



**PUBLIC AGENDA  
STANDING POLICY COMMITTEE  
ON TRANSPORTATION**

**Monday, August 9, 2021, 2:00 p.m.**

**Via Teleconference Hosted in the Council Chamber, Saskatoon City Hall**

**Committee Members:**

**Councillor B. Dubois, Chair, Councillor Z. Jeffries, Vice Chair, Councillor R. Donauer,  
Councillor H. Gough, Councillor D. Kirton, His Worship Mayor C. Clark (Ex-Officio)**

**Pages**

**1. CALL TO ORDER**

**2. CONFIRMATION OF AGENDA**

**Recommendation**

1. That the following item with a speaker be moved up on the agenda to be considered immediately following Unfinished Business;
  - Item 7.1.4 - Jennifer Heroux
2. That the agenda be confirmed as presented.

**3. DECLARATION OF CONFLICT OF INTEREST**

**4. ADOPTION OF MINUTES**

**6 - 15**

**Recommendation**

That the minutes of the Standing Policy Committee on Transportation meeting held on June 7, 2021 be adopted.

**5. UNFINISHED BUSINESS**

**6. COMMUNICATIONS (requiring the direction of the Committee)**

**6.1. Delegated Authority Matters**

- 6.1.1. Julia Harding - OUTFRONT Media Canada - Existing Commerical Billboards on City Right-of-Way Property [File No. CK. 6280-1 x4225-1]** 16 - 28

A letter from Julia Harding of OUTFRONT Media Canada, dated July 3, 2021 is provided.

**Recommendation**

That the information be received.

- 6.1.2. Request for Sole Concessionaire Rights - Downtown Saskatoon 2nd Avenue Sidewalk Sale, August 12-14, 2021 [File No. CK 205-1]** 29 - 30

A letter from Sarah Marchildon, MarCom & Program Director, Downtown Saskatoon dated July 6, 2021 is provided.

**Recommendation**

That permission be granted to Downtown Saskatoon to be the sole agent for the allocation of vending and concession locations at the 2nd Avenue Sidewalk Sale, August 12-14, 2021.

- 6.1.3. James Kreuger - Traffic Noise and Loud Vehicles [File No. CK. 375-2]** 31 - 33

A letter from James Kreuger, dated July 1, 2021 is provided.

**Recommendation**

That the information be received.

- 6.1.4. Jennifer Heroux - Heroux Investments - Street Paving [File No. CK. 6315-1]** 34 - 34

A letter requesting to speak from Jennifer Heroux - Heroux Investments, dated June 8, 2021 is provided.

**Recommendation**

That the information be received.

**6.2. Matters Requiring Direction**

**6.3. Requests to Speak (new matters)**

**7. REPORTS FROM ADMINISTRATION**

**7.1. Information Reports**



## **Recommendation**

That the reports contained in Items 7.1.1 to 7.1.8 be received as information.

<b>7.1.1.</b>	<b>2020-2021 Winter Road Maintenance Summary [File No. CK. 6290-1 x270-8]</b>	<b>35 - 47</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.2.</b>	<b>2022 - 2023 Budget Recommendation for Saskatoon Transit Service Increases [File No. CK. 116-2, x7300-1, x1700-1]</b>	<b>48 - 51</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.3.</b>	<b>Asset Management Plan Update - Bridges and Structures [File No. CK. 1295-1 x 6050-1]</b>	<b>52 - 65</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.4.</b>	<b>Asset Management Plan Update – Saskatoon Transit [File No. CK. 1295-1 x 1402-1]</b>	<b>66 - 78</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.5.</b>	<b>Asset Management Plan Update - Roadways and Sidewalks [File No. CK. 6315-1]</b>	<b>79 - 99</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.6.</b>	<b>Traffic Noise Sound Attenuation Monitoring – August 2021 Update [File No. CK. 375-0]</b>	<b>100 - 103</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.7.</b>	<b>Central Business District Neighbourhood Traffic Review [File No. CK. 6320-1]</b>	<b>104 - 327</b>
	A report of the General Manager, Transportation & Construction is provided.	
<b>7.1.8.</b>	<b>Tabled Report – Residential Speed Limit Review – Speed Limit and Eligible Streets [File No. CK. 6320-1]</b>	<b>328 - 352</b>

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

## **7.2. Approval Reports**

### **7.2.1. Proposed Council Policy – Pedestrian and Cyclist Accommodation in Work Zones and Detours [File No. CK. 6000-0] 353 - 370**

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

#### **Recommendation**

That the Standing Policy Committee on Transportation recommend to City Council

1. That Council Policy C0X-XXX, Pedestrian and Cyclist Accommodation in Work Zones and Detours, be approved; and
2. That the City Clerk be requested to adopt Council Policy C0X-XXX, Pedestrian and Cyclist Accommodation in Work Zones and Detours as outlined in this report.

