 59 be approved; and
2. That His Worship the Mayor and the City Clerk be authorized to execute the revised contract under the Corporate Seal.

In Favour: (8): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, and Councillor Loewen  
Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (8 to 0)**

## **10.8 Public Policy & Government Relations**

## **11. LEGISLATIVE REPORTS**

### **11.1 Office of the City Clerk**

### **11.2 Office of the City Solicitor**

#### **11.2.1 Governance Review – Saskatchewan Place Association Inc. – Amendment to Bylaw No. 1 – Membership of Board of Directors [File No. CK. 175-1 x 175-31]**

City Solicitor Yelland presented the report.

**Moved By:** Councillor Donauer

**Seconded By:** Councillor Block

That City Council authorize its representative to execute a resolution of the Member of Saskatchewan Place Association Inc. approving an amendment, as drafted by the City Solicitor, to Saskatchewan Place Association Inc.'s Bylaw No. 1 to change the membership of the Board of Directors.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**11.2.2 Workplace Transformation – Provision of Legal Services Policy [File No. CK. 280-0 x 115-12]**

City Solicitor Yelland presented the report. City Manager Jorgenson answered questions of Council.

**Moved By:** Councillor Iwanchuk

**Seconded By:** Councillor Donauer

That City Council approve the *Provision of Legal Services Policy* attached as Appendix 1 to the report of the City Solicitor dated February 24, 2020.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**12. OTHER REPORTS**

**13. INQUIRIES**

**14. MOTIONS (NOTICE PREVIOUSLY GIVEN)**

**15. GIVING NOTICE**

**15.1 Councillor A. Iwanchuk - Circle Drive West Functional Planning Study**

Councillor Iwanchuk put forward the following notice of motion and requested notice be waived in accordance with Section 65(3) of *The Procedures and Committees Bylaw*.

"I hereby give notice for the following motion:

**WHEREAS** two engagement open houses for the Circle Drive West functional planning study were conducted; and

**WHEREAS** the feedback provided following the second open house to the Administration was that of strong opposition to the proposal; and

**WHEREAS** the Project Team is reviewing and revising the long-range functional plan to address the concerns that were raised;

**THEREFORE BE IT RESOLVED** that the Administration report back on a funding strategy and timeline for further engagement including holding an additional open house to provide an opportunity for interested parties to engage in the revised plans for the Circle Drive West functional plan; and,

**THEREFORE BE IT FURTHER RESOLVED** that the Administration include in the plan for further engagement, a broader advertising strategy than what was used for the previous two open-houses."

Council asked questions of the Administration with respect to timelines and urgency.

**Moved By:** Councillor Gough

**Seconded By:** Councillor Block

That notice of motion be waived.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**Moved By:** Councillor Iwanchuk  
**Seconded By:** Councillor Gough

**WHEREAS** two engagement open houses for the Circle Drive West functional planning study were conducted; and

**WHEREAS** the feedback provided following the second open house to the Administration was that of strong opposition to the proposal; and

**WHEREAS** the Project Team is reviewing and revising the long-range functional plan to address the concerns that were raised;

**THEREFORE BE IT RESOLVED** that the Administration report back on a funding strategy and timeline for further engagement including holding an additional open house to provide an opportunity for interested parties to engage in the revised plans for the Circle Drive West functional plan; and,

**THEREFORE BE IT FURTHER RESOLVED** that the Administration include in the plan for further engagement, a broader advertising strategy than what was used for the previous two open-houses.

In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

## **16. URGENT BUSINESS**

### **16.1 Request - Liquor Serving Extension - 2020 June Week Events (File No. CK. 311-2)**

A report of the City Manager was provided.

The City Clerk presented the report and answered questions of Council along with City Manager Jorgenson.

Council expressed interest in receiving follow-up information with respect to the event and its operational and budgetary impact on policing, if any.

**Moved By:** Councillor Hill  
**Seconded By:** Councillor Dubois

That the Mayor write a letter indicating the City has no objection to this one-time change.

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In Favour: (9): Mayor C. Clark, Councillor Block, Councillor Donauer, Councillor Dubois, Councillor Gersher, Councillor Gough, Councillor Hill, Councillor Iwanchuk, and Councillor Loewen

Absent: (2): Councillor Davies, and Councillor Jeffries

**CARRIED UNANIMOUSLY (9 to 0)**

**17. IN CAMERA SESSION (OPTIONAL)**

**18. ADJOURNMENT**

The Regular Business meeting adjourned at 4:59 p.m.

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Mayor

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City Clerk



## **STANDING POLICY COMMITTEE ON PLANNING, DEVELOPMENT AND COMMUNITY SERVICES**

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### **Urban Planning and Development Program Enhancements Budget Adjustment**

#### **Recommendation of the Committee**

That an additional \$625,000 in funding be allocated to Capital Project 2169 for POSSE LMS system and a Plan Review system implementation and that this funding be allocated from Community Services Department Plan Review and Inspection Service Stabilization Reserve.

#### **History**

At the March 9, 2020 Standing Policy Committee on Planning, Development and Community Services meeting a report of the General Manager, Community Services Department dated March 9, 2020 was considered.

In addition to the above recommendation, your Committee also resolved that the Administration report on the estimated costs, scope and funding plan for the implementation of the bylaw compliance workflows in advance of the 2022 budget deliberations.

#### **Attachment**

March 9, 2020 report of the General Manager, Community Services Department



## Urban Planning and Development Program Enhancements Budget Adjustment

### ISSUE

Administration is in the procurement process for two separate software systems, POSSE Land Management System (POSSE LMS) and Electronic Plan Review (Plan Review) system to support program enhancements within Building Standards, Planning and Development and Community Standards Divisions. Administration has determined the original scope of work can be achieved for \$2.865 million. To date, \$2.24 million has been approved for this project, including \$150,000 approved in 2021. The purpose of this report is to update the Standing Policy Committee on Planning, Development and Community Services and City Council on the project and seek approval for a budget adjustment.

### RECOMMENDATION

That the Standing Policy Committee on Planning, Development and Community Services recommend to City Council that an additional \$625,000 in funding be allocated to Capital Project 2169 for POSSE LMS system and a Plan Review system implementation and that this funding be allocated from Community Services Department Plan Review and Inspection Service Stabilization Reserve.

### BACKGROUND

In 2019, Capital Project 2169 was allocated \$465,000 to fund a customer satisfaction survey, operational and corresponding fee review, development of a business case and project plan for future online services and program enhancements.

In summer 2019, the City of Saskatoon (City) began developing a business case and strategy to implement recommendations from the Building and Development Operational Review, Infill Roundtable and Development Civic Service Review, to support economic growth and development through streamlined business practices.

In August 2019, the findings of the Building Development Permit Operation Review, the status of operational improvements and project work underway were presented to the Standing Policy Committee on Planning, Development and Community Services.

Following this, a business case was developed for the use of tools and technology to support online submission and payment of permit applications, concurrent plan review and the reengineering of business workflows within the City's current POSSE platform software to align with industry best practices.

One key goal of the project is to become a national leader in the delivery of building and development permits, by achieving a new service level, of two to five weeks for the review of typical commercial permits, by December 31, 2020.

Through fall 2019, business requirements to support the procurement of a Plan Review system and the reengineering of business workflows within the current POSSE platform were gathered. Engagement with industry, other municipalities and several divisions across the organization was included. It was identified there was greater value in moving to an out-of-the-box POSSE LMS solution rather than reengineering the current POSSE platform.

POSSE LMS provides a number of components that will directly support enhanced customer service, including:

- 1) an integrated online customer portal to support online applications, permit tracking and online payments;
- 2) improved work efficiencies;
- 3) improved functionality that provides additional opportunities to support the expansion of programs and services within the three Divisions and across the organization.

Based on business case estimates related to reengineering business workflows, City Council approved additional funding for a total of 2.24 million to Capital Project 2169 during 2020-2021 budget deliberations.

In October 2019, the project team initiated conversations to leverage the existing POSSE platform to a POSSE LMS solution, in accordance with Policy No. C02-045 – Purchasing Policy for Non-Standard Procurement to define the necessary project scope, schedule and costs.

The City issued a Request for Proposals (RFP) for an Electronic Plan Review system, including four-year licencing, on January 20, 2020, with a maximum contract value of \$250,000. The RFP has closed, but has not been awarded.

### **DISCUSSION/ANALYSIS**

The POSSE LMS software provides an integrated solution with an online customer component that will support current workflows associated with various permits for Building Standards, Planning and Development and Community Standards, while offering a seamless interface between work groups and improved coordination. The software solution also provides functionality for new workflows aligned with the outcomes identified through industry engagement, such as concept plan reviews, subdivisions, rezoning and discretionary use approvals. The software also provides reporting features to improve performance tracking of services and communication with customers throughout the permitting process.

The total estimated costs to implement the original scope of work is \$2.865 million. Based on recent estimates, an additional \$625,000 allocation to the capital project would be required.

## Urban Planning and Development Program Enhancements Budget Adjustment

An overview of the required project budget is presented below:

Item	Budget (\$000)
Plan Review System - Capital Costs for implementation	\$106
POSSE LMS - Capital Costs for implementation	
<ul style="list-style-type: none"> <li>• Online Customer Portal – applications, tracking, communication, payment</li> <li>• Building and Development permits</li> <li>• Planning applications</li> <li>• Business licensing</li> <li>• Enhanced Reporting</li> <li>• Mobile Inspections</li> </ul>	\$1,870
Internal staff for change-management and implementation	\$470
Hardware - Computer Monitors	\$80
Engagement, marketing, communications and website upgrades	\$103
Contingency	\$236
<b>CAPITAL PROJECT TOTAL</b>	<b>\$2,865</b>
<b>Annual Operating Impacts (\$000)</b>	
Plan Review Licensing	\$50
POSSE LMS Licensing and support	\$86
<b>TOTAL</b>	<b>\$136</b>

POSSE LMS costing includes the purchase of individual modules, professional services and annual licensing to implement the solution. The annual operating costs of both POSSE LMS and the Plan Review system will be recovered through user fees.

The scale and size of change anticipated in the project presents a high level of risk. To mitigate risks, resources to support engagement and training with industry and internal staff and for implementation needs are included within the plan. Risks associated with the project are discussed in more detail in Appendix 1.

Upon approval the project is expected to begin in the second quarter of 2020. The POSSE LMS project will be delivered in two phases, beginning with workflows associated with the building and development permitting process, followed by planning and business licencing. It is anticipated all key deliverables will be completed by end of 2021. The Plan Review project will be delivered in a single phase by end of 2020.

The funding plan proposed for the capital project is as follows:

Funding Source	Approved Budget (\$000)	Additional 2020 Allocation (\$000)
Plan Review and Inspection Service Stabilization Reserve	\$1,620	\$625
Business Licensing Stabilization Reserve	\$250	
Productivity Improvement Loan	\$370	
<b>Total</b>	<b>\$2,240</b>	<b>\$2,865</b>

To fund additional costs, \$625,000 in funding is being proposed for allocation from the Plan Review and Inspection Service Stabilization Reserve in 2020. It is anticipated, with this additional funding, there would be a balance of \$1.906 million remaining in the stabilization reserve at the end of 2021, to cover revenue shortfalls within the building and plumbing permit program.

Administration is confident the addition of \$625,000 to carry out the currently identified scope of work will lead to improved service levels and the delivery of customer service aligned with industry needs. The realignment of business processes with technology has the potential for savings associated with paper costs and administration time. These indirect savings were not factored into the business case as the primary driver is a reduction in permit review timelines and improved customer satisfaction. These resultant indirect savings will be monitored as the project unfolds.

### **Consideration of Scope Options**

While the original project scope has been the Administration's focus and is being recommended for approval, options to deliver additional scope, or a reduction in scope, were also considered to be viable.

#### Additional Project Scope

Under this option, the original scope would be implemented and expanded to include POSSE LMS workflows to support bylaw complaints and enforcement within the Community Standards Division. There are currently a variety of spreadsheets in use for this purpose; however, this approach provides limited functionality and is nearing capacity. The cost to add this functionality to the project scope would be about \$227,000. Currently, there is no dedicated funding source available.

The bylaw compliance workflows were considered as optional items. The costing reflects professional services to support implementation within Community Standards. Administration's review of the workflows indicated they will support improved customer service and tracking of bylaw compliance matters administered by Community Standards, including zoning and right-of-way contraventions, sign permitting, drainage complaints and sewer use inspection. These workflows may also be suited to similar work within other Divisions. Further evaluation of Divisional needs across the organization is required. It may be feasible to obtain competitive pricing for a larger group of work.

Should City Council select this option, Administration recommends City Council provide approval to implement the Plan Review system and the original scope of POSSE LMS with the vendor and that Administration be directed to report back on the estimated costs, scope and funding plan for the implementation of the bylaw compliance workflows. This would include the scope required to support the bylaw compliance workflows required by Community Standards and other work groups with similar needs, as appropriate.

### Reduced Scope

The Plan Review system would be implemented under this option in order to support the project goal related to the reduction in permit review timelines. The POSSE LMS system would not be implemented, and additional work would be undertaken to support online submissions of Building and Development Permit applications.

Internal efficiencies related to alignment of business workflows would not be realized. New workflows, planning reviews and approvals would not be implemented. In this option, permit tracking, customer status updates and online payments would also not be developed.

The estimated cost to implement this reduced scope option is \$810,000 and will result in \$2.055 million of unallocated funding.

If this option is selected, procurement of the POSSE LMS system would not proceed. Administration recommends that it go back to market with a renewed RFP.

### **OTHER CONSIDERATIONS**

Building Standards does not anticipate the increased cost of the project to affect building permit fee rates. The cost recovery model is largely dependent on permit volumes and operating expenses. Permit volumes and operating expenses will continue to be monitored to ensure cost recovery and budget forecasts are achieved.

Commercial Building Permit fees are approved to increase in 2021 to maintain cost recovery objectives within the commercial building permit program. Should revenues not perform as anticipated, there is risk the implementation of POSSE LMS may be delayed due to funding availability within the reserve.

### **NEXT STEPS**

With direction from PDCS Committee and City Council, Administration will continue with the procurement and implementation of the Plan Review system and POSSE LMS software by concluding the negotiation of the formal contracts with the vendors and will begin implementation in summer of 2020.

### **APPENDICES**

1. Project Opportunities and Risks

### **REPORT APPROVAL**

Written by: Kara Fagnou, Director Building Standards  
Reviewed by: Kari Smith, Senior Financial Business Partner  
Lesley Anderson, Director Planning and Development  
Jo-Anne Richter, Director Community Standards  
Approved by: Lynne Lacroix, General Manager Community Services

SP/2020/BS/PDCS/Urban Planning and Development Program Enhancements Budget Adjustment/gsjdw

**Project Opportunities and Risks**

A summary of the project opportunities and risks associated with the original scope is listed below.

Opportunities/Advantages	Risks/Disadvantages
<p>Plan Review system</p> <ul style="list-style-type: none"> <li>• Concurrent plan review and a reduction in permit review time by up to 50%</li> <li>• Improved customer service</li> <li>• Achieves goal of offering competitive, predictable, and consistent program</li> <li>• Supports online delivery of service aligned with industry needs</li> </ul> <p>POSSE LMS system</p> <ul style="list-style-type: none"> <li>• Includes an online customer portal to support customer permit tracking, status updates and processing online payments</li> <li>• Out of the box processes, align business with best practices</li> <li>• Enhanced reporting and performance tracking</li> <li>• Single system for permit services is expected to improve customer satisfaction</li> </ul>	<ul style="list-style-type: none"> <li>• Speed of adoption, ultimate utilization and proficiency of use</li> </ul> <ul style="list-style-type: none"> <li>• Current capital funding is not sufficient to maximize full value of technology solution.</li> <li>• Speed of adoption, ultimate utilization, and proficiency of use</li> </ul>

Administration recognizes that the project is not without risk and has identified key risks and mitigation strategies, summarized on the following page.

Risks	Mitigation Strategy
<p>Cost and schedule overruns</p>	<ul style="list-style-type: none"> <li>• Phasing the POSSE LMS implementation allows for costs to be monitored.</li> <li>• Cost overruns will be managed by permitting delivery delays in schedule</li> <li>• Allocated funding for dedicated internal project manager to ensure resources are focused on project.</li> </ul>
<p>Project does not realize benefits</p>	<p>Successful implementation and benefits relies on several different factors:</p> <ul style="list-style-type: none"> <li>• Alignment of processes and people changing the way they do their work. Resources have been allocated to support change management and training.</li> <li>• Alignment of processes with industry needs. An external working group will be created to provide advice and recommendations and foster connections with industry and the project to support the successful implementation of the project.</li> <li>• Effective customer communication. To support successful customer communication, changes to our website will be completed in alignment with the results of the Website usability study.</li> </ul>
<p>Project impacts operations affecting services and/or staff</p>	<ul style="list-style-type: none"> <li>• Project budget includes funds to maintain existing systems for transitional period running parallel to ensure critical systems are not impacted.</li> <li>• Project implementation and go-live timing is designed to allow implementation to be developed, tested and moved into production without removing existing systems.</li> </ul>
<p>Fusion Implementation:</p> <ul style="list-style-type: none"> <li>• Resource availability</li> <li>• Financial integration of POSSE LMS system</li> <li>• Go-live timing</li> </ul>	<ul style="list-style-type: none"> <li>• Fusion impacts assessed on a monthly basis. Mitigation strategies will continue to be developed as impacts arise with the intent to limit the impact on the project schedule.</li> </ul>



## **STANDING POLICY COMMITTEE ON FINANCE**

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### **Tourism Saskatoon - 2019 Un-Audited Financial Statement**

#### **Recommendation of the Committee**

That the Tourism Saskatoon - 2019 Un-Audited Financial Statement be received as information.

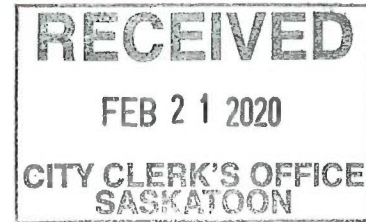
#### **History**

At the March 9, 2020 Standing Policy Committee on Finance meeting, a letter dated February 18, 2020 from Tourism Saskatoon was considered.

#### **Attachment**

Letter dated February 18, 2020 from Tourism Saskatoon





February 18, 2020

Mayor Charlie Clark & City Council  
Mayor's Office  
City of Saskatoon  
222 – 3<sup>rd</sup> Avenue North  
Saskatoon, SK S7K 0J5

Dear Mayor Clark:

Re: Tourism Saskatoon 2019 Un-Audited Financial Statement

Please find enclosed our un-audited financial statement for the year 2019 as required by our Fee for Service Agreement.

You may contact Todd Brandt at (306) 931-7574 or myself at (306) 931-7570 should you have any questions pertaining to the enclosed information.