### **7.2.2. Proposed Legislative Amendments to The Traffic Safety Act – August 2021 [File No. CK. 127-1 x 5300-0] 371 - 381**

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

#### **Recommendation**

That the Standing Policy Committee on Transportation recommend:

1. That City Council endorse and direct the Administration to lobby Saskatchewan Government Insurance to amend *The Traffic Safety Act* to incorporate the following:
  - a. Require drivers to yield to pedestrians that are indicating an intention to cross the street at legal crossings;
  - b. Permit cyclists to use their right arm to indicate a right turn; and
  - c. Permit cyclists to ride their bicycle when a cross-ride is provided at legal crossings.

## **7.3. Decision Reports**

**8. URGENT BUSINESS**

**9. MOTIONS (Notice Previously Given)**

**9.1. Councillor H. Gough - Formalized Pedestrian Crossing Near 19th Street [File No. CK. 6320-1]**

Councillor Gough provided the following Notice of Motion in accordance with section 65(1)(b) of Bylaw No. 9170, *The Procedures and Committee Bylaw, 2014*:

"Whereas desire lines between 19th Street West and Ave N South, resident feedback, and the engagement results of the Neighbourhood Traffic Review for the Gordie Howe Management, West Industrial and Southwest Industrial Areas have demonstrated significant demand for a formalized crossing at/near this location for improved safety and access; Be it resolved:

That the Administration approach CP Rail on the formalization of a pedestrian crossing near to 19th Street West and report back to the Standing Policy Committee on Transportation."

**10. GIVING NOTICE**

**11. IN CAMERA SESSION (If Required)**

**12. ADJOURNMENT**



## **PUBLIC MINUTES**

### **STANDING POLICY COMMITTEE ON TRANSPORTATION**

**Monday, June 7, 2021, 2:00 p.m.**

**Via Teleconference Hosted in the Council Chamber, Saskatoon City Hall**

**PRESENT:** Councillor B. Dubois, Chair  
Councillor Z. Jeffries, Vice Chair  
Councillor R. Donauer  
Councillor H. Gough  
Councillor D. Kirton  
His Worship Mayor C. Clark (Ex-Officio)

**ALSO PRESENT:** Councillor S. Gersher  
General Manager, Transportation & Construction T. Schmidt  
Solicitor D. Kowalski  
Deputy City Clerk S. Bryant, in Council Chamber  
Committee Assistant H. Thompson

#### **1. CALL TO ORDER**

The Chair called the meeting to order on Treaty 6 and the Traditional Homeland of the Métis people and confirmed roll call of the members in attendance via teleconference.

#### **2. CONFIRMATION OF AGENDA**

**Moved By:** Councillor Donauer

1. That the letter submitting comments from Yanique Williams, Uber Canada, dated June 7, 2021 be added to items 7.1.2 and 7.1.3;
2. That the letter submitting comments from Brent Penner, Downtown Saskatoon, dated June 6, 2021 be added to item 7.1.4;
3. That the following letters be added to item 7.3.2:
  - Requesting to Speak
    - Joseph Bristow, Pedal Pub Saskatoon, dated June 4, 2021;
  - Submitting Comments

- Brent Penner, Downtown Saskatoon, dated June 6, 2021;
- 4. That the following item with a speaker be moved up on the agenda to be considered immediately following Unfinished Business;
  - Item 7.3.2 - Joseph Bristow
- 5. That the agenda be confirmed as amended.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

### **3. DECLARATION OF CONFLICT OF INTEREST**

#### **3.1 Councillor Gersher - Vehicle for Hire Data - Wait Time Analysis [File No. CK. 7000-7]**

Councillor Gersher advised that although she was not a member of the Standing Policy Committee on Transportation, she was participating in the meeting today and declared a conflict of interest for Item 7.1.2, due to her family being involved in a business that could be seen to be in conflict with the Taxi and TNC industries.

#### **3.2 Councillor Gersher - Considerations for TNC Driver Licensing [File No. CK. 7000-7]**

Councillor Gersher advised that although she was not a member of the Standing Policy Committee on Transportation, she was participating in the meeting today and declared a conflict of interest for Item 7.1.3, due to her family being involved in a business that could be seen to be in conflict with the Taxi and TNC industries.

### **4. ADOPTION OF MINUTES**

**Moved By:** Councillor Gough

That the minutes of the Standing Policy Committee on Transportation meeting held on May 3, 2021 be adopted.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

Item 7.3.2 was considered next.

**5. UNFINISHED BUSINESS**

**6. COMMUNICATIONS (requiring the direction of the Committee)**

**6.1 Delegated Authority Matters**

**6.1.1 Marjorie Konecsni - Traffic Calming [File No. CK. 6320-1]**

A letter from Marjorie Konecsni dated May 12, 2021 was provided.

Director of Transportation Magus spoke to the concerns outlined in the letter.

**Moved By:** Councillor Gough

That the information be received.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**6.2 Matters Requiring Direction**

**6.2.1 Saskatoon Accessibility Advisory Committee - Sidewalk Width Standard on Local Roads - Update [File No. CK. 6150-1]**

Deputy City Clerk Bryant reported that the Standing Policy Committee on Transportation, at its meeting held on April 6, 2021, considered an update report of the Administration regarding sidewalk width standards on local roads and resolved that the Administration consult with the Saskatoon Accessibility Advisory Committee for feedback prior to undertaking the next steps as outlined in the report.