Sincerely,



Angela Wallman  
Finance Officer

Enclosure

cc: Kerry Tarasoff

**Saskatoon Visitor & Convention Bureau  
Consolidated Statement of Income and Expenses  
1 month period ending December 31, 2019**

	<i>December 31, 2019</i>	<i>YTD</i>	<i>2019 Budget</i>	<i>% Used</i>	<i>Prior Year</i>
<b>REVENUE</b>					
0100 Administration	42,817	544,775	533,800	102%	533,286
0200 Membership	7,959	137,238	129,999	106%	139,269
0400 Leisure Marketing	4,650	67,626	52,100	130%	53,739
0500 Visitor Services	286	4,181	2,000	209%	2,845
0900 Destination Marketing Program	233,363	2,886,872	3,206,346	90%	2,747,211
<b>TOTAL REVENUE</b>	<b>289,075</b>	<b>3,640,692</b>	<b>3,924,245</b>	<b>93%</b>	<b>3,476,350</b>
<b>EXPENSES</b>					
0100 Administration	14,082	176,143	202,872	87%	186,099
0200 Membership	2,469	24,714	20,144	123%	34,389
0400 Leisure Marketing	0	17,462	0		0
0500 Visitor Services	-187	36,436	20,610	177%	17,892
Core Staff Costs	36,597	523,150	522,273	100%	511,589
0900 DMP - Travel Trade	9,346	118,535	130,000	91%	83,791
0900 DMP - Travel Media	2,035	159,732	178,150	90%	134,373
0900 DMP - Convention Marketing - National	78,273	548,983	612,900	90%	529,402
0900 DMP - Convention Marketing - International	34,695	297,766	309,312	96%	209,483
0900 DMP - Strategic Marketing	7,669	54,523	55,000	99%	59,599
0900 DMP - Leisure	23,681	499,357	542,600	92%	497,102
0900 DMP - Experience Development	13,156	146,910	232,300	63%	158,659
0900 DMP - Joint Marketing Fund	20,850	189,500	185,000	102%	189,000
0900 DMP - Administrative	-48,000	-48,000	-48,000	100%	-30,048
0900 DMP - Staff Costs	46,189	603,673	671,828	90%	576,253
0900 DMP - SSTP	45,469	267,893	289,256	93%	309,549
<b>TOTAL EXPENSES</b>	<b>286,324</b>	<b>3,616,777</b>	<b>3,924,245</b>	<b>92%</b>	<b>3,467,132</b>
<b>EXCESS REVENUE OVER EXPENDITURES</b>	<b>2,751</b>	<b>23,915</b>	<b>0</b>		<b>9,218</b>

2019 YTD  
Core only  
753,820

2019 YTD  
Core only  
729,905

23,915



## **STANDING POLICY COMMITTEE ON FINANCE**

---

### **Notice of Annual General Meetings – The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc.**

#### **Recommendation of the Committee**

That the City of Saskatoon, being a member of both The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., appoint Charlie Clark, or in his absence, Mairin Loewen or Cynthia Block of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meetings of the members of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc. to be held on the 24th day of March, 2020 or at any adjournment or adjournments thereof.

#### **History**

At the March 9, 2020 Standing Policy Committee on Finance meeting, a letter dated March 3, 2020 from Remail Modern Art Gallery of Saskatchewan, regarding the Notice of the Annual General Meetings of The Saskatoon Gallery and Conservatory Corporation and The Art Gallery of Saskatchewan Inc., was considered.

#### **Attachment**

Letter dated March 3, 2020 from Brenda McLean, Executive Assistant, Remail Modern Art Gallery of Saskatchewan.

# rRemai mModern

Ph +1 306 975-7610  
remaimodern.org

P.O. Box 569  
Saskatoon SK S7K 3L6 Canada

March 3, 2020

To: His Worship the Mayor and City Council  
c/o Office of the City Clerk  
Doug Matheson – Chair  
Grant Stoneham – Vice Chair  
Beau Atkins  
Kathryn Bankowski  
Councillor Cynthia Block  
Louis Christ  
Allison Lachance  
Councillor Mairin Loewen  
Grant McConnell  
Debra Pozega Osburn  
Jeff Burgess  
Crystal Fafard  
Candice Grant  
Jeremy Morgan  
Shoshanna Paul  
Lynn McMaster, Interim Executive Director & CEO  
PricewaterhouseCoopers, Auditors

From: Brenda McLean, Executive Assistant

## **NOTICE OF ANNUAL GENERAL MEETING** **THE SASKATOON GALLERY AND CONSERVATORY CORPORATION**

The Annual General Meeting of the Member of The Saskatoon Gallery and Conservatory Corporation will take place on **Tuesday, March 24, 2020 at approximately 5:00 PM**. The meeting will be held in the 4<sup>th</sup> Floor Conference Room at Remai Modern.

The agenda for the meeting is attached.

Please confirm your attendance with Brenda by email [bmclean@remaimodern.org](mailto:bmclean@remaimodern.org) or by phone to 306-975-7669.

Thank you,



Brenda McLean  
Executive Assistant

## **AGENDA**

**ANNUAL GENERAL MEETING OF THE MEMBERS  
THE SASKATOON GALLERY AND CONSERVATORY CORPORATION  
4<sup>th</sup> Floor Conference Room, Remai Modern, Saskatoon, SK  
Tuesday March 24, 2020 at 5:00 PM**

- I. ROLL CALL
- II. APPOINTMENT TO BOARD OF DIRECTORS
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
  - a. Annual General Meeting – March 26, 2019
- VI. INSTRUMENT OF PROXY
- VII. ANNUAL REPORTS
  - a. Annual Report of the Treasurer
    - i. Review of Financial Statements by PricewaterhouseCoopers
    - ii. Approval of Financial Statements
- VIII. APPOINTMENT OF AUDITORS
- IX. ADJOURNMENT

### **III. NOTICE OF WAIVER OF IRREGULARITIES**

The Chair advised the members that a Notice of Waiver of Irregularities was prepared for those members present, to be filed so as to form part of the minutes as follows:

The Saskatoon Gallery and Conservatory Corporation Notice of the Annual General Meeting of the Member held at Remai Modern, Saskatoon, SK, on Tuesday, March 24, 2020, commencing at 5:00 PM. The undersigned hereby acknowledges notice and waive any irregularities therein or with respect thereto and agree to be bound by the proceedings at the meeting and any adjournment thereof.

**DRAFT MINUTES**

**ANNUAL GENERAL MEETING OF THE MEMBERS  
THE SASKATOON GALLERY AND CONSERVATORY CORPORATION  
Fourth Floor Conference Room, Remail Modern Art Gallery, Saskatoon, SK  
Tuesday March 26, 2019 at 5:00 p.m.**

**I. ROLL CALL**

Trent Bester – Vice Chair  
Beau Atkins  
Fatima Coovadia  
Grant Stoneham  
Councillor Cynthia Block  
Councillor Mairin Loewen  
Debra Pozega Osburn  
Louis Christ  
Celene Anger, Interim CEO and COO  
Dean Summach, Director of Finance and Strategy  
Dianne Romphf – Admin Assistant  
Sean Makahonak – PWC

Absent – Scott Verity, Alison Norlen, Jenna Richards, Veronica Gamracy, Karen Chad, Garnet McElree, Doug Matheson, Allison Lachance

**II. APPOINTMENT TO BOARD OF DIRECTORS**

Moved and seconded by Councillor Mairin Loewen,

That all members of the 2019 Board of Directors approved by the City of Saskatoon be appointed

CARRIED

**III. NOTICE OF WAIVER OF IRREGULARITIES**

Moved and second by Councillor Mairin Loewen,

THAT the Notice of Waiver of Irregularities be waived

CARRIED

**IV. APPROVAL OF AGENDA**

Moved and second by Councillor Mairin Loewen,

THAT the agenda be amended to remove VII. b. Remail Modern 2018 Annual Report and thereafter be approved as follows:

- I. Roll Call
- II. Appointment to Board of Directors
- III. Notice of Waiver of Irregularities
- IV. Approval of Agenda
- V. Approval of Minutes

- a. Annual General Meeting – March 20, 2018
- VI. Instrument of Proxy
- VII. Annual Reports
  - a. Annual Report of the Treasurer
    - i. Review of financial statements by Sean Makahonuk of Price Waterhouse Cooper
    - ii. Approval of financial statements
- VIII. Appointment of Auditors
- IX. Adjournment

CARRIED

**V. APPROVAL OF MINUTES**

**a. Annual General Meeting – March 20, 2018**

Moved and seconded by Councillor Mairin Loewen,

THAT the minutes of the meeting of the Annual General Meeting of The Saskatoon Gallery and Conservatory Corporation held March 20, 2018 be approved

CARRIED

**VI. INSTRUMENT OF PROXY**

Moved and seconded by Councillor Mairin Loewen,

THAT the instrument of Proxy was submitted on behalf of the City of Saskatoon and attached herein

CARRIED

**VII. ANNUAL REPORTS**

- a. Annual Report of the Treasurer
  - iii. Review of financial statements by Sean Makahonuk of Price Waterhouse Cooper
  - iv. Approval of financial statements

Moved and seconded by Councillor Mairin Loewen,

THAT the financial statements for the Art Gallery of Saskatchewan Inc. as received at the Annual General Meeting of the Saskatoon Gallery and Conservatory Corporation, be accepted.

CARRIED

**VIII. APPOINTMENT OF AUDITORS**

Moved and seconded by Councillor Mairin Loewen,



THAT the auditors of the Saskatoon Gallery and Conservatory Corporation, for the year 2019 be the firm of PricewaterhouseCoopers LLP, 200 – 123 2<sup>nd</sup> Avenue South, Saskatoon.

CARRIED

**IX. ADJOURMENT**

Moved and seconded by Councillor Mairin Loewen,

THAT the meeting adjourn.

The meeting adjourned at 5:25 p.m.

REMAI MODERN ART GALLERY OF SASKATCHEWAN AND  
SASKATOON GALLERY AND CONSERVATORY CORPORATION  
INSTRUMENT OF PROXY

THAT the City's representative be instructed to vote the City's proxy at the 2020 Annual General Meetings of the Remai Modern Art Gallery of Saskatchewan Board of Directors and the Saskatoon Gallery and Conservatory Corporation Board of Trustees for the reappointments of Councillors Cynthia Block and Mairin Loewen throughout a term expiring at the conclusion of the 2021 Annual General Meetings; and

THAT the City's representative be instructed to vote the City's proxy at the 2020 Annual General Meetings of the Remai Modern Art Gallery of Saskatchewan Board of Directors and the Saskatoon Gallery and Conservatory Corporation Board of Trustees for the appointments of Jeffrey Burgess, Crystal Fafard, Candice Grant, Jeremy Morgan, and Shoshanna Paul throughout a term expiring at the conclusion of the 2022 Annual General Meetings.

Signed this 20<sup>th</sup> day of December, 2019.



Mayor – The City of Saskatoon



City Clerk – The City of Saskatoon

# rRemai mModern

Ph +1 306 975-7610  
remaimodern.org

P.O. Box 569  
Saskatoon SK S7K 3L6 Canada

March 3, 2020

To: His Worship the Mayor and City Council  
c/o Office of the City Clerk  
Doug Matheson – Chair  
Grant Stoneham – Vice Chair  
Beau Atkins  
Kathryn Bankowski  
Councillor Cynthia Block  
Louis Christ  
Allison Lachance  
Councillor Mairin Loewen  
Grant McConnell  
Debra Pozega Osburn  
Jeff Burgess  
Crystal Fafard  
Candice Grant  
Jeremy Morgan  
Shoshanna Paul  
Lynn McMaster, Interim Executive Director & CEO  
PricewaterhouseCoopers, Auditors

From: Brenda McLean, Executive Assistant

## **NOTICE OF ANNUAL GENERAL MEETING** **The ART GALLERY OF SASKATCHEWAN INC.**

The Annual General Meeting of the Member of The Art Gallery of Saskatchewan Inc. will take place on **Tuesday, March 24, 2020 at approximately 5:30 p.m.** (immediately following the adjournment of the Annual General Meeting of The Saskatoon Gallery and Conservatory Corporation). The Art Gallery of Saskatchewan Inc. meeting will be held in the 4<sup>th</sup> Floor Conference Room at Remai Modern.

The agenda for the meeting is attached.

Please confirm your attendance with Brenda by email [bmclean@remaimodern.org](mailto:bmclean@remaimodern.org) or by phone to 306-975-7669.

Thank you,



Brenda McLean  
Executive Assistant

## **AGENDA**

**ANNUAL GENERAL MEETING OF THE MEMBER  
THE ART GALLERY OF SASKATCHEWAN INC.  
4<sup>th</sup> Floor Conference Room, Remai Modern, Saskatoon, SK  
Tuesday March 24, 2020 at 5:30 PM**

(Immediately following the adjournment of the Annual General Meeting  
of The Saskatoon Gallery and Conservatory Corporation)

- I. ROLL CALL
- II. APPOINTMENT TO BOARD OF DIRECTORS
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA
- V. APPROVAL OF MINUTES
  - a. Annual General Meeting – March 26, 2019
- VI. INSTRUMENT OF PROXY
- VII. ANNUAL REPORTS
  - a. Annual Report of the Treasurer
    - i. Review of Financial Statements by Sean Makahonuk of PricewaterhouseCoopers
    - ii. Approval of Financial Statements
- VIII. APPOINTMENT OF AUDITORS
- IX. ADJOURNMENT

### **III. NOTICE OF WAIVER OF IRREGULARITIES**

The Chair advised the members that a Notice of Waiver of Irregularities was prepared for those members present, to be filed so as to form part of the minutes as follows:

The Art Gallery of Saskatchewan Inc. Notice of the Annual General Meeting of the Member held at Remai Modern, Saskatoon, SK, on Tuesday, March 24, 2020, commencing at 5:30 PM. The undersigned hereby acknowledges notice and waives any irregularities therein or with respect thereto and agrees to be bound by the proceedings at the meeting and any adjournment thereof.

**DRAFT MINUTES**

**ANNUAL GENERAL MEETING OF THE MEMBERS  
THE ART GALLERY OF SASKATCHEWAN INC.**

**Fourth Floor Conference Room, Remai Modern Art Gallery, Saskatoon, SK  
Tuesday March 26, 2019 at 5:30 p.m.**

**I. ROLL CALL**

Trent Bester – Vice Chair  
Beau Atkins  
Fatima Coovadia  
Grant Stoneham  
Councillor Cynthia Block  
Councillor Mairin Loewen  
Debra Pozega Osburn  
Louis Christ  
Doug Matheson  
Allison Lachance  
Celene Anger, Interim CEO and COO  
Dean Summach, Director of Finance and Strategy  
Carolyn Knafelc, Interim Director of Human Resources  
Dianne Romphf – Admin Assistant  
Sean Makahonak – PWC

Absent – Scott Verity, Alison Norlen, Jenna Richards, Veronica Gamracy, Karen Chad, Garnet McElree,

**II. APPOINTMENT TO BOARD OF DIRECTORS**

Moved and seconded by Councillor Mairin Loewen,

That all members of the 2019 Board of Directors appointed by the City of Saskatoon be appointed

CARRIED

**III. NOTICE OF WAIVER OF IRREGULARITIES**

Moved and second by Councillor Mairin Loewen

THAT the Notice of Waiver of Irregularities be waived

CARRIED

**IV. APPROVAL OF AGENDA**

Moved and second by Councillor Mairin Loewen,

That the agenda be approved as follows:

- I. ROLL CALL
- II. APPOINTMENT TO BOARD OF DIRECTORS
- III. NOTICE OF WAIVER OF IRREGULARITIES
- IV. APPROVAL OF AGENDA

- V. APROVAL OF MINUTES  
-Annual General Meeting – March 20, 2018
- VI. INSTRUMENT OF PROXY
- VII. ANNUAL REPORTS
  - a. Annual Report of the Treasurer
    - i. Review of financial statements by Sean Makahonuk of Price Waterhouse Cooper
    - ii. Approval of financial statements
  - b. Remail Modern 2018 Annual Report
- VIII. APPOINTMENT OF AUDITORS
- IX. ADJOURNMENT

CARRIED

**V. APROVAL OF MINUTES**

-Annual General Meeting – March 20, 2018

Moved and seconded by Councillor Mairin Loewen,

THAT the minutes of the Annual General Meeting of The Art Gallery of Saskatchewan held March 20, 2018, be approved.

CARRIED

**VI. INSTRUMENT OF PROXY**

Moved and seconded by Councillor Mairin Loewen,

THAT the Instrument of Proxy was submitted on behalf for the City of Saskatoon and attached herein.

CARRIED

**VII. ANNUAL REPORTS**

- c. Annual Report of the Treasurer
  - iii. Review of financial statements by Sean Makahonuk of Price Waterhouse Cooper
  - iv. Approval of financial statements

Moved and seconded by Councillor Mairin Loewen,

THAT the financial statement for the Art Gallery of Saskatchewan Inc. as received at the Annual General Meeting of the Art Gallery of Saskatchewan Inc. be accepted.

CARRIED

- d. Remail Modern 2018 Annual Report

Moved and seconded by Councillor Mairin Loewen

That the annual report of the Art Gallery of Saskatchewan Inc. for the year 2018, be accepted.

CARRIED

**VIII. APPOINTMENT OF AUDITORS**

There was a question regarding how often the Auditor's contract was renewed. There is a request for a Proposal (RFP) process to renew the auditors, the frequency of the RFP process is unknown.

Moved and seconded by Councillor Mairin Loewen

THAT the auditors of the Art Gallery of Saskatchewan for the year 2019 be the firm of PricewaterhouseCoopers LLP, 200 – 123 2<sup>nd</sup> Avenue South, Saskatoon

CARRIED

**IX. ADJOURNMENT**

Moved and seconded by Councillor Mairin Loewen

THAT the meeting adjourn

The meeting adjourned at 5:55



REMAI MODERN ART GALLERY OF SASKATCHEWAN AND  
SASKATOON GALLERY AND CONSERVATORY CORPORATION  
INSTRUMENT OF PROXY

THAT the City's representative be instructed to vote the City's proxy at the 2020 Annual General Meetings of the Remai Modern Art Gallery of Saskatchewan Board of Directors and the Saskatoon Gallery and Conservatory Corporation Board of Trustees for the reappointments of Councillors Cynthia Block and Mairin Loewen throughout a term expiring at the conclusion of the 2021 Annual General Meetings; and

THAT the City's representative be instructed to vote the City's proxy at the 2020 Annual General Meetings of the Remai Modern Art Gallery of Saskatchewan Board of Directors and the Saskatoon Gallery and Conservatory Corporation Board of Trustees for the appointments of Jeffrey Burgess, Crystal Fafard, Candice Grant, Jeremy Morgan, and Shoshanna Paul throughout a term expiring at the conclusion of the 2022 Annual General Meetings.

Signed this 20<sup>th</sup> day of December, 2019.



\_\_\_\_\_  
Mayor – The City of Saskatoon



\_\_\_\_\_  
City Clerk – The City of Saskatoon



## **STANDING POLICY COMMITTEE ON FINANCE**

---

### **Notice of Annual General Meeting - Saskatchewan Place Association Inc. - April 1, 2020**

#### **Recommendation of the Committee**

That the City of Saskatoon, being a member of the Saskatchewan Place Association Inc., appoint Mayor Charlie Clark, or in his absence, Councillors Troy Davies or Ann Iwanchuk, of the City of Saskatoon, in the Province of Saskatchewan, as its proxy to vote for it on its behalf at the Annual General Meeting of the members of the Saskatchewan Place Association Inc., to be held on the 1st day of April, 2020, or at any adjournment or adjournments thereof.

#### **History**

At the March 9, 2020 Standing Policy Committee on Finance meeting, letter dated March 3, 2020 from SaskTel Centre Board regarding the Notice of Annual General Meeting of the Saskatchewan Place Association Inc. was considered.

#### **Attachment**

Letter dated March 3, 2020 from Lori O'Brien, Recording Secretary, SaskTel Centre



March 3 2020

His Worship the Mayor and City Council  
City Clerk's Office  
City Hall  
222 3<sup>rd</sup> Avenue North  
Saskatoon SK S7K 0J5

Dear Sirs/Mesdames:

**NOTICE OF ANNUAL GENERAL MEETING  
SASKATCHEWAN PLACE ASSOCIATION INC.**

Please take note of the following meeting of the above-mentioned committee:

Date: Wednesday, April 1, 2020

Time: Board meeting to commence at 1:00 p.m. with AGM at 2:30 p.m.

Location: SaskTel Centre Board Room

Please confirm your attendance with Lori O'Brien by email ([lobrien@sasktelcentre.com](mailto:lobrien@sasktelcentre.com)) or telephone (306-291-5432).