The Saskatoon Accessibility Advisory Committee had reviewed the report with Administration and provided its feedback on the matter as provided.

Director of Transportation Magus addressed questions of the Committee related to implementing a wider standard for specific land uses.

**Moved By:** Councillor Gough

That the information be received.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**6.2.2 Saskatoon Accessibility Advisory Committee - Electric Scooters Framework Viability Review [File No. CK. 7000-1]**

Deputy City Clerk Bryant reported that the Standing Policy Committee on Transportation, at its meeting held on April 6, 2021, considered a report of the Administration regarding a review of electric scooter framework viability and resolved, in part, that the report be forwarded to the Saskatoon Accessibility Advisory Committee for feedback.

The Saskatoon Accessibility Advisory Committee had reviewed the report and provided its feedback.

**Moved By:** Councillor Gough

That the information be received and attached to the Escooter file.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**6.3 Requests to Speak (new matters)**

**7. REPORTS FROM ADMINISTRATION**

**7.1 Information Reports**

**Moved By:** Councillor Gough

That the reports contained in Items 7.1.1 to 7.1.4 and 7.1.6 be received as information.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**7.1.1 Committee Referrals – Standing Policy Committee on Transportation-June 2021 [File No. CK. 225-78]**

General Manager, Transportation & Construction Schmidt presented the report.

**7.1.2 Vehicle for Hire Data - Wait Time Analysis [File No. CK. 7000-7]**

General Manager, Transportation & Construction Schmidt introduced the report.

A letter submitting comments from Yanique Williams, Uber Canada, dated June 7, 2021 was provided.

Councillor Gersher previously declared a conflict of interest on this matter due to her family being involved in a business that could be seen to be in conflict with the Taxi and TNC industries. Councillor Gersher was not present on the call.

Licensing and Permitting Manager Wilson provided a PowerPoint.

**7.1.3 Considerations for TNC Driver Licensing [File No. CK. 7000-7]**

General Manager, Transportation & Construction Schmidt introduced the report.

A letter submitting comments from Yanique Williams, Uber Canada, dated June 7, 2021 was provided.

Councillor Gersher previously declared a conflict of interest on this matter due to her family being involved in a business that could be seen to be in conflict with the Taxi and TNC industries. Councillor Gersher was not present on the call.

Licensing and Permitting Manager Wilson provided a PowerPoint.

**7.1.4 Downtown Active Transportation Network – June 2021 Update [File No. CK. 6000-5]**

General Manager, Transportation and Construction Schmidt presented the report.

A letter submitting comments from Brent Penner, Downtown Saskatoon, dated June 6, 2021 was provided.

Director of Transportation Magus addressed questions related to external consultation.

**7.1.5 Enhanced Service Level Options for Snow Grading and Removal [File No. CK. 6290-1 x 116-2]**



General Manager, Transportation & Construction Schmidt introduced the report.

Director of Roadway, Fleet and Support Saric provided a PowerPoint and addressed questions related to the options provided and staffing.

The Committee recessed at 4:05 p.m., and reconvened at 4:12 p.m. with all members of the Committee in attendance.

**Moved By:** Councillor Donauer

That the Standing Policy Committee on Transportation recommend to City Council that the Administration include the following information in the report to the Governance and Priorities Committee budget options meeting:

1. The implications of setting a service standard similar to Option B but having city-wide snow removal occur only when a certain threshold is met (perhaps when snowfall is average, or above average). This means that city-wide snow removal would not necessarily occur annually (when snowfall is less than the threshold). This may include the establishment of a reserve;
2. That the Administration assess the FTE's required for this seasonal work; and
3. That the Administration prepare a funding plan (similar to the Roadways asset management plan) that would see us reach our funding level within 4-5 years.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**Moved By:** Councillor Gough

That Standing Policy Committee on Transportation recommend to City Council through the appropriate meeting, that the current practices be adopted as formal Level of Service for snow and ice management on separated cycling facilities and that the level of service outlined for bike boulevards be adopted.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**7.1.6 Residential Speed Limit Review – Background Information and Feedback Summary [File No. CK. 6320-1]**

General Manager, Transportation & Construction Schmidt introduced the report.

Director of Transportation Magus provided a PowerPoint and addressed questions related road classification, street function and next steps.

**7.1.7 Saskatoon Transit Proposed Service Standards [File No. CK. 7300-1]**

General Manager, Transportation & Construction Schmidt introduced the report.

Director of Saskatoon Transit provided a PowerPoint and addressed questions related to the on-demand service areas.

Mayor Clark excused himself from the meeting at 4:47 p.m. during consideration of this matter.

**Moved By:** Councillor Gough

That the matter be forwarded to City Council for information.

In Favour: (5): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, and Councillor Kirton.