Kind regards,

Lori O'Brien, Recording Secretary  
SaskTel Centre

Cc: Will Lofdahl, Chief Executive Officer  
Board of Directors, Saskatchewan Place Association Inc.  
Byron Mack, MNP

Enclosures: Agenda  
Minutes of May 1, 2019 Annual General Meeting

# SASKATCHEWAN PLACE ASSOCIATION INC.

## ANNUAL GENERAL MEETING

WEDNESDAY, APRIL 1, 2020

2:30 P.M.

### A G E N D A

1. Reading of the Notice of Meeting
2. Call to Order
3. Proxies
4. Minutes of Previous Meeting
5. Business arising
6. Chair's Report
7. Treasurer's Report
8. Auditor's Report
9. Resignation of Directors
10. Appointment of Directors
11. Appointment of Auditor
12. Appointment of Solicitor
13. Ratification of Board of Directors' Actions
14. Other Business
15. Motion for Adjournment

Saskatchewan Place Association Inc. Board of Directors  
Annual General Meeting  
Wednesday, May 1, 2019 at 5:30 p.m.  
Committee Room E, City Hall

**ANNUAL GENERAL MEETING MINUTES**

Present: Councillor Ann Iwanchuk, Proxy  
Art Postle  
Blair Davidson  
Adele Buettner  
Derek Lothian  
Paul Jaspar  
Will Lofdahl, Chief Executive Officer  
Kirby Wirchenko  
Corina Farbacher  
Mark Arcand  
Todd Peterson  
Mubarka Butt, Chief Strategy and People Officer  
Lori O'Brien, Recording Secretary

Also Present: Trevor James, Director of Finance & Ticketing

Regrets: Mayor Charlie Clark  
Councillor Troy Davies  
Leanne Johnson  
Russel Marcoux  
Bryan McCrea

- 1. Reading of the Notice of Meeting**  
Moved, seconded and approved by Chair Iwanchuk
- 2. Call to Order**  
Chair Iwanchuk called the meeting to order at 5:50 p.m. and welcomed everyone to the Saskatchewan Place Association Annual General Meeting.
- 3. Proxy Designated by Mayor Clark**  
Chair Iwanchuk moved, seconded and carried herself as Proxy.
- 4. Minutes of May 2, 2018 Annual General Meeting**  
Chair Iwanchuk moved, seconded and adopted the minutes as provided.
- 5. Business Arising from the Minutes**  
There was no business arising from the minutes.
- 6. Chair's Report**  
Chair Iwanchuk moved, seconded and adopted the Chair's Report as provided.

**7. Treasurer's Report**

Chair Iwanchuk moved, seconded and adopted the Treasurer's Report as provided.

**8. Auditor's Report**

Chair Iwanchuk moved, seconded and adopted the Auditor's Report as provided.

**9. Resignation of Directors**

Chair Iwanchuk moved, seconded and accepted the resignation of Directors: Adele Buettner, Kirby Wirchenko and Derek Lothian.

**10. Appointment of Directors**

Chair Iwanchuk moved, seconded and carried the reappointment of all the current Directors and the appointment of new Directors: Todd Peterson, Mark Arcand and Bryan McCrea.

**11. Appointment of Auditor**

Chair Iwanchuk moved, seconded and carried the reappointment of MNP LLP as the auditor.

**12. Appointment of Solicitor**

Chair Iwanchuk moved, seconded and carried the motion that the City Solicitor's Office be reappointed as the Solicitor.

**13. Ratification of Board of Director's Actions**

Chair Iwanchuk moved, seconded and carried ratification of the Board of Director's actions.

**14. Other Business**

There was no other Business.

**15. Motion of Adjournment**

The meeting was adjourned at 5:54 p.m.

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Councillor Iwanchuk, Chair



## **STANDING POLICY COMMITTEE ON FINANCE**

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### **S&P Global Ratings – City of Saskatoon**

<b>Recommendation of the Committee</b>
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That the information be received.
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#### **History**

At the March 9, 2020 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer, Corporate Financial Services dated March 9, 2020 was considered and is being provided to City Council for information.

#### **Attachment**

March 9, 2020 report of the Chief Financial Officer, Corporate Financial Services

# S&P Global Ratings – City of Saskatoon

## ISSUE

This report is to inform the Standing Policy Committee on Finance and the general public of the 2018 long-term issuer credit rating report recently released by S&P Global Ratings (S&P), reaffirming the City of Saskatoon's (City) "AAA"/Stable outlook credit rating.

## BACKGROUND

An annual process to review the City's financial and economic performance and outlook, as well as the institutional framework in which the City operates is undertaken by S&P to determine the City's credit rating. The factors that contribute to this rating are summarized in this report.

Credit ratings are one of several tools that investors and lenders use when making decisions regarding an organization's future financial strengths and weaknesses. For the City, this rating serves as an indication of the credit risk and the ability of the City to meet its financial obligations in full and on time. This also identifies the credit quality of the City's debt issue and can translate into lower interest rates for favourable credit ratings since there is minimal or low risk associated with the debt.

## CURRENT STATUS

The City received a "AAA"/Stable credit rating from S&P based on the City's 2018 financial statements, as well as current market conditions, financial forecasts and the economic outlook for Saskatoon and area.

Effective July 15, 2019, S&P revised its methodology for assigning ratings to local and regional governments outside of the United States. These changes are intended to better capture country- and entity-specific situations, ultimately enabling greater rating consistency.

## DISCUSSION/ANALYSIS

Appendix 1 is S&P's Research Update Report, which summarizes the key points that support the City's "AAA" credit rating.

The rating factors and the City's performance in relation to these factors are presented in the following section. The institutional framework is assessed on a six-point scale: 1 is the strongest and 6 is the weakest score. S&P's assessments of economy, financial management, budgetary performance, liquidity, and debt burden are on a five-point scale, with 1 being the strongest score and 5 the weakest.



### Key Factors and Rating

- Institutional Framework – (2) VERY PREDICTABLE AND WELL-BALANCED  
*Strong relationships with other levels of government provides stability for municipal finances.*

S&P views the City as benefiting from an intergovernmental system that is “very predictable and well-balanced.”

- Economy – (1) EXTREMELY PREDICTABLE AND SUPPORTIVE  
*Saskatoon’s strong economic fundamentals continue to support the rating.*

S&P indicated that Saskatoon's economy is strong and diversified. “In our opinion, Saskatoon benefits from a strong and diversified economy, given its status as Saskatchewan's largest Census metropolitan area. We believe that the city's average GDP per capita is higher than the national average, given Saskatoon's fairly high median household income.”

- Financial Management – (1) EXTREMELY PREDICTABLE AND SUPPORTIVE  
*The City of Saskatoon has prudent financial management, which will support the city’s healthy budgetary position over the next two years.*

S&P references the City’s strong management team. “We believe that Saskatoon’s strong and prudent financial management is a key credit strength. The City’s management team is experienced and qualified to effectively enact fiscal policies, and effectively respond to external risks.” S&P also references that the City’s management accountability is strong and financial policies prudent but also noted that disclosure and transparency are “what we believe to be good, annual financial statements are audited and unqualified and the City prepares robust annual operating and capital budget documents and long-term capital and borrowing plans.”

S&P also notes that “The introduction of multiyear budgeting supports fiscal transparency and discipline, and also demonstrates management’s commitment to ongoing improvements in management practices.”

- Budgetary Performance – (1) EXTREMELY PREDICTABLE AND SUPPORTIVE  
*Historically, Saskatoon’s budgetary performance has been strong, and the trend is expected to continue over the next few years.*

Budgetary performance is the comparison between an organization’s planned budget and actual performance. This is an important measure as it illustrates the ability of an organization to execute business plans within the constraints of its approved budget.

S&P states that “The city passes balanced budgets, and pre-finances some capital projects through dedicated tax increases and build out of reserves. This practice has led to high operating balances and after-capital surpluses on average.”

- Liquidity – (1) EXTREMELY PREDICTABLE AND SUPPORTIVE  
*The City maintains exceptional levels of liquidity.*

Liquidity is the term used to describe how easily assets can be converted into cash. Liquid assets include cash holdings, short-term investments and short-term receivables. This measure is important as it is used to understand a corporation’s “ability to pay” and helps identify potential cash flow issues in the future.

S&P considers Saskatoon’s strongest performance in the area of liquidity. “We estimate its total free cash will average slightly above C\$475 million in the next 12 months and cover more than 12x estimated debt service for the period.” S&P’s liquidity rating was also based on the City’s strong internal cash flow generation.

- Debt Burden – (1) EXTREMELY PREDICTABLE AND SUPPORTIVE  
*Saskatoon’s debt burden is supported by high operating margins, which over five years exceed total outstanding direct debt.*

Debt burden is the overall cost of an organization to service debt; this is commonly calculated as the annual cost of principle and interest payments divided by annual revenue. This is an important measure as it illustrates how reliant an organization is on debt and its potential to take on additional debt in the future.

The City’s tax-supported debt compared to consolidated operating revenues is an indicator of debt burden. A score under 30% is considered strong and under 60% would be considered reasonable. “Saskatoon’s debt burden is expected to remain manageable around current low levels of just under 40% of consolidated revenues.”

### Outlook

The STABLE outlook rating by S&P is based on the City’s two-year forecasts. “The stable outlook reflects our expectation that Saskatoon will continue to benefit from a strong and diverse economy that supports strong budgetary performance, keeping debt issuance low and liquidity exceptional. Furthermore, we expect the city’s strong financial management and very predictable and well-balanced institutional framework will continue supporting the rating.”

Communication Plan

A News Release advising citizens and the media of the City’s “AAA”/Stable credit rating was issued on February 4, 2020, and S&P’s Research Update: City of Saskatoon – February 4, 2020, was made available on the City’s website (saskatoon.ca under Budget & Finances).

**FINANCIAL IMPLICATIONS**

The impact of having a “AAA”/Stable Outlook credit rating, which is the highest possible rating, allows the City to borrow at lowest possible interest rates as the City is seen as an organization that has an extremely strong capacity to meet financial commitments.

**OTHER IMPLICATIONS**

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

**NEXT STEPS**

No further action or follow up is required.

**APPENDICES**

1. S&P Global – Ratings Direct – Research Update: City of Saskatoon Ratings Affirmed At ‘AAA’; Outlook Remains Stable – February 4, 2020

**REPORT APPROVAL**

Written and

Approved by: Kerry Tarasoff, Chief Financial Officer

Admin Report - S&P Global Ratings – City of Saskatoon.docx

Research Update:

# City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable

February 4, 2020

## Overview

- The City of Saskatoon has a diverse economy and prudent financial management, which will support the city's healthy budgetary position over the next two years.
- Strong operating surpluses should enable the city to implement its capital plans while maintaining ample cash balances and minimal levels of tax-supported debt.
- As a result, we are affirming our 'AAA' long-term issuer credit and senior unsecured debt ratings on Saskatoon and maintaining the stable outlook.

### PRIMARY CREDIT ANALYST

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### SECONDARY CONTACT

**Dina Shillis, CFA**  
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@spglobal.com

## Rating Action

On Feb. 4, 2020, S&P Global Ratings affirmed its 'AAA' long-term issuer credit and senior unsecured debt ratings on the City of Saskatoon, in the Province of Saskatchewan. The outlook is stable.

## Outlook

The stable outlook reflects our expectation that Saskatoon will continue to benefit from a strong and diverse economy that supports strong budgetary performance, keeping debt issuance low and liquidity exceptional. Furthermore, we expect the city's strong financial management and very predictable and well-balanced institutional framework will continue supporting the rating.

## Downside scenario

Although we view it as unlikely in the next two years, material erosion in Saskatoon's economy could lead to revenue growth persistently lagging that of expenditures. If this caused the city to experience lower operating balances, run persistent after-capital deficits, and increase its tax-supported debt above 60% of operating revenues, we could lower the rating.

## Rationale

Saskatoon's prudent financial management and strong and diverse economy have supported the city's budgetary balances, leading to large operating surpluses that are more than sufficient to fund its capital agenda. After-capital deficits are infrequent and are usually the result of large-scale capital projects such as bridges or water and wastewater treatment infrastructure. Capital spending should remain consistent with historical levels. We expect average after-capital surpluses through 2019-2022 should minimize the need to issue debt and ensure that the city's cash balances remain ample. No change is expected in the city's supportive institutional framework.

### **Saskatoon's strong economic fundamentals continue to support the rating.**

We continue to view Saskatoon's economy as strong and diversified, and we believe that the city's average GDP per capita is higher than the national average, given Saskatoon's fairly high median household income. Saskatoon is Saskatchewan's commercial center and its largest Census metropolitan area: The city expects its population will continue climbing and surpass 270,000 in 2019. Agriculture, the public sector, and natural resources, most notably potash mining and uranium, are the local economy's largest industries. The city's economic diversity and ongoing population growth should support GDP per capita growth in line with Canada's.

We believe that Saskatoon's strong and prudent financial management is a key credit strength. The city's management team is experienced and qualified to effectively enact fiscal policies and respond to external risks. Saskatoon demonstrates good political and managerial strength with its lengthy track record of passing budgets before the start of the fiscal year with minimal variations from budgeted revenues and expenses. We also believe that management accountability is strong and financial policies are prudent. Disclosure and transparency are what we believe to be good, and the city prepares robust annual operating and capital budget documents. It also prepares long-term capital and borrowing plans. In 2019, the city introduced its first multiyear budget. The introduction of multiyear budgeting supports fiscal transparency and discipline, and also demonstrates management's commitment to ongoing improvements in management practices.

The institutional framework under which the city operates, as for other Canadian municipalities, is very predictable and well-balanced. The provincial government imposes fiscal restraint through legislative requirements to pass balanced operating budgets. At the same time, provincial-municipal relationships have been more dynamic than the federal-provincial one, largely because municipal governments are established through provincial statute and not the constitution. In that regard, we expect Saskatoon's relationship with Saskatchewan will remain supportive.

### **Operating balances are healthy, but capital plans could require debt to fund some projects.**

Saskatoon's budgetary performance has historically been strong and we expect this trend will continue over the next few years. The city passes balanced budgets, and pre-finances some capital projects through dedicated tax increases and build out of reserves. This practice has led to high operating balances and after-capital surpluses on average. We expect operating balances will average more than 26% and after-capital surpluses about 2.7% for 2018-2022. The city's planned capital expenditures are in line with historical levels and include the library extension

## Research Update: City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable

project as well as the new bus rapid transit system.

Saskatoon's debt burden is expected to remain manageable around current low levels of just under 40% of consolidated revenues. The city issues debt to fund some capital projects; however, it also internally finances some capital projects to minimize debt issuance. From 2019-2022, Saskatoon estimates that it could issue up to about C\$76 million of debt to fund capital projects, leading to total debt of about C\$400 million. We expect the city's interest burden will remain low at 1.5% of revenues on average. Saskatoon's debt burden is supported by high operating margins, which over five years exceed total outstanding direct debt, highlighting the small and manageable level of the burden.

The city maintains exceptional levels of liquidity. We estimate its total free cash will average slightly above C\$475 million in the next 12 months and cover more than 12x estimated debt service for the period. We expect this ratio will remain well above 100% over the next two years. Saskatoon has satisfactory access to external liquidity, given its proven ability to issue into public debt markets.

## Key Statistics

Table 1

### City of Saskatoon -- Selected Indicators

(Mil. C\$)	--Fiscal year ended Dec. 31--					
	2017	2018	2019bc	2020bc	2021bc	2022bc
Operating revenues	830	891	932	970	1,013	1,058
Operating expenditures	633	662	681	709	741	774
Operating balance	198	229	251	261	272	284
Operating balance (% of operating revenues)	23.8	25.7	27.0	26.9	26.9	26.8
Capital revenues	127	172	98	91	113	220
Capital expenditures	366	474	260	377	295	424
Balance after capital accounts	(42)	(74)	89	(25)	90	79
Balance after capital accounts (% of total revenues)	(4.3)	(6.9)	8.6	(2.4)	8.0	6.2
Debt repaid	27	29	28	24	23	26
Gross borrowings	58	39	0	0	49	27
Balance after borrowings	(11)	(64)	61	(49)	116	80
Direct debt (outstanding at year-end)	176	149	126	155	164	221
Direct debt (% of operating revenues)	21.2	16.7	13.5	16.0	16.2	20.9
Tax-supported debt (outstanding at year-end)	345	354	326	350	352	403
Tax-supported debt (% of consolidated operating revenues)	41.6	39.8	35.0	36.0	34.7	38.1
Interest (% of operating revenues)	1.7	2.7	1.6	1.4	1.4	1.4
Local GDP per capita (single units)	N/A	N/A	N/A	N/A	N/A	N/A

## Research Update: City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable

Table 1

### City of Saskatoon -- Selected Indicators (cont.)

(Mil. C\$)	--Fiscal year ended Dec. 31--					
	2017	2018	2019bc	2020bc	2021bc	2022bc
National GDP per capita (single units)	58,607	59,879	61,445	63,142	65,014	67,162

The data and ratios above result in part from S&P Global Ratings' own calculations, drawing on national as well as international sources, reflecting S&P Global Ratings' independent view on the timeliness, coverage, accuracy, credibility, and usability of available information. The main sources are the financial statements and budgets, as provided by the issuer. bc--Base case reflects S&P Global Ratings' expectations of the most likely scenario. dc--Downside case represents some but not all aspects of S&P Global Ratings' scenarios that could be consistent with a downgrade. uc--Upside case represents some but not all aspects of S&P Global Ratings' scenarios that could be consistent with an upgrade. N/A--Not applicable. N.A.--Not available. N.M.--Not meaningful.

Table 2

### City of Saskatoon -- Ratings Score Snapshot

Key rating factors	Scores
Institutional framework	2
Economy	1
Financial management	1
Budgetary performance	1
Liquidity	1
Debt burden	1
Stand-alone credit profile	aaa
Issuer credit rating	AAA

S&P Global Ratings bases its ratings on non-U.S. local and regional governments (LRGs) on the six main rating factors in this table. In the "Methodology For Rating Local And Regional Governments Outside Of The U.S.," published on July 15, 2019, we explain the steps we follow to derive the global scale foreign currency rating on each LRG. The institutional framework is assessed on a six-point scale: 1 is the strongest and 6 the weakest score. Our assessments of economy, financial management, budgetary performance, liquidity, and debt burden are on a five-point scale, with 1 being the strongest score and 5 the weakest.

## Key Sovereign Statistics

Sovereign Risk Indicators, Dec. 12, 2019. Interactive version available at <http://www.spratings.com/sri>

## Related Criteria

- Criteria | Governments | International Public Finance: Methodology For Rating Local And Regional Governments Outside Of The U.S., July 15, 2019
- General Criteria: Use Of CreditWatch And Outlooks, Sept. 14, 2009

## Related Research

Credit Conditions North America: Recession Risk Has Eased For Now, Dec. 3, 2019

Guidance: Methodology for Rating Local and Regional Governments Outside of the U.S., July 15,

## Research Update: City of Saskatoon Ratings Affirmed At 'AAA'; Outlook Remains Stable

2019

Institutional Framework Assessments For International Local And Regional Governments, July 4, 2019

Public Finance System Overview: Canadian Municipalities, July 18, 2018

In accordance with our relevant policies and procedures, the Rating Committee was composed of analysts that are qualified to vote in the committee, with sufficient experience to convey the appropriate level of knowledge and understanding of the methodology applicable (see 'Related Criteria And Research'). At the onset of the committee, the chair confirmed that the information provided to the Rating Committee by the primary analyst had been distributed in a timely manner and was sufficient for Committee members to make an informed decision.

After the primary analyst gave opening remarks and explained the recommendation, the Committee discussed key rating factors and critical issues in accordance with the relevant criteria. Qualitative and quantitative risk factors were considered and discussed, looking at track-record and forecasts.

The committee's assessment of the key rating factors is reflected in the Ratings Score Snapshot above.

The chair ensured every voting member was given the opportunity to articulate his/her opinion. The chair or designee reviewed the draft report to ensure consistency with the Committee decision. The views and the decision of the rating committee are summarized in the above rationale and outlook. The weighting of all rating factors is described in the methodology used in this rating action (see 'Related Criteria And Research').

## Ratings List

### Ratings Affirmed

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#### Saskatoon (City of)

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Issuer Credit Rating AAA/Stable/--

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#### Saskatoon (City of)

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Senior Unsecured AAA

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Certain terms used in this report, particularly certain adjectives used to express our view on rating relevant factors, have specific meanings ascribed to them in our criteria, and should therefore be read in conjunction with such criteria. Please see Ratings Criteria at [www.standardandpoors.com](http://www.standardandpoors.com) for further information. Complete ratings information is available to subscribers of RatingsDirect at [www.capitaliq.com](http://www.capitaliq.com). All ratings affected by this rating action can be found on S&P Global Ratings' public website at [www.standardandpoors.com](http://www.standardandpoors.com). Use the Ratings search box located in the left column.



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## **STANDING POLICY COMMITTEE ON FINANCE**

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### **Acquisition of Land for Future Development – Northwest Growth Area**

#### **Recommendation of the Committee**

1. That the Administration be authorized to purchase LSD 13 and 14 of NW 5385 W3, Ext 102, (ISC Surface Parcel Nos. 203367843 and 145175452) comprising of approximately 69.66 acres at a purchase price of \$250,000; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

#### **History**

At the March 9, 2020 Standing Policy Committee on Finance meeting, a report of the Chief Financial Officer, Corporate Financial Services dated March 9, 2020 was considered.

#### **Attachment**

March 9, 2020 report of the Chief Financial Officer, Corporate Financial Services

## Acquisition of Land for Future Development – Northwest Growth Area

### ISSUE

As the City of Saskatoon (City) develops and sells residential, industrial, and commercial properties, replacement land is required to ensure there is a sufficient inventory of future development land.

### RECOMMENDATION

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

1. That the Administration be authorized to purchase LSD 13 and 14 of NW 5-38-5 W3, Ext 102, (ISC Surface Parcel Nos. 203367843 and 145175452) comprising of approximately 69.66 acres at a purchase price of \$250,000; and
2. That the City Solicitor be requested to prepare the appropriate agreement and that His Worship the Mayor and the City Clerk be authorized to execute the agreement under the Corporate Seal.

### BACKGROUND

Informally, the City has been buying, developing, and selling land since the 1920s. The City formally established the Land Bank in 1954 and began to acquire land for future development. Today, Saskatoon Land's mandate is to provide an adequate supply of serviced land, initiate creativity and innovation in urban design, generate profits for allocation to civic projects and programs, and influence urban growth in support of the City's Growth Plan.

Over the past decade, Saskatoon Land has developed, serviced, and sold over 2,600 acres of its raw land holdings. To ensure the future sufficiency of the land development program, it is integral that well-positioned replacement lands are assembled at best value to the City.

### DISCUSSION/ANALYSIS

#### Land Acquisition Considerations

The 69.66-acre site is located in the Rural Municipality (RM) of Corman Park within the Corman Park – Saskatoon Planning District. In recent years, Saskatoon Land has assembled several parcels of land in the northwest section of the Saskatoon area, both inside and outside the proposed Saskatoon Freeway and City Limits. The subject property is located in close proximity to lands previously acquired by Saskatoon Land (Appendix 1).

The lands are cultivated and have been farmed for decades. If approval to purchase the property is obtained, the City would continue leasing the lands for agricultural use or until such time as a more suitable interim use is identified.

As the Saskatoon region has experienced notable growth over the past two decades, speculation on lands surrounding Saskatoon has become more common. Acquiring the 69.66-acre property will help to ensure the City has sufficient land inventory to accommodate future growth and realize continued benefits from land development investments into the future.

The Saskatoon North Partnership for Growth (P4G) Land Use Map (Appendix 2) identifies the proposed future use of the majority of these lands as being “Urban Residential Neighbourhood.” The lands are located within the current P4G Growth to 700,000 population boundary. Development of the lands is not expected to take place in the short term.

The strategy of acquiring lands well in advance of development has proven to be an effective business model for Saskatoon Land. Most of the lands recently developed and sold in the Evergreen and Willowgrove neighbourhoods were purchased in the mid-1970’s, and Hampton Village and Kensington lands in the 1960’s and 1970’s (all of which resulted in significant investment returns for the City).

#### Land Sale Terms

The Administration has negotiated a conditional agreement for the property. Noteworthy terms of the agreement are as follows:

- conditional upon City Council approval by March 25, 2020;
- purchase price of \$250,000 payable on the closing date;
- environmental, geotechnical, heritage, homestead, and drainage investigations to the City’s sole satisfaction by February 28, 2020;
- seller to pay real estate commissions; and
- closing/possession date of March 31, 2020.

#### **FINANCIAL IMPLICATIONS**

The negotiated purchase price of \$250,000 represents a land value of \$3,589 per acre, which is reflective of the market, the longer timeframe to development, and is comparable to sales of similar lands in the area.

Land acquisitions for future development are funded from the Property Realized Reserve, the purpose of which is to finance the purchase of real property for resale by the City. Sufficient funds for the purchase of this land exist in the Property Realized Reserve, and the reserve sufficiency forecast over the next five years remains positive with this purchase.

#### **OTHER IMPLICATIONS**

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

**NEXT STEPS**

If approved, this proposed acquisition would close on March 31, 2020, and the required documentation to finalize the sale would be completed by the City Solicitor's Office.

The Administration has notified the RM of Corman Park Administration to advise that City Council will be considering the purchase of these lands at its March meeting.

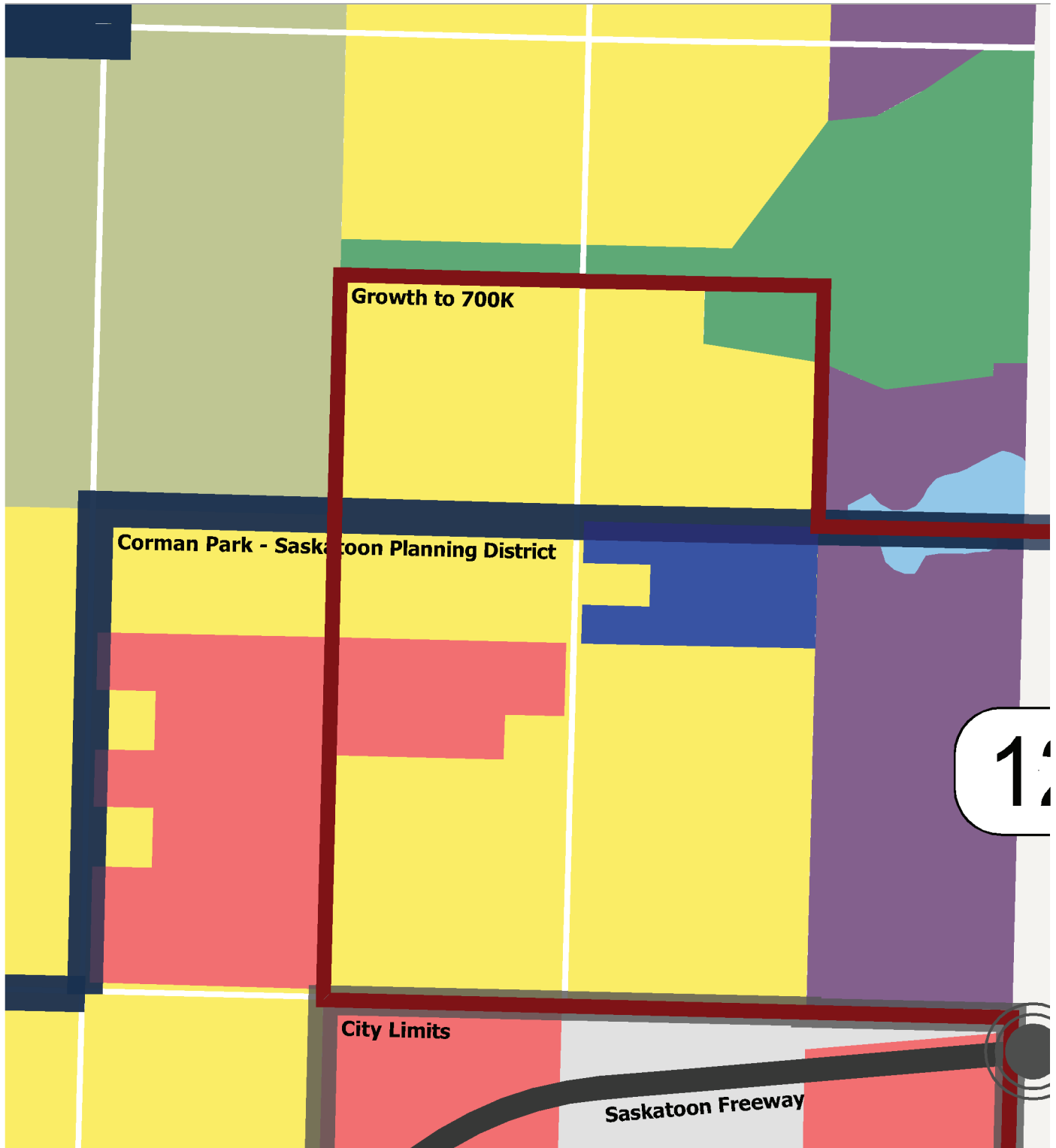
**APPENDICES**

1. Subject Land in Relation to Other City Land in the Area
2. Saskatoon North Partnership for Growth (P4G) Regional Land Use Map

**REPORT APPROVAL**

Written by: Scott McCaig, Property Development and Project Manager  
Reviewed by: Keith Pfeil, Real Estate Services Manager  
Frank Long, Director of Saskatoon Land  
Kari Smith, Senior Financial Business Partner  
Kerry Tarasoff, Chief Financial Officer  
Approved by: Jeff Jorgenson, City Manager

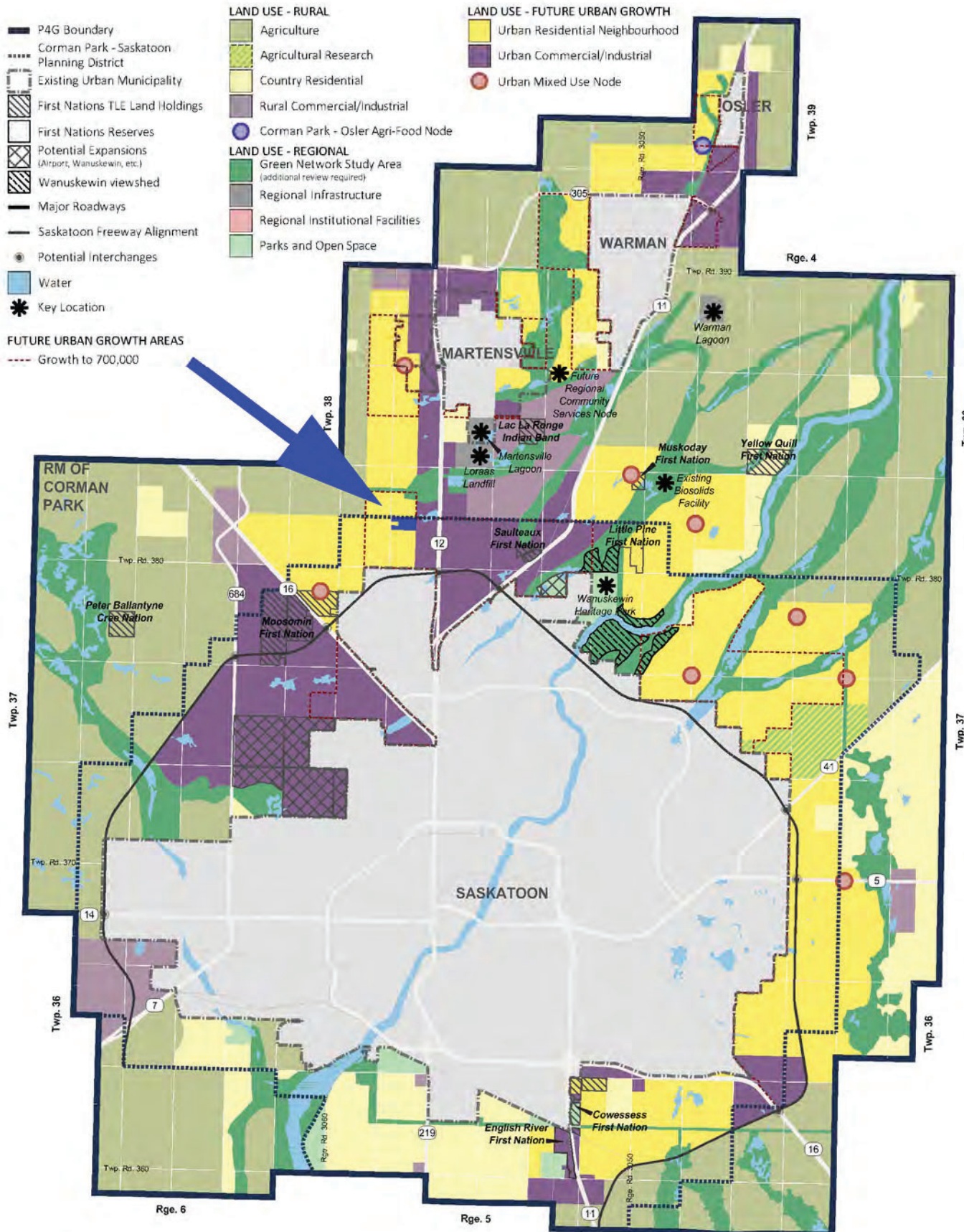
Admin Report - Acquisition of Land for Future Development – Northwest Growth Area.docx



■ Subject Property

■ City Land in the Area

# SASKATOON NORTH PARTNERSHIP FOR GROWTH (P4G) REGIONAL LAND USE MAP FUTURE URBAN GROWTH AREAS TO 700K



SASKATOON NORTH PARTNERSHIP FOR GROWTH REGIONAL PLAN

ENDORSED SEPTEMBER 25, 2017



Subject Property

Page 79

**Rge. 4**  
NOTE: The information contained on this map is for reference only and should not be used for legal purposes. All proposed line work is subject to change. This map may not be reproduced without the expressed written consent of the Saskatoon North Partnership for Growth.  
DRAWING NOT TO BE SCALED



# STANDING POLICY COMMITTEE ON TRANSPORTATION

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## Safe Transportation for Ill Disabled Riders of Special Needs Transport

### **Recommendation of the Committee**

That the information be forwarded to the Saskatchewan Health Authority, outlining the impact of the current system on the existing Access Transit program and the clients of the dialysis program, in support of the pursuit of solutions.

### **History**

At the March 2, 2020 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated March 2, 2020 was considered.

Your Committee also received a presentation from Mildred Kerr with regard to the matter, as well as a letters submitting comments which are attached.

### **Attachment**

1. March 2, 2020 report of the General Manager, Transportation and Construction
2. February 14, 2020 letter from Mildred Kerr
3. February 13, 2020 letter from Bill Lehne, Chair, Saskatoon Accessibility Advisory Committee



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

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

## 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

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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

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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\**

#### 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

- A Review of International Best Practice in Accessible Public Transportation for Persons with Disabilities, United Nations Development Programme. Retrieved from: [http://www.undp.org/my/files/editor\\_files/files/reports%20and%20publications/PWD%20transport%20publication.pdf](http://www.undp.org/my/files/editor_files/files/reports%20and%20publications/PWD%20transport%20publication.pdf)
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- Riders' Guide to Public Transit for People with Disabilities (Fixed Route and ADA Complementary Paratransit). developed by Meeting the Challenge, Inc. Retrieved from <http://www.transitaccessproject.org/InternalDocs/RiderInfo/ridersguide.pdf>
- Government of Saskatchewan Municipal Grants Regulations Part IV Transit Assistance for People with Disabilities Program. Retrieved from <http://www.qp.gov.sk.ca/documents/English/Regulations/Regulations/M28-1R1.pdf>
- Transit Assistance for People with Disabilities Program. Retrieved from <http://www.municipal.gov.sk.ca/Funding/Transit-Assistance-Program>
- Regina mayor apologizes for transit suspending bus routes reported, by Lisa Schick (CJME News Talk 980). February 26, 2013. Retrieved from <http://www.cjme.com/node/98187>
- 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:*

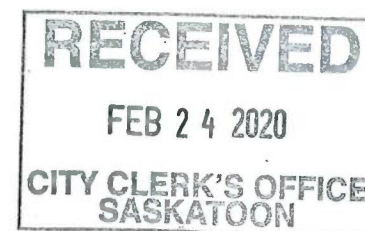
- All images of City of Regina public transit systems courtesy of, and with thanks to, the City of Regina.
- Image on page 32 by Oran Viriyincy (<https://www.flickr.com/photos/viriyincy/4732112859>), license: <https://creativecommons.org/licenses/by-sa/2.0/>; no changes made.



February 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 3 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-

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

**Bryant, Shellie**

---

**From:** Mildred Kerr [REDACTED]  
**Sent:** March 20, 2020 5:00 PM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council  
**Attachments:** transit\_letter.docx

Submitted on Friday, March 20, 2020 - 16:59

Submitted by anonymous user: 207.161.197.23

Submitted values are:

Date Friday, March 20, 2020  
To His Worship the Mayor and Members of City Council  
First Name Mildred  
Last Name Kerr  
Email [REDACTED]  
Address [REDACTED] Cornish Road  
City Saskatoon  
Province Saskatchewan  
Postal Code [REDACTED]  
Name of the organization or agency you are representing (if applicable)  
Subject Safe Transportation for Ill Disabled Riders of Special Needs Transport (File # CK7305-1)  
Meeting (if known) City Council, 1:00 March 23rd  
Comments since no one is speaking in council please see the attached letter  
Attachments  
transit\_letter.docx [REDACTED]

The results of this submission may be viewed at:

[REDACTED]

March 20, 2020

Mayor Charlie Clark and member of Saskatoon City Council

RE: Safe Transportation for Ill Disabled Riders of Special Needs Transport (File # CK7305-1)

Further to our previous letters and talking at March 2<sup>nd</sup> meeting of Transportation Committee and in response to Access Transit's position that they would be breaking the Human Rights Decision of 2013 complaint in Regina reported in 2014 in their annual report, I consulted one of the designers of Saskatchewan's Human Rights Code legislation who is a Professor in the College of Law teaching in this area. He examined the 2014 report of the 2013 complaint. It does not preclude a city's decision to accommodate and provide care for suffering riders. The city of Winnipeg accommodates by prioritizing dialysis patients over other travel needs of those approved to ride their special needs buses. Also, the city of Calgary accommodates by issuing fifteen cab fare coupons per month per dialysis patient rider for their discretionary use.

It now takes seven to eight hours for dialysis patients for four hour treatments, including Access travel both ways. Our group of citizens are asking for safer and quicker post dialysis rides home at an average cost of \$75 dollars per patient rider not \$150 dollars.

On Behalf of Dialysis Patients and Attendant Spouses who signed original letter to Councillor Loewen (May 17, 2019)

Mildred Kerr. BA, BSW, SVM

Frank Peters (presenter to Accessibility Committee Meeting and spouse of Leota Peters who died after stopping rides to Dialysis)





# STANDING POLICY COMMITTEE ON TRANSPORTATION

---

## Lawson Heights and Lawson Heights Suburban Centre Neighbourhood Traffic Review

### Recommendation of the Committee

That the report of the General Manager, Transportation and Construction dated March 2, 2020 be received as information.

### History

At the March 2, 2020 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated March 2, 2020 was considered.

### Attachment

March 2, 2020 report of the General Manager, Transportation and Construction.