Absent: (1) Mayor Clark

**CARRIED UNANIMOUSLY**

**7.1.8 Party Bicycle Pilot Program**

This matter has been moved to item 7.3.2

**7.2 Approval Reports**

**7.3 Decision Reports**

**7.3.1 Policy and Program Options to Promote Permanent Accessibility Improvements to Buildings [File No. CK. 540-1 x 100-17]**

General Manager, Community Services introduced the matter.

Director of Building Standards Fagnou provided a PowerPoint presentation and along with General Manager, Community Services Lacroix addressed questions of the committee related to provincial grant supports and capital grant fund.

**Moved By:** Councillor Gough

That the Standing Policy Committee on Transportation recommend to City Council that Option 2 – City of Saskatoon Accessibility Grant be approved.

In Favour: (3) Councillor Jeffries, Councillor Gough, and Mayor Clark  
Against: (3) Councillor Dubois, Councillor Donauer, and Councillor Kirton

**DEFEATED ON A TIED VOTE**

**Moved By:** Councillor Gough

That the Standing Policy Committee on Transportation recommend to City Council that Option 1 – Increase Education and Awareness, be approved.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

**7.3.2 Party Bicycle Pilot Program [File No. CK. 5300-5]**

A report of the General Manager, Community Services was provided.

Letters from the following were also provided:

Request to speak

Joseph Bristow, Pedal Pub Saskatoon, dated June 4, 2021

Submitting Comments

Brent Penner, Downtown Saskatoon, dated June 6, 2021

Joseph Bristow, Pedal Pub Saskatoon spoke in support of the Party Bicycle Pilot Program.

General Manager, Community Services Lacroix addressed questions of the committee related to the pilot program framework and procedure.

Solicitor Kowalski addressed questions related to the bylaw amendment.

City Manager Jorgenson advised as to the possible pilot project operation start date.

**Moved By:** Councillor Donauer

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

1. That Option 1- Party Bicycle Pilot Program be approved and that the City Solicitor be directed to prepare bylaw amendments as set out in this report and to work with Transportation Department to prepare a formal operating agreement to enable a party bicycle pilot program, as outlined in Option 1; and
2. That Option 2 – Research into Party Bicycle Regulations be approved, to allow for further research and reporting on bylaw amendments to allow for the operation of party bicycles following the pilot program in 2021.

In Favour: (6): Councillor Dubois, Councillor Jeffries, Councillor Donauer, Councillor Gough, Councillor Kirton, and Mayor Clark

**CARRIED UNANIMOUSLY**

Item 6.1.1 was considered next.

**8. URGENT BUSINESS**

**9. MOTIONS (Notice Previously Given)**

**10. GIVING NOTICE**

**11. IN CAMERA AGENDA ITEMS**

**12. ADJOURNMENT**

The meeting adjourned at 5:43 p.m.

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Councillor B. Dubois, Chair

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S. Bryant, Deputy City Clerk

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**Subject:** Email - Communication - Julia Harding - Existing Outfront signage on City ROW property - Commercial Billboards on Public Right-of-Way - CK 6280-1 x 4225-1

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>

**Sent:** June 03, 2021 2:00 PM

**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>

**Subject:** Email - Communication - Julia Harding - Existing Outfront signage on City ROW property - Commercial Billboards on Public Right-of-Way - CK 6280-1 x 4225-1

--- Replies to this email will go to [julia.harding@outfront.ca](mailto:julia.harding@outfront.ca) ---

Submitted on Thursday, June 3, 2021 - 14:00

Submitted by user: Anonymous

Submitted values are:

Date Thursday, June 03, 2021

To His Worship the Mayor and Members of City Council

First Name Julia

Last Name Harding

Phone Number (780) 496-9458

Email [julia.harding@outfront.ca](mailto:julia.harding@outfront.ca)

Address 11703 170 Street

City Edmonton

Province Alberta

Postal Code T5M3W7

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

Subject Existing Outfront signage on City ROW property

Meeting (if known)

Comments Please refer to the included Letter

[REDACTED]

[REDACTED]

[REDACTED]

June 2, 2021

**City of Saskatoon**  
**Attention: City Clerks Department**

**Re: Notice of Termination of OUTFRONT Lease Agreement**

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Outfront is recently in receipt of a notice of termination of our sign privileges for our existing static display billboards signs located on the public right-of-way, based on a claim of public safety issues, sent from Jay Magus, Director of Transportation.

OUTFRONT will be making a formal application seeking consideration for approval of a temporary pause of the requirement to remove its signs by December 2021 as per the terms and conditions of the termination notice.

**Background**

OUTFRONT has 5 existing sign locations that are located on the City right-of-way. The current lease agreement was last renewed in 2020. The locations are as follows:

- 1) Circle Drive North/Airport Road which was just recently approved by the city and installed approximately 5 years ago. We have yet to even fully depreciate the capital investment for the installation at this site.
- 2) 19<sup>th</sup> Street/ 4<sup>th</sup> Avenue
- 3) 19<sup>th</sup> /4<sup>th</sup> Ave. (second sign at this location)
- 4) 19<sup>th</sup> Street / Avenue A
- 5) Warman Road / Assiniboine Drive

All of these four sign locations have been in existence for years and even decades; one location was built over 70 years ago and has become a landmark sign in the community. All of the signs have been operating and allowing both local businesses and national clients to promote products and services in Saskatoon in a regulated manner without incident or complaint. We are not aware of, nor has the City ever made us aware of, any increase in traffic accidents in these areas that is related to the existing signs. The City of Saskatoon has not provided any evidence that these signs are a risk to public safety, and in fact have benefited from the use of the signs for community messaging.