# Admin Report - Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review.docx

## 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
<b>TOTAL</b>	<b>\$9,250</b>	<b>\$329,000</b>

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



1/13/2020

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

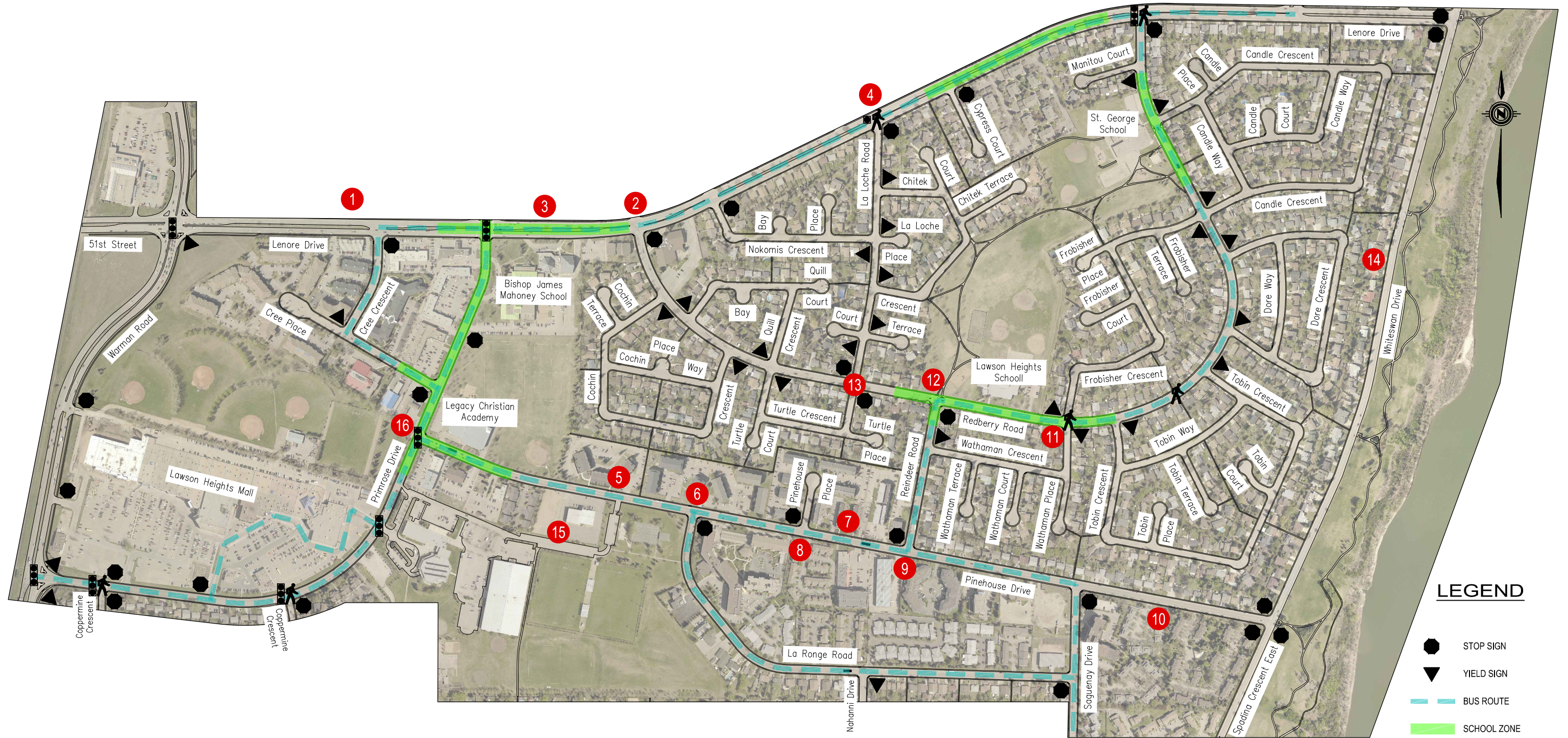
Item	Location	Recommended Improvement	Justification
1	Lenore Drive between Warman Road/ Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive and Redberry Road/ Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore 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



**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 I: Public Feedback

# 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	
<b>Traffic Service Function</b>	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
<b>Land Service/ Access</b>	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access
<b>Typical Traffic Volume (veh/day)</b>	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000
<b>Traffic Flow Characteristics</b>	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)
<b>Typical Posted Speed Limit (kph)</b>	20		50		50		50 to 70		80 to 90
<b>Typical Vehicle Type</b>	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
<b>Desirable Network Connections</b>	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/ Expressways
<b>Transit Service</b>	Not permitted		Generally avoided		Permitted		Permitted		Express buses only
<b>Cyclist Facilities</b>	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*
<b>Pedestrians Facilities</b>	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*
<b>Typical Parking Restrictions</b>	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
<b>Minimum Intersection Spacing (m)</b>	As needed		60		60		200	400	800 or 1,600 between interchanges
<b>Typical Right-of-Way Width (m)</b>	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 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the 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
<b>Meeting #1</b> April 11, 2019 Lawson Heights Alliance Church 36 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Meeting #2</b> 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 <b>Appendix F</b>

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](http://saskatoon.ca/engage), and [saskatoon.ca/NTR](http://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](https://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](https://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	
<b>Total</b>		<b>\$9,250</b>	

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
<b>Total</b>		<b>\$0</b>	



## 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
<b>Total</b>		<b>\$45,000</b>	

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	
<b>Total</b>		<b>\$20,000</b>	

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	
<b>Total</b>		<b>\$14,000</b>	

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
<b>Total</b>		<b>\$250,000</b>	

## 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
<b>Total</b>	<b>\$9,250</b>	<b>\$65,000</b>	<b>\$264,000</b>

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

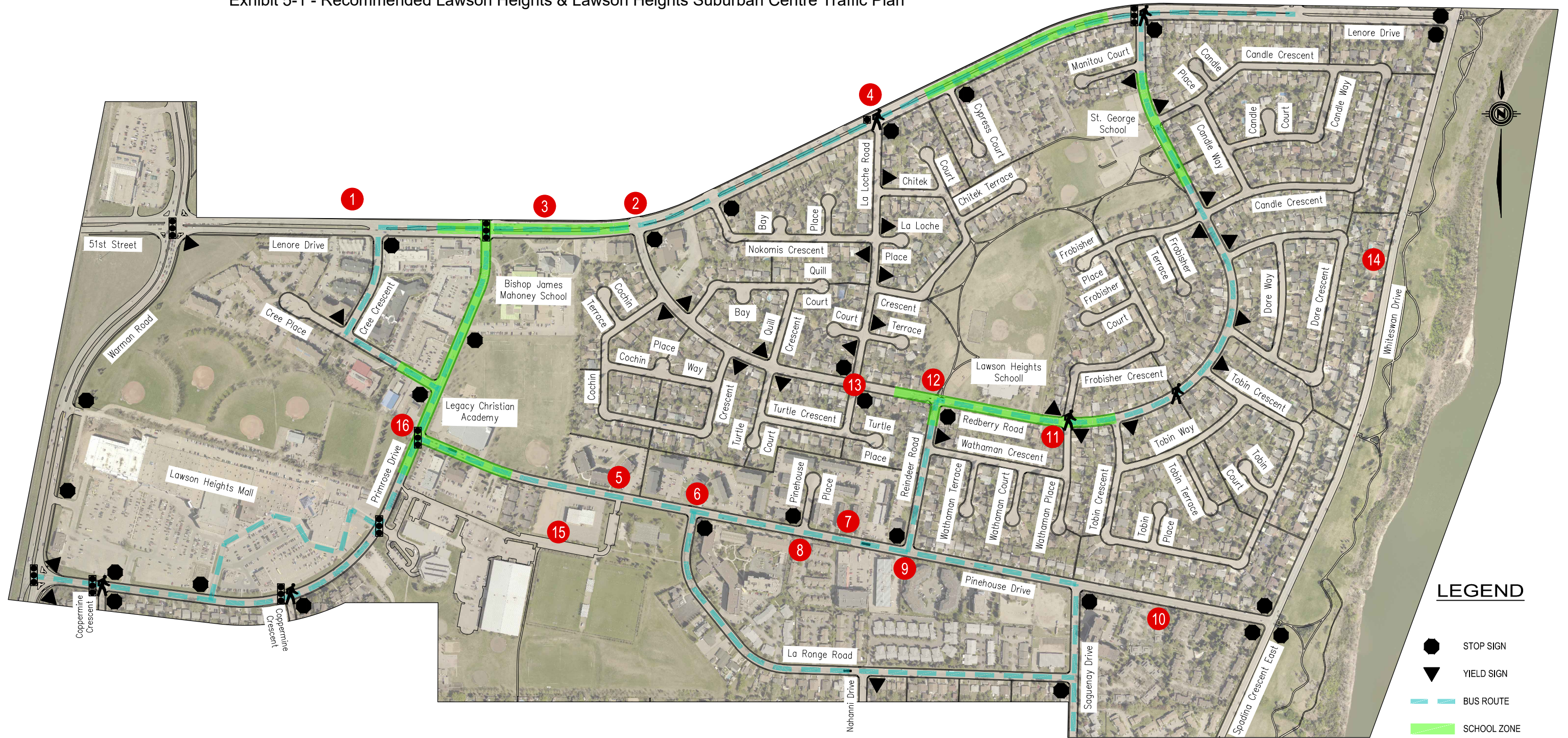
Item	Location	Recommended Improvement	Justification
1	Lenore Drive between Warman Road/ Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive and Redberry Road/ Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore 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




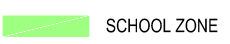





Item	Location	Recommended Improvement	Justification
12	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
		Pedestrian ramps	Improve pedestrian accessibility
13	Redberry Road and La Loche Road/ Turtle Crescent	Tree trimming 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



**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**

# 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:**

<b>Name</b>	<b>Position</b>
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 & 51<sup>st</sup> 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:
  - 51<sup>st</sup> 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.
  
- 51<sup>st</sup> Street & Warman Road:
  - No longer has a dedicated receiving lane for eastbound right turns from 51<sup>st</sup> Street to Warman Road southbound. It is now a channelized right turn with a yield sign.
  - On Warman Road northbound turning left onto 51<sup>st</sup> 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.
- 51<sup>st</sup> 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.
- 51<sup>st</sup> 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.
- 51<sup>st</sup> 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 10<sup>th</sup>, 2019
3. Additional public input via Engage Page no later than May 10<sup>th</sup>, 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 11<sup>th</sup>, 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



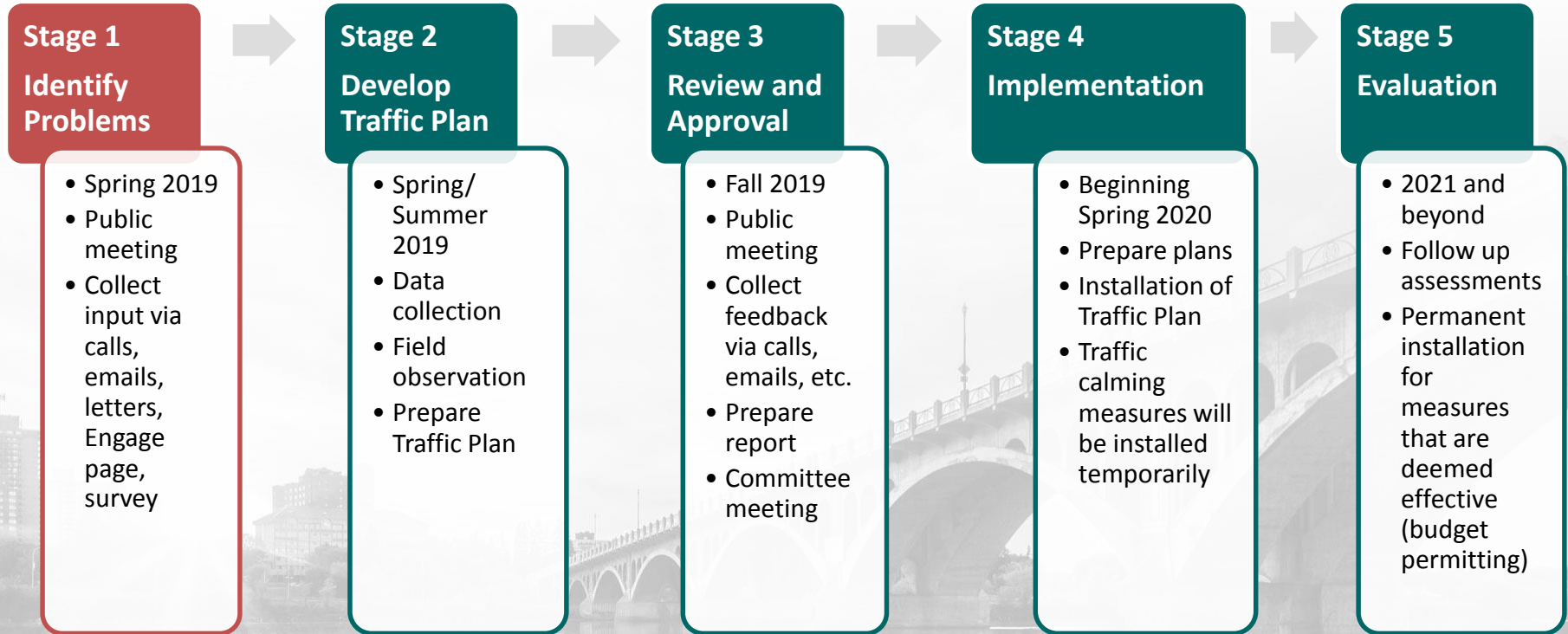
# Neighbourhood Traffic Review Process



← 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

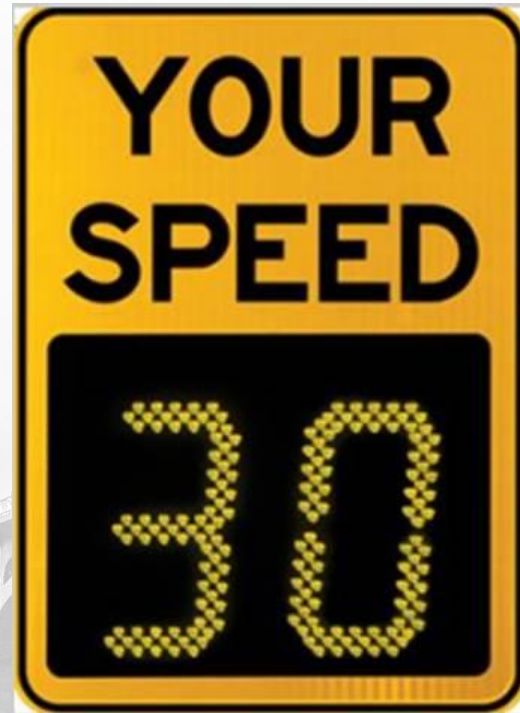
- Traffic Signals at Primrose Drive & Lawson Heights Mall Access (by Tim Hortons)
  - These signals are planned to be installed this summer.

# 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!

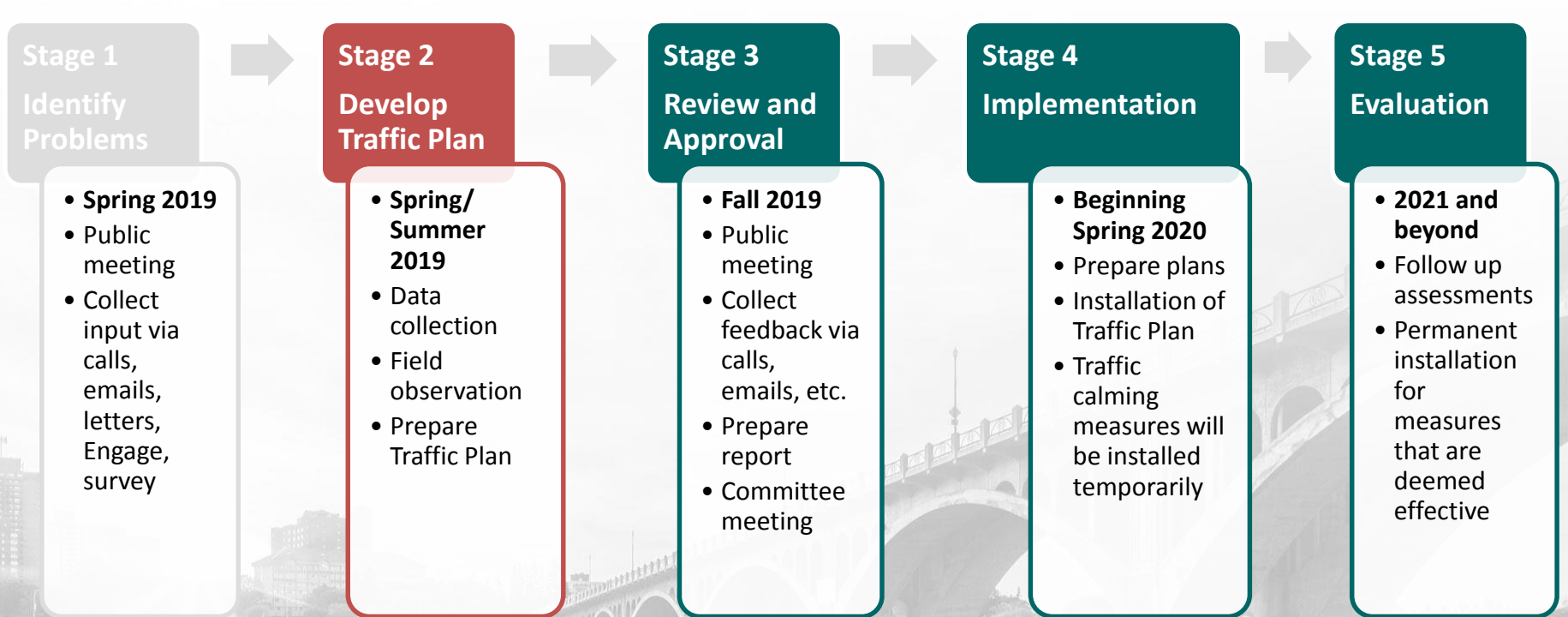
# Table Group Discussions

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?

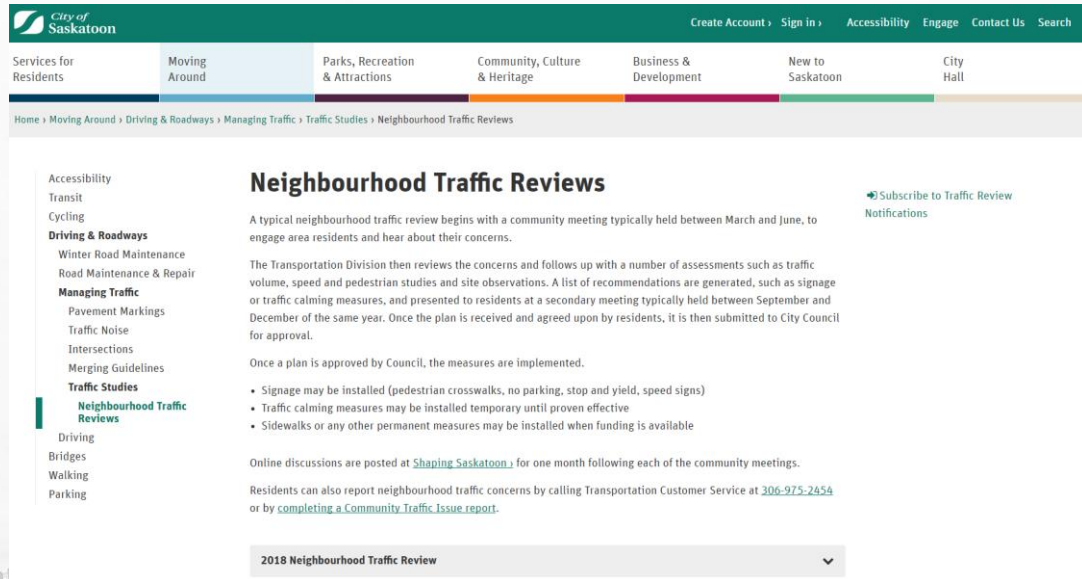
- Please take a minute to fill out the evaluation form.