In March 2018, the Standing Policy Committee on Transportation recommended to council that proposed new billboard locations on the right-of-way as a means to generate additional revenue be refused due to a claim that the signs would cause a risk to public safety. It was also indicated in this report that the existing lease agreement for the existing signs owned and operated by OUTFRONT also would not be renewed upon the expiry in 2018. However, the lease agreements were renewed on a year to year basis and the current renewed agreement is only mid-way through its term. As result we were somewhat caught off guard when we recently received an early notice of termination. In addition to the challenges we are all facing during a global health pandemic, our long term local Real Estate and Operations person in the market has been absent with some personal health issues, which has made it difficult for us as a company to respond to this problem.

#### **OUTFRONT's position and next steps**

- We do not operate signs that could be a cause for public safety issues. We strongly oppose the claim being made that our signs are a hazard, particularly with no actual evidence of such a claim on signs that have been in existence now for decades. We intend to offer multiple traffic safety studies in Canada and the United States as evidence to refute the Standing Policy Committee on Transportation's claim that our signs are a public safety risk, and in fact demonstrate that signs do not distract drivers to a level that shows any correlation to an increase in traffic accidents. In fact, studies have confirmed that drivers actually perform better and at a heightened state of attention when stimulated with some level of distraction. We will also ask you to look at several major cities in Canada that do allow and benefit from signage being located safely and without issue in the public right-of-way. We will supply you with comparables in Toronto, Montreal, and Vancouver as a sample for consideration.
- These signs have generated hundreds of thousands of dollars in additional revenue to the City of Saskatoon. They are also a critical advertising platform that will help local businesses recover from the impacts of COVID and grow the local economy. It is our desire to work with the City of Saskatoon to find possible alternate City-owned lands where these signs in the public right-of-way can be relocated with newer, more modern sign displays and even greater revenue potential that will continue to benefit the City. It is our intention to focus on suppling these key points of consideration in our upcoming submission which we hope to complete in the weeks ahead.

It is our privilege to be a partner with the City of Saskatoon and we would greatly appreciate an opportunity to find alternate solutions to address all concerns.

Sincerely,

OUTFRONT

A handwritten signature in blue ink, appearing to read "Steve Wolowich", written over a light blue rectangular background.

Steve Wolowich

**Senior Director / Western Real Estate**



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## Commercial Billboards on Public Right-of-Way

### Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:  
That additional billboards on public right-of-way not be installed due to public safety reasons.

### Topic and Purpose

This report provides comments on the impacts of installing commercial billboards on public right-of-way (ROW), a concept proposed during the 30-Day Challenge.

### Report Highlights

1. Commercial billboards have the potential to generate revenue throughout the city.
2. Distracted driving is considered a significant public safety issue. By their inherent nature, commercial billboards are intended to distract.
3. Commercial billboards on ROW does not align with Saskatoon's Traffic Safety Action Plan (STSAP) nor Vision Zero.
4. Bylaw No. 8770, The Zoning Bylaw outlines regulations for commercial billboards related to size, location and type of signs.

### Strategic Goal

This report supports the Strategic Goal of Moving Around by providing safe infrastructure for all road users including pedestrians, cyclists, and motorists.

### Background

City Council, at its meeting held on August 28, 2017, considered a report on the 30-Day Challenge and resolved, in part:

- "8. That the Administration report to the Standing Policy Committee on Finance regarding additional billboards on City rights-of-way;"

This initiative was suggested as a means to generate (or provide) additional revenue for the City of Saskatoon. The report was re-directed to the Standing Policy Committee on Transportation as the content best fits this committee's mandate.

### Report

#### 30-Day Challenge Idea

The idea to consider the placement of billboards on public ROW was identified in the 30-Day Challenge to generate additional revenue for the city.

The Administration engaged various local billboard advertising companies to determine estimates of potential revenue opportunities that could be realized by placing billboards in some ROW locations. Representatives of the companies indicated there are some roadway locations within the city that are currently underserved, with noted examples

## Commercial Billboards on Public Right-of-Way

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being Circle Drive, College Drive and newly constructed portions of McOrmond Drive (North Commuter Parkway).

The Administration estimates that depending on the specific location, there may be approximately 10 to 15 potential billboard locations throughout the City that could generate up to \$35,000 per year, per digital sign, resulting in total annual revenue of \$350,000 to \$525,000 if and when all signs were installed. Static signs in these same locations would realize smaller revenues of approximately \$5,000 per poster face.

The City has previously permitted five static billboards within the public ROW, with five year leases renewed in approximately 2013, ranging in value from \$3,230.67 to \$9,692.02 per year (based on 2017 lease value) depending on the size and number of faces of the commercial billboard. These billboards have been in place for several years and their placement has been grandfathered to date. Details, including financial information is as follows:

Location	Lease End Date (5-yr lease)	2017 Lease Value
Circle Drive N & Airport Road	Dec. 31, 2019	\$6,622.90
19 <sup>th</sup> Street E & 4 <sup>th</sup> Avenue S	Aug. 31, 2018	\$3,230.67
19 <sup>th</sup> Street E & 4 <sup>th</sup> Avenue S	Aug. 31, 2018	\$4,846.01
19 <sup>th</sup> Street E & Avenue A	Aug. 31, 2018	\$9,692.02
Warman Road & Assiniboine Drive	Aug. 31, 2018	\$3,230.67

These leases will not be renewed when the leases expire in 2018, and the one location in 2019, due to public safety reasons discussed further in this document.

### Distracted Driving and Billboards

While the installation of commercial billboards in the public ROW has the ability to generate revenue, by their inherent nature, commercial billboards (which includes static and electronic billboards) are intended to attract a motorist's attention and therefore conflicts with best practices in road safety. Knowingly permitting these types of signs will lower the level of public safety, and also potentially open the City of Saskatoon to be liable for collisions and injuries. Other jurisdictions do not permit commercial billboards within the public ROW and have policies to administer or restrict commercial billboards on private land immediately adjacent to, or within sight of, roadways.

Details of the review of best practices are provided in Attachment 1.

### Saskatoon's Traffic Safety Action Plan/Vision Zero

City Council approved Saskatoon's Traffic Safety Action Plan (STSAP) in September 2014, which was developed through a collaborative process with the Saskatchewan Centre of Excellence in Transportation and Infrastructure, Saskatchewan Government Insurance, Saskatoon Police Service, and several other stakeholders. Using historical collision statistics, the STSAP identifies seven emphasis areas including:

- Aggressive Driving;
- Distracted Driving;
- Impaired Driving;
- Intersections;
- Older Drivers;
- Vulnerable Road Users; and
- Young Drivers.

Through a combination of engineering, education and enforcement efforts, the STSAP outlines a number of initiatives to achieve a targeted 10% reduction in fatal and serious injury collisions in each emphasis area.

The Administration is developing a plan to transition from the STSAP to a formal Vision Zero approach to road safety. Vision Zero is a road safety approach with the goal of zero traffic related fatalities or severe injuries. Canada adopted Vision Zero as a federal strategy in January 2016. A copy of a recent Vision Zero session primer held with stakeholders is included in Attachment 2. Capital Project #0631 – Transportation Safety Improvements included approved funding to launch the Vision Zero initiative and begin an education campaign in 2018.

The introduction of commercial billboards along in the public ROW is not consistent with the direction to reduce collisions related to distracted driving.

Developers and proponents of commercial billboards have suggested that including traveller information such as road closures or upcoming road maintenance could occupy some portion of the messaging of the billboard in order to justify the location on the public ROW. Providing traveller information in this manner is not standard traffic engineering practice and will increase distracted driving by training drivers to look at all commercial billboards for potential public information. A Traveller Information System for motorists will be developed as part of the Intelligent Transportation System Strategic Plan for Saskatoon. More details are provided in Attachment 3.

### Bylaw No. 8770, The Zoning Bylaw

The size, location and type of signs are regulated by Bylaw No. 8770, The Zoning Bylaw. Generally, under the provisions of the Zoning Bylaw, billboards are permitted only on private property, in specified commercial and industrial areas and typically are used to advertise off-site products or services.

From a planning perspective, billboards may block access to scenic vistas, may contribute to light pollution, and do not enhance the urban environment by providing distracting messaging. Digital billboards, which are increasingly the more common form of billboard signage, have a far greater visual reach with digital images that could change as often as every six seconds.

The regulations contained in the Zoning Bylaw ensure that signs are located in appropriate locations, and maintain a separation distance from each other in order to

minimize the impact to the urban environment and distraction to motorists. Allowing billboards in the public ROW would significantly increase the number of potential locations where billboards could be located in the city which contributes to visual clutter in the urban environment and generally would not enhance community aesthetics.

The current regulations endeavor to ensure a balance between providing for business opportunity and maintaining desired community aesthetics and limit driver distraction.

### **Communication Plan**

At the time a Traveller Information System is ready for implementation, the City will communicate city-wide to advise road users about the new system and how they will be used.

### **Other Considerations/Implications**

There are no options, public and/or stakeholder involvement, policy, financial, environmental, privacy or CPTED considerations or implications.

### **Due Date for Follow-up and/or Project Completion**

None planned at this time.