# Next Steps



# Join the Discussion

- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Provide comments by:  
May 10<sup>th</sup>, 2019



The screenshot shows the City of Saskatoon website interface. At the top, there is a green navigation bar with the City of Saskatoon logo and links for 'Create Account', 'Sign In', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below this is a horizontal menu with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a sidebar with navigation links for 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Winter Road Maintenance', 'Road Maintenance & Repair', 'Managing Traffic', 'Traffic Studies', and 'Neighbourhood Traffic Reviews'. The main text describes the process of a neighbourhood traffic review, starting with a community meeting and followed by a review by the Transportation Division. It also lists measures that can be implemented, such as signage and traffic calming measures. A dropdown menu at the bottom of the page shows '2018 Neighbourhood Traffic Review'.

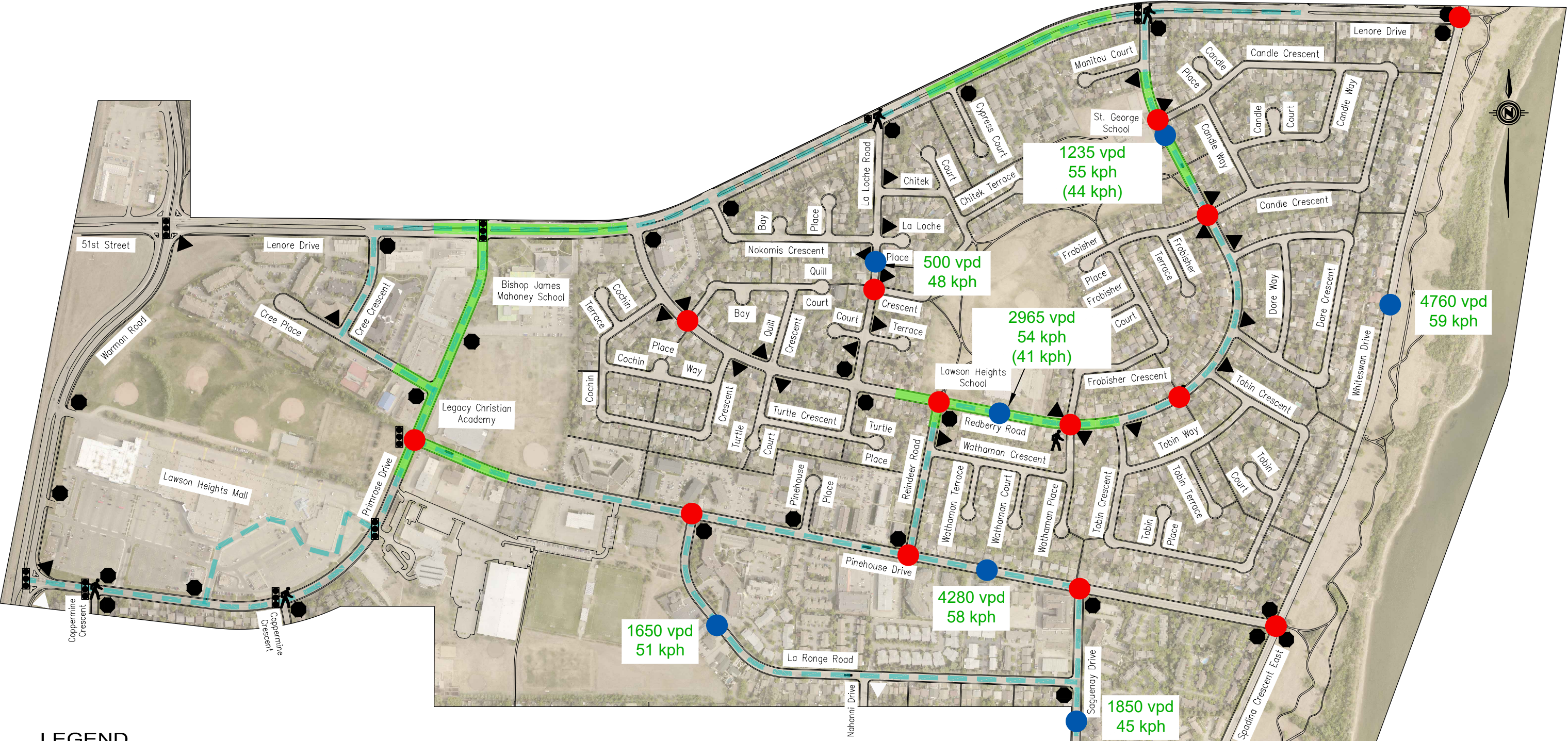




# **Appendix B**

## 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 — 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 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 $\geq$ 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 $\geq$ 15 EAUs 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

---

<sup>1</sup> EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children  $\leq$  12 years – 2.0 EAUs; Older pedestrians  $\geq$  65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

## 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 ≥ 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 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

---

<sup>1</sup> 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 & 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

---

<sup>1</sup> 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 ≥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 walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing zebra crosswalk will remain.

---

<sup>1</sup> 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 (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 ≥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.

---

<sup>1</sup> 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 ≥ 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 Lawson Heights and St. George Schools.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate.

---

<sup>1</sup> 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 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

---

<sup>1</sup> 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 ≥ 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

---

<sup>1</sup> 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 $\geq$ 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.

---

<sup>1</sup> EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children  $\leq$  12 years – 2.0 EAUs; Older pedestrians  $\geq$  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 $\geq$ 15 EAU1s 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.

---

<sup>1</sup> EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children  $\leq$  12 years – 2.0 EAUs; Older pedestrians  $\geq$  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 $\geq$ 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.

---

<sup>1</sup> EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children  $\leq$  12 years – 2.0 EAUs; Older pedestrians  $\geq$  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 $\geq$ 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	$\sim$ 130 metres
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs 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.

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<sup>1</sup> EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children  $\leq$  12 years – 2.0 EAUs; Older pedestrians  $\geq$  65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

## 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 ≥ 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 EAUs 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.

---

<sup>1</sup> 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 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 ≥ 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 EAUs 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

---

<sup>1</sup> 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 – 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 <sup>st</sup> 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	
Wathaman Cres	Wathaman Crt – Wathaman 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 / Wathaman Cres	L2-10	1	0	1	0	0	
Redberry Rd	Frobisher Cres / Wathaman 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 3<sup>rd</sup>, 2019

**Time:** 7:00 – 9:00 pm

**Location:** Lawson Heights Alliance Church (159 Pinehouse Drive, Saskatoon)

**Attendees:**

<b>Name</b>	<b>Position</b>
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 1<sup>st</sup>, 2019.
2. Additional public input via City Engage Page no later than November 1<sup>st</sup>, 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

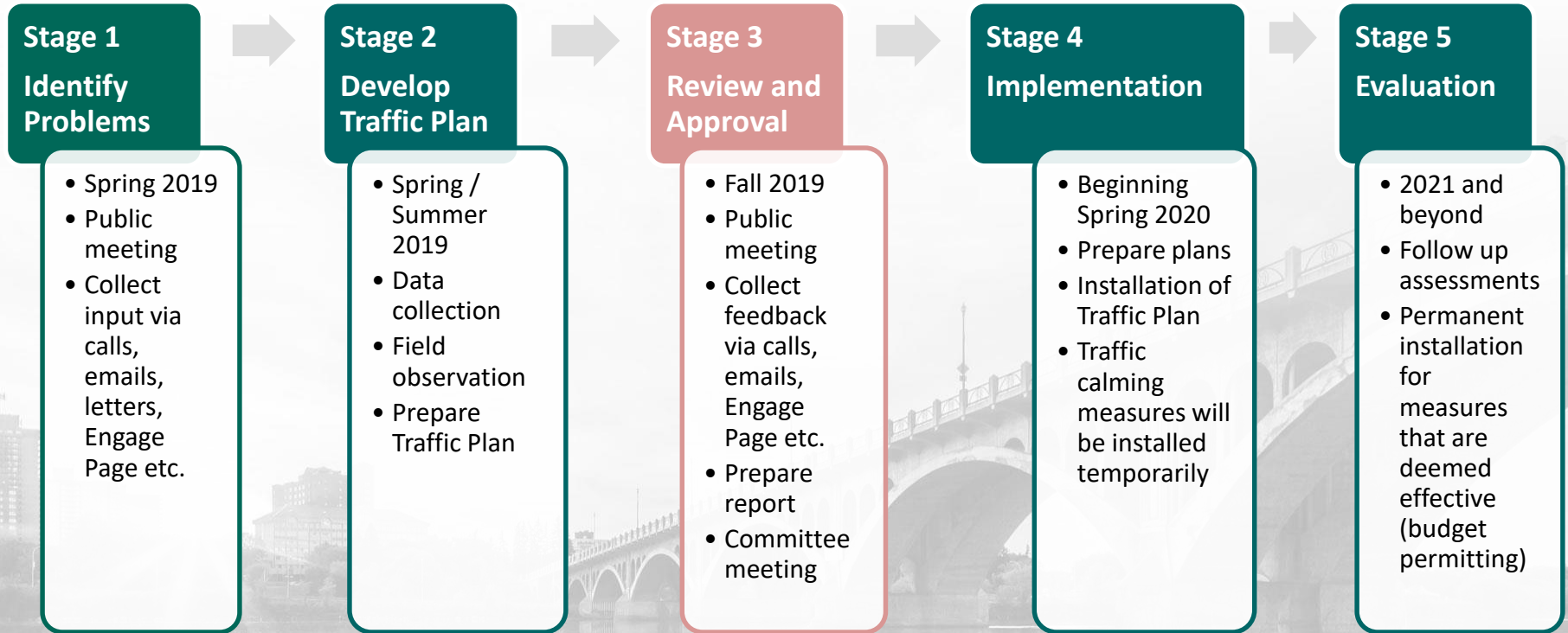


# Neighbourhood Traffic Review Process



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

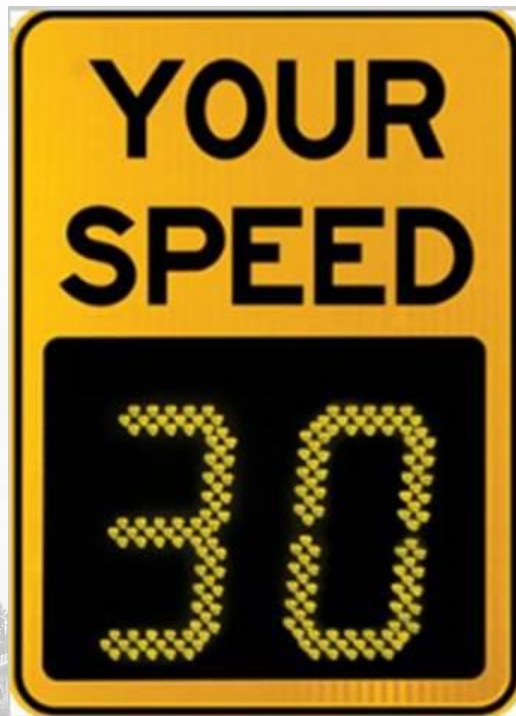
# Additional Studies / Projects

- 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



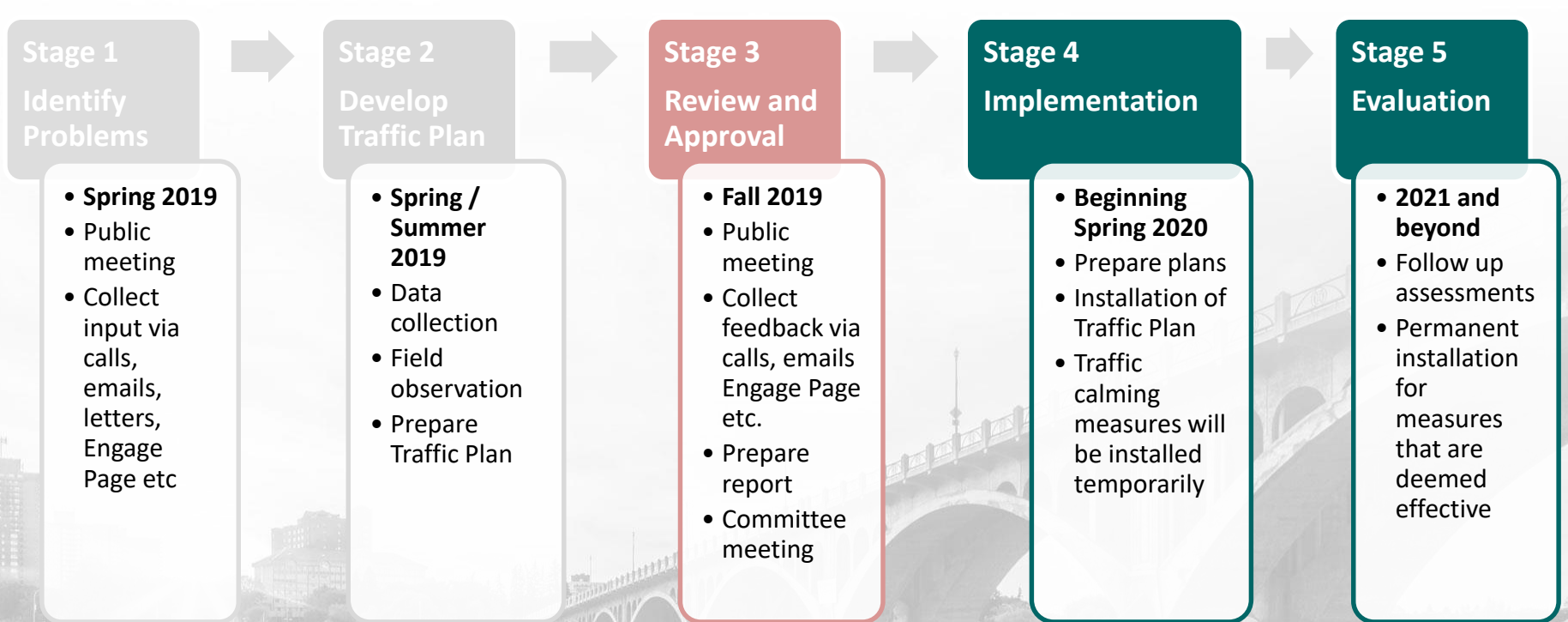


# SMALL GROUP DISCUSSIONS

# 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](http://www.saskatoon.ca/NTR)
- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)

The screenshot shows the City of Saskatoon website's navigation bar with links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below the navigation bar, there are service categories: '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'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' link. The text describes the process: a typical review begins with a community meeting (March to June), followed by a review by the Transportation Division (September to December), and implementation of approved measures. A list of measures includes signage, temporary traffic calming, and permanent measures like sidewalks. It also mentions online discussions on 'Shaping Saskatoon' and a reporting number: 306-975-2454.

The screenshot shows the City of Saskatoon website's navigation bar with links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below the navigation bar, there are service categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'Environmental Initiatives', and 'City Hall'. The main content area features a large image of a street with trees and a stop sign. The title is 'Lawson Heights and Lawson Heights Suburban Centre'. The text below the image reads: 'The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.' Below the image, there is an 'Engage' button and a 'Contact Us' button.

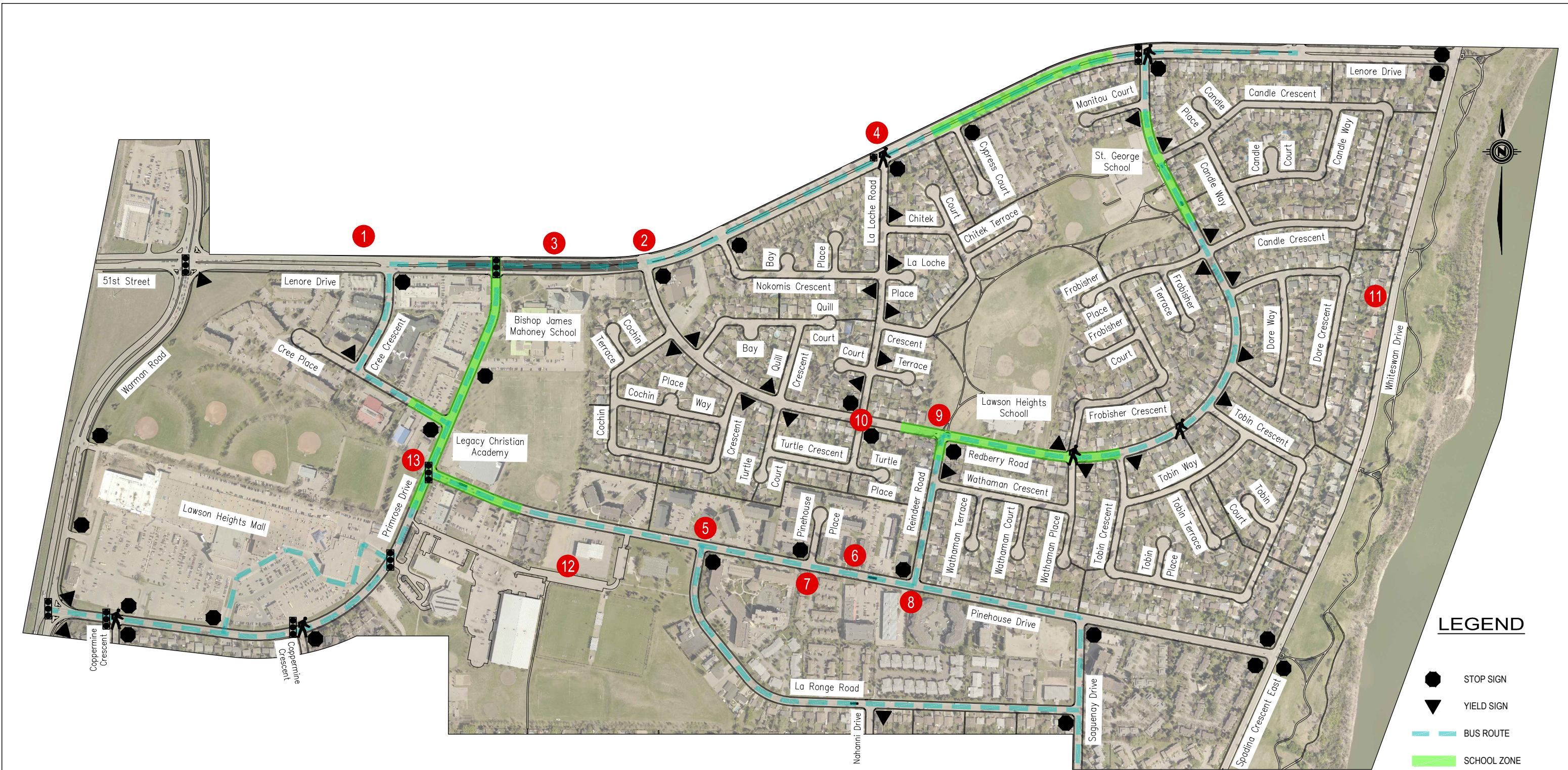


## Lawson Heights & Lawson Heights Suburban Centre Draft Neighbourhood Traffic Plan

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



**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: DRAFT TRAFFIC PLAN**

FOR COMMENTS & INFORMATION VISIT:

[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

[www.saskatoon.ca/engage/lawson-heights-and-lawson-heights-suburban-centre](http://www.saskatoon.ca/engage/lawson-heights-and-lawson-heights-suburban-centre)





# 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 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.	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.	Carried with the addition of a standard crosswalk on the south leg.  The standard crosswalk across Pinehouse Drive meets the Traffic Control at Pedestrian Crossing Policy. All necessary pedestrian signage is in place.  The stop control for La Ronge Road meets Traffic Control – Use of Stop and Yield Signs Policy. An all-way stop is not warranted.  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.
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	Carried with the addition of two pedestrian ramps. One on the southeast corner and one on the southwest corner of this intersection.  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.