### **Public Notice**

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

### **Attachments**

1. Distracted Driving and Billboards
2. Vision Zero Session Primer
3. Traveller Information System

### **Report Approval**

Written by:	Jay Magus, Acting Director of Transportation
Reviewed by:	Kerry Tarasoff, General Manager/CFO, Asset and Financial Management
Approved by:	Angela Gardiner, Acting General Manager, Transportation & Utilities Department

TRANS JM – Commercial Billboards on Public Right-of-Way

### Distracted Driving and Billboards

Placing billboards on the public ROW is an area that has been given considerable attention to. The Canadian Council of Motor Transport Administrator (CCMTA)'s Distracted Driving Subcommittee, defines distracted driving as the following:

“Distracted driving is the diversion of attention from driving, as a result of the driver focusing on a non-driving object, activity, event or person. This diversion reduces awareness, decision-making or performance leading to increased risk of driver error, near-crashes or crashed. The diversion of attention is not attributable to a medical condition, alcohol/drug use and/or fatigue.”

CCMTA further notes that there are various possible driver distractions, including, but not limited to, visual distractions outside your vehicle such as collisions, police activity, or looking at street signs or billboards.

The Province of Quebec published a study titled ‘Impact de l’excès de signalisation chez les automobilistes âgés’ (translation: The impact of excessive signage on different age of drivers) aimed to determine the impact of age on the ability to process the information displayed on a road sign depending on various criteria: the presentation of various scenes, the number of signs present, and the degree of the mental workload. The results of the study indicated:

- “aging has a significant impact on processing the information displayed on road signs. Older drivers perform less well than younger drivers;
- the greater the number of road signs, the more the driving performance of older drivers decreases;
- crowding of the visual field is one of the main factors that interferes with information processing of older drivers;
- the efficiency of older drivers’ ability to process the information displayed on roadside signs depends on the number of signs and the time available to process the information.”

According to the U.S. National Highway Traffic Safety Administration (NHTSA) in 2015 10% of fatalities involved driver distraction.

Saskatchewan Government Insurance (SGI)'s indicates in their ‘Driver’s Handbook’ that:

“Driver Inattention and distraction is responsible for 18% of all collisions. On average, it leads to 52 collision fatalities a year in Saskatchewan.”

“Some of the most common driver distractions include persons, objects or events outside the vehicle, distraction from passengers, looking for or at something in the vehicle, adjusting radio, climate or vehicle controls, smoking and eating or drinking.”

Transportation Association of Canada (TAC) is a national association with a mission to promote the provision of safe, secure, efficient, effective, and environmentally and financially sustainable transportation services in support of **Canada's** social and economic goals. The City of Saskatoon is a member of TAC under the Municipal Government classification.

TAC publishes many technical design guidelines and standards, including the Manual of Uniform Traffic Control Devices for Canada (MUTCD), January 2014. Under the section titled 'Legal Authority' the following is provided:

“Traffic signs are installed only under the authority of the road agency having jurisdiction. Signs should be installed and maintained in accordance with the guidelines and standards set out in this Manual. Signs placed by private organizations without authority are often poorly placed and maintained, and are not legal. All non-essential signs should be removed since they divert attention from official signs. Traffic signs and supports must not bear any unauthorized commercial advertising or labels, logos, etc.”

The MUTCD for Canada clearly outlines four types of signs that are permitted within the public ROW:

- Regulatory Signs, such as pedestrian crosswalk or speed limit signs;
- Warning Signs, such as curve ahead signs;
- Guide and Information Signs, such as distance to the next street signs; and
- Temporary Conditions Signs, such as work zone signs.

There is no mention of commercial signs as jurisdictions simply do not permit these. A few most likely do exist throughout Canada, but within larger Cities there are many local policies to administer or restrict commercial billboards on private land immediately adjacent to, or within sight of, roadways. There is no consideration for commercial billboards on the public ROW. It is simply a practice not followed for obvious public safety reasons of increased distracted driving. By their inherent nature, commercial billboards are intended to distract, and knowingly permitting these types of signs will lower the level of public safety, but may potentially open the City of Saskatoon to be liable for collisions and injuries.

### What is Vision Zero?

Vision Zero is a road safety approach with the goal of zero traffic related fatalities or severe injuries. Canada adopted Vision Zero as a federal strategy in January 2016.

### How is Vision Zero different than our current approach?

Vision Zero is based on the simple fact that we are human and make mistakes. The road system needs to keep us moving. But it must also be designed to protect us at every turn.

Vision Zero	Traditional thinking
<ul style="list-style-type: none"> <li>Focus on fatalities and serious injuries</li> </ul>	<ul style="list-style-type: none"> <li>Focus on overall collision rates</li> </ul>
<ul style="list-style-type: none"> <li>Flaws in the transportation system identified as cause of collisions</li> </ul>	<ul style="list-style-type: none"> <li>Human error identified as cause of collisions</li> </ul>
<ul style="list-style-type: none"> <li>Focus on perfecting road system for imperfect human behavior</li> </ul>	<ul style="list-style-type: none"> <li>Focus on perfecting human behavior on an imperfect road system</li> </ul>
<ul style="list-style-type: none"> <li>Safety initiatives reduce societal costs</li> </ul>	<ul style="list-style-type: none"> <li>Safety initiatives are costly</li> </ul>


### Vision Zero Principles

- No loss of life is acceptable
- Traffic fatalities and serious injuries are preventable
- We all make mistakes
- We are physically vulnerable when involved in motor vehicle collisions
- Eliminating fatalities and serious injuries is a shared responsibility between road users and those who design and maintain our roadways
- We have a right to a safe transportation system

### Vision Zero Starter Session

The Starter Session will take 2-3 hours and will include:

- Education session to review Vision Zero, Safe Systems Approach, general statistics, and why Vision Zero is important for all road users
- Workbook session to determine where our community stands in terms of traffic safety. We will explore the dangers, opportunities, and strengths within our community
- Development of a vision statement for our community's traffic safety plan and
- Identification of moving forward strategies and next steps.