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 <sup>th</sup> 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

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[nathalie.baudais@saskatoon.ca](mailto:nathalie.baudais@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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**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 [REDACTED]. 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 [REDACTED] and his number is [REDACTED].

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](mailto:kristy.papagianis@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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**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](tel:306.986.3097)**

Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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[www.saskatoon.ca](http://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:**

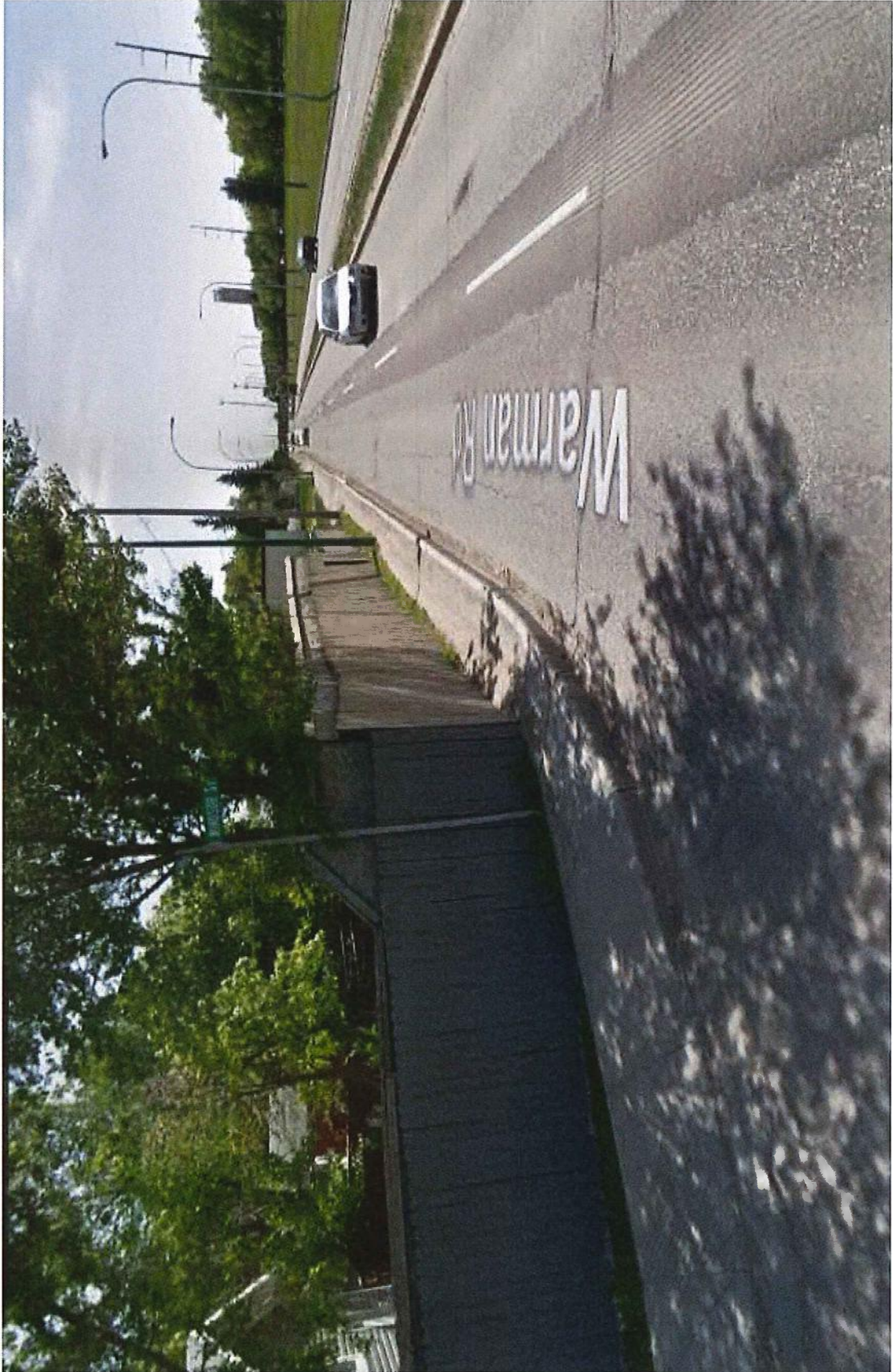
Good day,  
I am sending this email relating to the Lawson Hts traffic review.

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 33<sup>rd</sup>. 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 2<sup>nd</sup> 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](mailto: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](https://www.facebook.com/donauerward5)  
[facebook.com/donauerward5](https://www.facebook.com/donauerward5)

**From:**  
**Sent:** September 8, 2016 9:25 PM  
**To:** Donauer, Randy (City Councillor) <[Randy.Donauer@Saskatoon.ca](mailto: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](mailto: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](mailto: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.Donauer@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](https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/pinehouse_crosswalk.pdf)

Search here



Boardwalk =  
Lawson Village

Pinehouse Dr

Pinehouse Dr

Pinehouse Pl

Pinehouse Dr

La Ronge Rd

Google

200 ft  
50 m



Explore

Driving

Transit

## Kelts, Sheliza

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**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 [redacted] 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 [redacted] back?

**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](mailto:nathalie.baudais@saskatoon.ca)  
[www.saskatoon.ca](http://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 <[PWDispatchServices@Saskatoon.ca](mailto:PWDispatchServices@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](mailto:randi.ditto@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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## Kelts, Sheliza

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**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](mailto:mariniel.flores@saskatoon.ca)  
[www.saskatoon.ca](http://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](mailto:yanci.morales@saskatoon.ca)

[www.saskatoon.ca](http://www.saskatoon.ca)

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## 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 51<sup>st</sup> 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 Wathamam, both can be fixed without noisy speed bumps or costly to maintain flow restrictions.

Wathamam 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 Wathamam 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 Wathamam up to a high priority Spring street cleaning time.

Wathamam 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/marking 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](mailto:Transportation@Saskatoon.ca)>  
**Cc:** ST - Service Saskatoon Customer Care Centre <[PWDispatchServices@Saskatoon.ca](mailto: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](mailto:kelly.adams@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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## 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](mailto:nathalie.baudais@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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## Kelts, Sheliza

---

**From:** Eglan, 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 51<sup>st</sup> and Lenore intersection. When you are traveling east down 51<sup>st</sup> 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 Eglan | tel 306.975.2476**

Service Saskatoon Contact Centre

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

[martina.eglan@saskatoon.ca](mailto:martina.eglan@saskatoon.ca)

[www.saskatoon.ca](http://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.Donauer@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](mailto:nathalie.baudais@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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---

**From:** (Police) [mailto: [Police.Saskatoon.Sk.CA](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:** [redacted]@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:** [redacted] (Police)  
**Subject:** RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Good afternoon Councillor Donauer,

I have included [redacted], Traffic Operations and Control Manager, with the Transportation Division as [redacted] and [redacted] are currently away from the office.

Transportation will look into this and provide a response.

[redacted] | tel : [redacted]  
Citizen Services Manager, Service Saskatoon  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[redacted]@saskatoon.ca  
[www.saskatoon.ca](http://www.saskatoon.ca)

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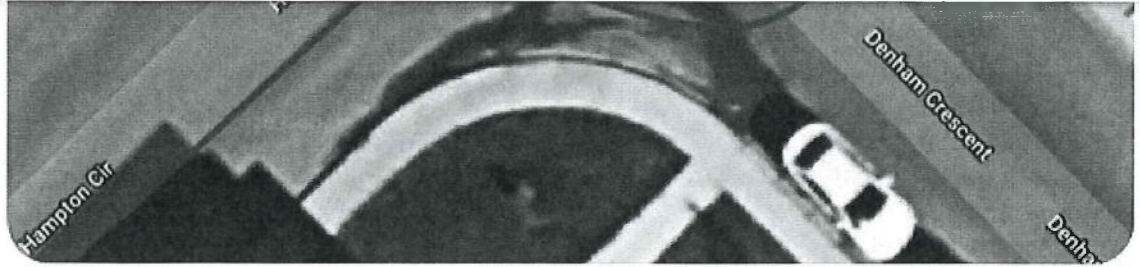
**From:** Donauer, Randy (City Councillor) [mailto:Randy.Donauer@Saskatoon.ca]  
**Sent:** Wednesday, July 3, 2019 3:08 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; TC - RF Councillor Enquiry <tuROCE@Saskatoon.ca>; Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>; [redacted]@Saskatoon.ca>;  
**Cc:** [redacted]@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



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,

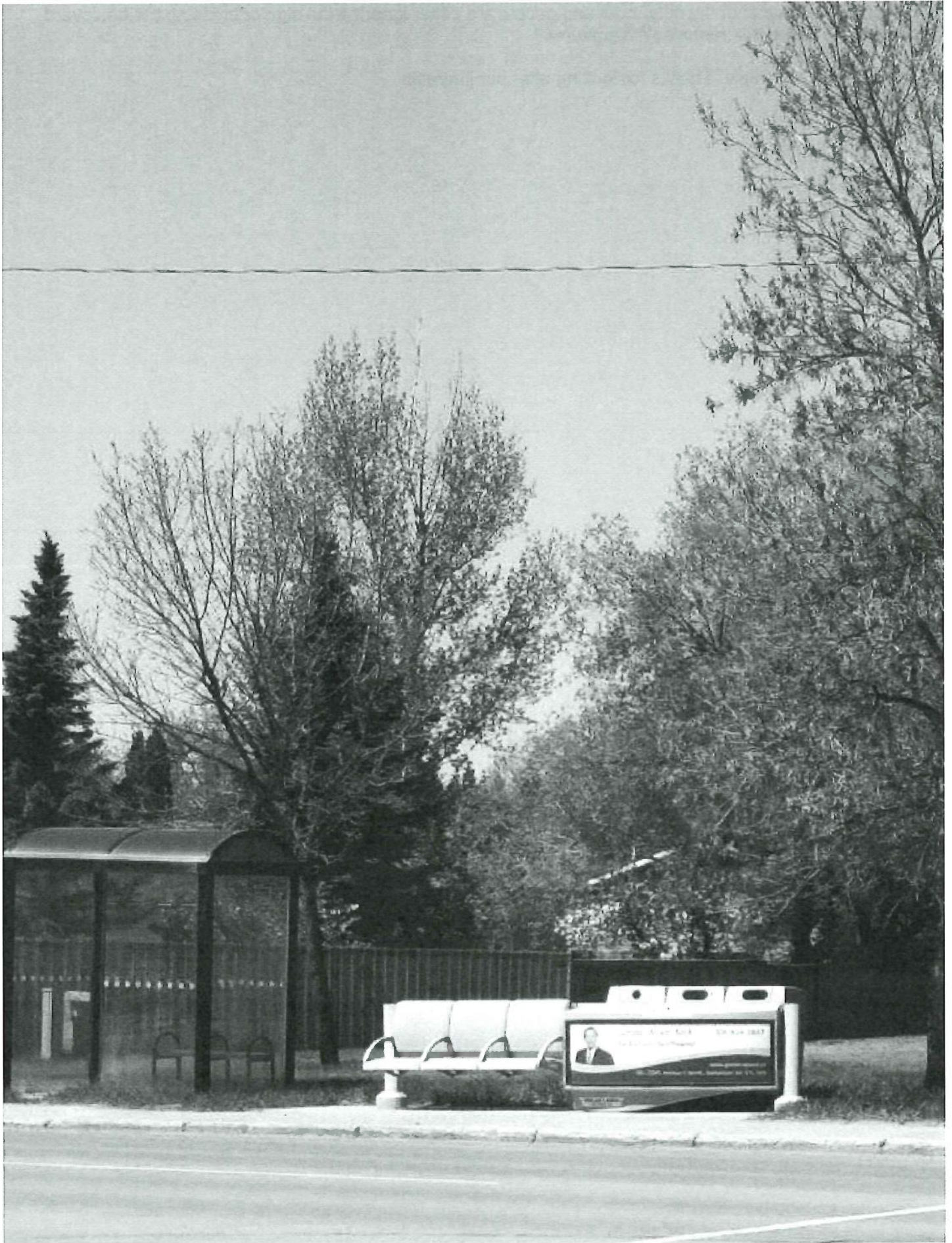
Thank you very much for returning this message. It is at the intersection of Lenore and laloche and was raised (I believe) from a Sherwood Heights community workshop that had a generic concern regarding the number of u-turns taking place on Lenore in general. That the justification was "congestion", 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](mailto: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](mailto: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](https://www.facebook.com/donauerward5)

---

**From:**  
**Sent:** May 27, 2019 3:07 PM  
**To:** Donauer, Randy (City Councillor) <[Randy.Donauer@Saskatoon.ca](mailto: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.ca](mailto:@saskatoon.ca)  
[www.saskatoon.ca](http://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](mailto:Randy.Donauer@Saskatoon.ca)>  
**Cc:** " <[@Saskatoon.ca](mailto:@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](mailto: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](mailto:@randydonauer)

**From:**

**Sent:** May 27, 2019 3:07 PM

**To:** Donauer, Randy (City Councillor) <[Randy.Donauer@Saskatoon.ca](mailto: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](mailto: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](https://twitter.com/andydonauer)

[facebook.com/donauerward5](https://facebook.com/donauerward5)

**From:**

**Sent:** May 27, 2019 1:53 PM

**To:** Donauer, Randy (City Councillor) <[Randy.Donauer@Saskatoon.ca](mailto: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.

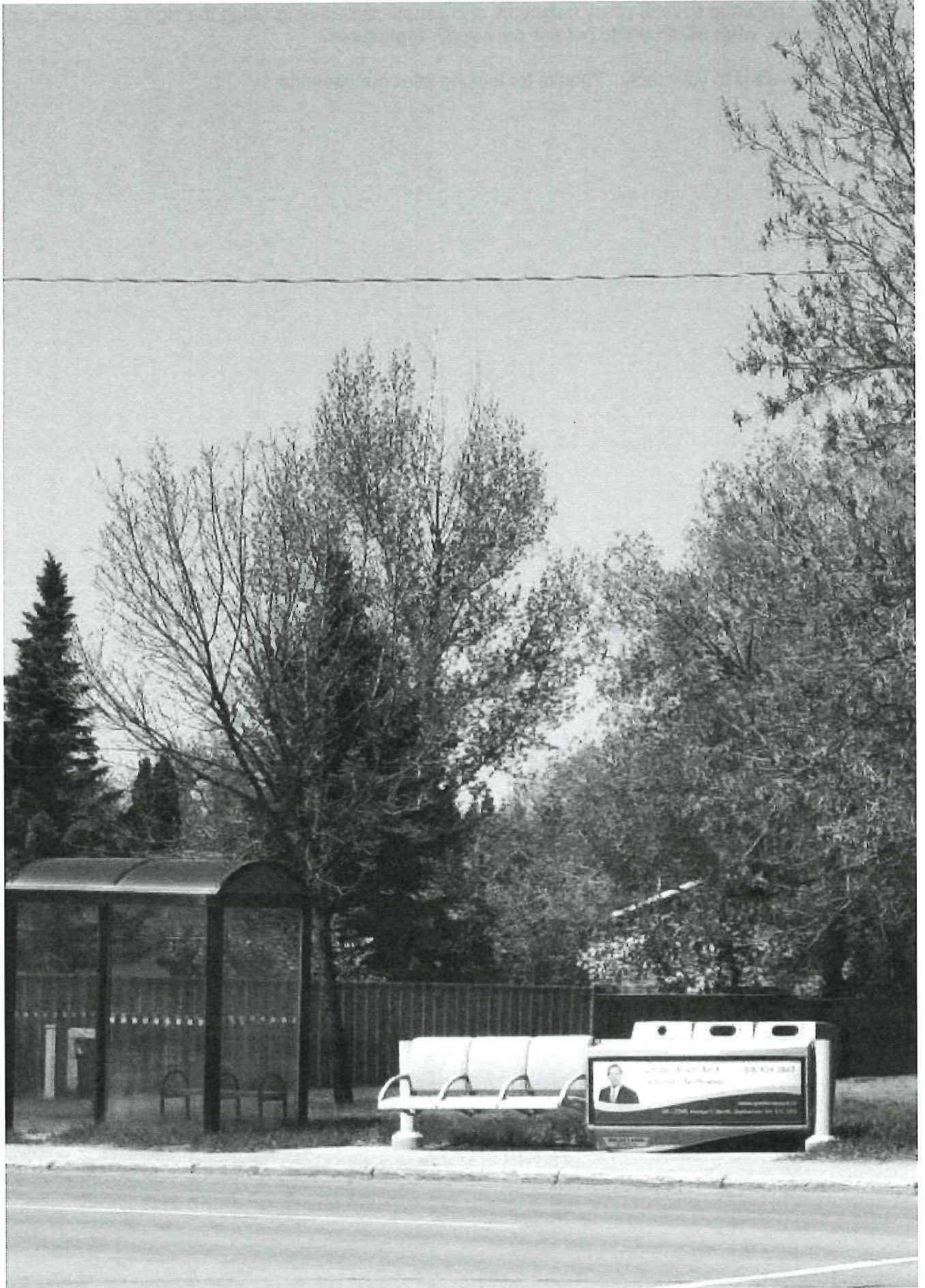
There are no silverwood Heights residents at that intersection and the placement of that new sign now causes the residents if cyress court and the gated communities behind us to travel down to the church to get home. There appears to be no consideration given to how it affected that traffic.

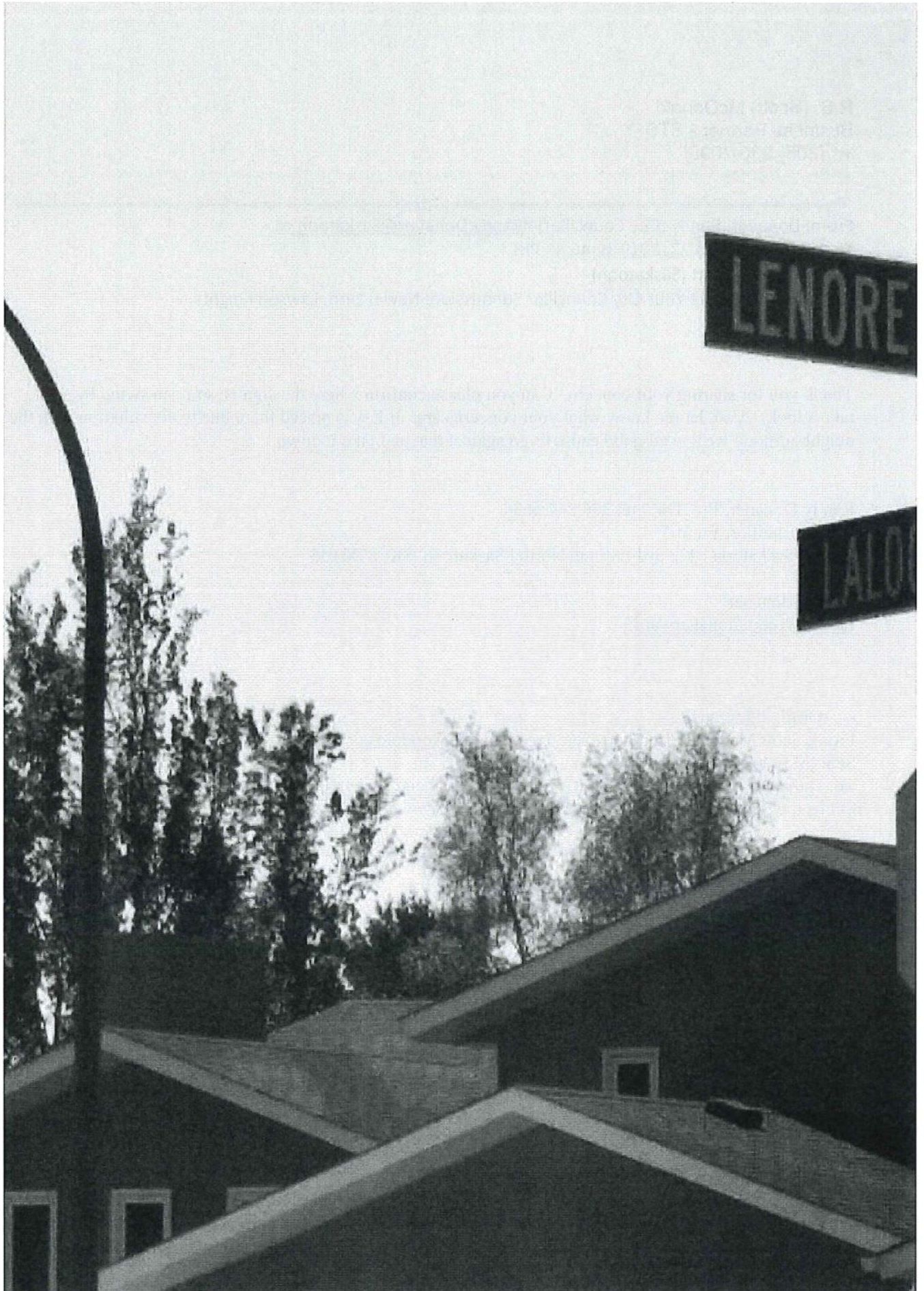
I have lived here 25 years and can not recall a single incident at that corner. And I've spoken to SPS that the justification of that being a controlled intersection is inaccurate and I easily identified other location where the same is true (u-turns allowed, pedestrian lights do not control the intersection)



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.Donauer@Saskatoon.ca](mailto:Randy.Donauer@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/donauerward5](https://www.facebook.com/donauerward5)

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

**From:**  
**Sent:** May 9, 2019 3:24 PM  
**To:** Donauer, Randy (City Councillor) <[Randy.Donauer@Saskatoon.ca](mailto:Randy.Donauer@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:** Eglan, 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 Eglan | tel 306.975.2476**

Service Saskatoon Contact Centre

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

[martina.eglan@saskatoon.ca](mailto:martina.eglan@saskatoon.ca)

[www.saskatoon.ca](http://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](mailto:amy.kowalchuk@saskatoon.ca)

[www.saskatoon.ca](http://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](mailto: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](mailto:nathalie.baudais@saskatoon.ca)

[www.saskatoon.ca](http://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](mailto:tom.simpson@saskatoon.ca)  
[www.saskatoon.ca](http://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 \_\_\_\_\_ in Lawson Heights and our kids \_\_\_\_\_ 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](mailto: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 3<sup>rd</sup> 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](mailto: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](mailto: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 10<sup>th</sup>, 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](mailto: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](mailto:Sheliza.Kelts@saskatoon.ca)> wrote:

That is great news!

**Sheliza Kelts, P. Eng. | tel 306.986.3141**  
Transportation Engineer  
City of Saskatoon

**From:**  
**Sent:** Tuesday, April 16, 2019 10:38 AM  
**To:** Kelts, Sheliza <[Sheliza.Kelts@Saskatoon.ca](mailto: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](mailto: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 10<sup>th</sup>, 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](http://Saskatoon.ca/engage) page, or subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/NTR](http://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](mailto: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 1<sup>st</sup> Ave..

2. Various closures at different locations of Spadina has left access to Steel bridge from Spadina impossible.

3. access to Steel bridge from 1<sup>st</sup>, 2<sup>nd</sup> ,3<sup>rd</sup>, 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 7<sup>th</sup> ave closed same time...What are you thinking?

All traffic north is now trying to move 2<sup>nd</sup> and 3<sup>rd</sup> 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!

## Kelts, Sheliza

---

**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](mailto: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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## Contact Us

**Sheliza Kelts**  
 ☎ 306-986-3141  
[Email Us](#)

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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

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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 you 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.





# STANDING POLICY COMMITTEE ON TRANSPORTATION

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## Saskatoon Transportation Strategy – March 2020 Update

### **Recommendation of the Committee**

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.

### **History**

At the March 2, 2020 Standing Policy Committee on Transportation meeting, a report of the General Manager, Transportation and Construction dated March 2, 2020 was considered.

### **Attachment**

March 2, 2020 report of the General Manager, Transportation and Construction.

## Admin Report - Saskatoon Transportation Strategy (STS) Update.docx

### 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

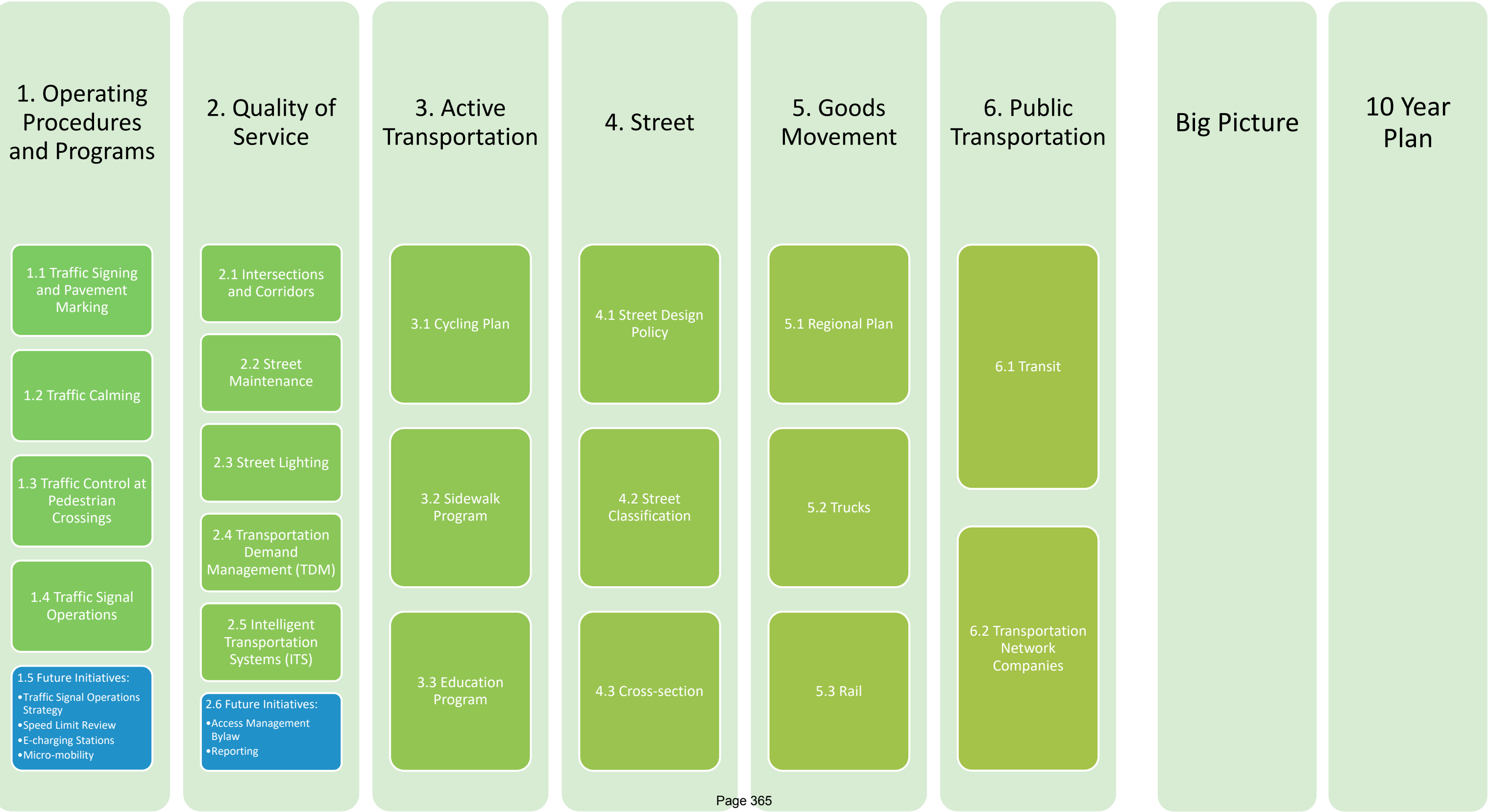
Written by: Sheliza Kelts, Senior Transportation Engineer, Transportation  
Reviewed by: David LeBoutillier, Engineering Manager of Transportation  
Jay Magus, Director of Transportation  
Approved by: Terry Schmidt, General Manager, Transportation & Construction  
Department

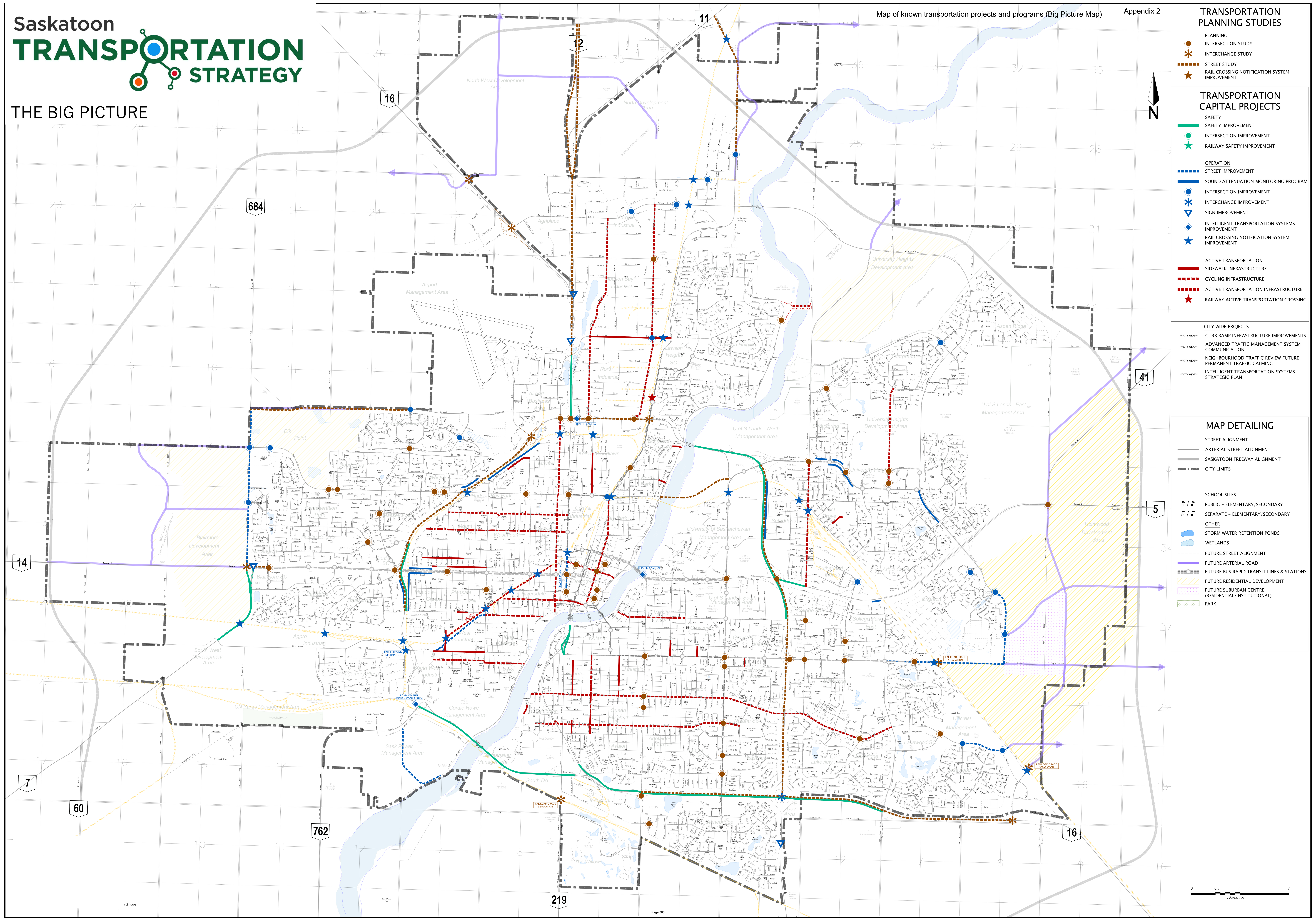
Admin Report - Admin Report - Saskatoon Transportation Strategy (STS) Update.docx.docx

Draft Saskatoon Transportation Strategy Framework

# FRAMEWORK

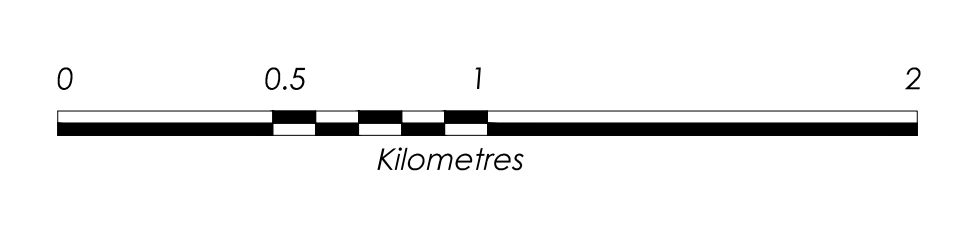
# STRATEGY





- ### 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 MONITORING
  - ✱ 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
  - CITY WIDE ADVANCED TRAFFIC MANAGEMENT SYSTEM COMMUNICATION
  - CITY WIDE NEIGHBOURHOOD TRAFFIC REVIEW FUTURE PERMANENT TRAFFIC CALMING
  - CITY WIDE 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



## Detailed non-prioritized list of projects and programs (Big Picture List)

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	Wanuskevin 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.



## **GOVERNANCE AND PRIORITIES COMMITTEE**

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### **Appointment – Saskatoon Accessibility Advisory Committee**

#### **Recommendation of the Committee**

That Mary Rapko be appointed to the Saskatoon Accessibility Advisory Committee to the end of 2021.

#### **History**

The Governance and Priorities Committee, at its meeting held on March 16, 2020, considered an appointment to the above Committee.





## **GOVERNANCE AND PRIORITIES COMMITTEE**

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### **Appointment – Municipal Planning Commission – Greater Saskatoon Catholic Schools Board Representative**

#### **Recommendation of the Committee**

That Francois Rivard be reappointed to the Municipal Planning Commission to the end of 2020, representing the Greater Saskatoon Catholic Schools Board.

#### **History**

The Governance and Priorities Committee, at its meeting held on March 16, 2020, considered correspondence regarding the above appointment.



## **GOVERNANCE AND PRIORITIES COMMITTEE**

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### **Appointments – Saskatoon Public Library Board**

#### **Recommendation of the Committee**

That Markel Chernenkoff and Elise Truscott be appointed to the Saskatoon Public Library Board to the end of 2021.

#### **History**

The Governance and Priorities Committee, at its meeting held on March 16, 2020, considered appointments to the above Board.

## Suspension of Pay Parking Requirements

### ISSUE

In response to the COVID-19 pandemic, requirements to pay for parking in pay parking zones has been suspended, as have length of stay requirements in those zones. Effective Friday, March 20, 2020 at 5:00 pm vehicles may park in any City of Saskatoon designated pay parking zones without need to pay. In addition, motorists will not be required to adhere to posted parking time limits in these zones

### BACKGROUND

Bylaw No. 7200, the Traffic Bylaw, specifies streets for which paid parking is required. Pay parking zones are established in areas of high parking demand and where parking turnover is desired. This includes Business Improvement Districts, other commercial areas, and areas around high parking generators such as hospitals and universities.

### CURRENT STATUS

In response to the COVID-19 pandemic, a decision was made to temporarily suspend requirements for pay parking, effective 5:00 pm on Friday March 20, 2020. In addition, length of stay requirements in pay parking zones has been suspended. Notice to advise the public has been sent out via PSA and other social media and is posted on the City website.

This follows the decision made on Thursday, March 19, 2020 to suspend the Residential Parking Permit zones. Residential Parking Permits zones are established in neighbourhoods with high demand for parking due to nearby institutions and commercial activities.

Suspension of these requirements will remain in place until further notice.

Due to the temporary nature of this provision, amendments to update the Traffic Bylaw to reflect this suspension are not proposed at this time.

### DISCUSSION/ANALYSIS

Suspension of the pay parking zones was put in place to support a number of considerations in minimizing spread of the COVID-19 virus, and to protect the health and safety of the public, contract parking enforcement staff and city staff. This includes:

- Eliminates the need for people, who are not able to access the Way to Park app, to have to use public flex parking stations to log their license plate number and pay for parking. With limited access to hand sanitizer, it is important to ensure people have limited contact with high touch surfaces.
- Ensures people have options to leave vehicles in one location for an extended period of time in the event that they are required to self-isolate or become ill.
- Reduces interaction between parking enforcement staff and members of the public in the enforcement (ticketing) process;

## Suspension of Pay Parking Requirements

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- Minimizes potential for increased verbal or physical abuse of parking enforcement staff, due to enhanced stress levels throughout the community; and
- Reduces need for flex parking station repair and coin collection and therefore minimizes interaction between city staff and the public.

Enforcement of unpaid flex time and of vehicles parked for longer than permitted has been suspended; however, parking enforcement staff will continue to enforce safety related parking infractions, including:

- parking in “no stopping”, or “no parking” zones;
- parking in reserved parking spaces or accessible parking spaces; and
- parking in alleys (unless actively loading or unloading).

The Corp. of Commissionaires, who hold the contract to provide parking enforcement staff, has been advised of reduced staffing required for each shift. Parking enforcement will be conducted with the use of the parking enforcement vehicles; there will be no enforcement staff on foot during this time of pay parking suspension. As necessary, enforcement staff will leave their vehicle to complete ticketing including placement of tickets on vehicles. As has been their standard practice even prior to the pandemic situation, parking enforcement staff will watch for, and report, suspicious activity to Police.

City Administration has submitted a request to the contract service provider (Cale) to reprogram the Way to Park app and the flex parking stations, to indicate that payment is not required. Cale has indicated the reprogramming will be completed as soon as possible. They note that other cities have submitted similar requests, and as result, it may take some time to get these updates made. Timelines for updating the App and flex stations are unknown at this time; we are hopeful it can be completed within the next few days. The public has been informed, in the PSA and on the website, that the City will not be able to reimburse payment to people who pay for parking in the interim.

Parking lots operated by third party private operators will continue to require payment for parking, unless otherwise indicated at the lot. This includes some city-owned parking lots including surface parking lots at River Landing (Farmers’ Market) and other locations, and the underground parking lot at Remai Modern.

### **FINANCIAL IMPLICATIONS**

Financial implications associated with the decision to suspend pay parking requirements will be significant, but are unknown at this time. Further work will be required to provide an estimate of the impact, including loss of pay parking revenue, loss of ticket revenue, and ongoing costs associated with continued payment as per contractual agreements even in the absence of revenues. As a point of reference, the historical weekly parking revenues in March has been approximately \$120,000 per week, and that will usually rise to approximately \$135,000 per week in April.

## **Suspension of Pay Parking Requirements**

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With the declaration of the State of Emergency in the province, and the Health Authority directive for people to stay home, there was already a significant decrease in revenues due to reduced number of vehicles parked in pay parking zones.

### **OTHER IMPLICATIONS**

A plan to reinstate pay parking requirements will be developed, including a communications plan, to ensure public are given adequate notice prior to the current suspension of pay parking requirements being lifted.

### **NEXT STEPS**

Further work will be undertaken to fully identify financial implications of this decision.

Further updates will be provided as work to fully implement suspension of pay parking is put in place, including reprogramming of flex parking stations and the Way to Park app.

### **REPORT APPROVAL**

Written by: Jo-Anne Richter, Director of Community Standards

Approved by: Lynne Lacroix, General Manager, Community Services Department

SP/2020/CS/Admin Report - Suspension of Pay Parking Requirements.docx/dh