VISION ZERO IS ABOUT  
RECOGNIZING THAT TRAFFIC  
DEATHS AND INJURIES ARE  
PREVENTABLE, AND IMPROVING  
THE SAFETY OF ROADWAYS  
THROUGH EDUCATION,  
ENFORCEMENT, ENGINEERING,  
EVALUATION AND ENGAGEMENT.

City of Hamilton, ON

### Traveller Information System

A type of Intelligent Transportation System (ITS) application, Traveller Information Systems presents information to road users typically on incidents ahead, road and lane closures, and recommended routing. Advanced Traveller Information Systems can also address weather and road conditions, and recommended speeds. This information is typically provided through a standard application of dynamic message boards placed alongside the road or above the driving lanes as shown in the examples. The Administration recently completed an ITS Needs Assessment, which identified as a 'gap' the need for a Traveller Information System. As a follow up to the needs assessment, an ITS Strategic Plan is currently being developed and will include a Traveller Information System as a significant component.

There are existing standards and best practices for permanent dynamic message boards in North America. Typically installed above driving lanes or immediately adjacent to the road, the message boards are expected by drivers, are very easy to see and understand, and not cluttered with advertising. They are controlled entirely by the road authority. If commercial billboards are installed within the public ROW, they would be located as far from the driving lanes as possible, which would force people to look away from their direct line of sight. This creates an unsafe condition as drivers are distracted by changing their focus from the road ahead to billboards far from the centre of the road. Comparing this situation with standard permanent dynamic message boards installed overtop of lanes (e.g. on the Stonebridge interchange, or Shaw Centre pedestrian walkway over 22<sup>nd</sup> Street) does not require a driver to change their focus from the road ahead.

In conjunction with the ITS Strategic Plan project, Transportation has identified six preliminary locations for permanent dynamic message boards that would be part of a larger Traveller Information System. These locations were carefully selected at decision points for drivers. Messages relayed to drivers at these points allow them to make decisions to alter their route, or highlight road conditions ahead. Messages provided at alternate locations on message boards whose primary purpose is for commercial advertising, will not be effective in providing drivers information on routing or road conditions. The six preliminary locations which have been identified as suitable for dynamic message boards are:

1. Highway 11 northbound entering the south end of Saskatoon
  - North of the Vic Boulevard overpass
  - South of the Highway 16/Highway 11 Cloverleaf overpass
2. Highway 16 westbound entering the south end of Saskatoon
  - West of Boychuk Drive
  - East of the Highway 16/Highway 11 Cloverleaf overpass
3. College Drive westbound
  - West of Central Avenue
  - East of the Circle Drive/College Drive overpass



4. Circle Drive East northbound
  - South of the Circle Drive/College Drive overpass
5. 22<sup>nd</sup> Street West eastbound
  - West of the Shaw Centre pedestrian overpass
  - Ideally mounted to the Shaw Centre pedestrian overpass
6. Idylwyld Drive North southbound
  - North of the 51st Street/Avenue C/Idylwyld Drive overpass
  - South of the Highway 16/Idylwyld Drive overpass

An application was made in early 2017 for Public Transit Infrastructure Funding (PTIF) to install the permanent dynamic message boards at the six locations, but it was not accepted. The Administration is currently considering other potential funding sources.

## Examples of Dynamic Message Boards

### Overhead application



### Roadside application



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**Subject:** Email - Request for Sole Concessionaire Rights - Downtown Saskatoon 2nd Avenue Sidewalk Sale, August 12 to 14, 2021 - CK 205-1  
**Attachments:** Downtown Sidewalk Sale Sole Concession Request 21Jul6.pdf

---

**From:** Sarah Marchildon <[sarah.marchildon@dtnyxe.ca](mailto:sarah.marchildon@dtnyxe.ca)>  
**Sent:** Wednesday, July 7, 2021 11:12 AM  
**To:** Web E-mail - City Clerks <[City.Clerks@Saskatoon.ca](mailto:City.Clerks@Saskatoon.ca)>  
**Cc:** Web E-mail - Allocations <[Allocations@Saskatoon.ca](mailto:Allocations@Saskatoon.ca)>; Cockrum, Lindsay <[Lindsay.Cockrum@Saskatoon.ca](mailto:Lindsay.Cockrum@Saskatoon.ca)>  
**Subject:** Email - Request for Sole Concessionaire Rights - Downtown Saskatoon 2nd Avenue Sidewalk Sale, August 12 to 14, 2021 - CK 205-1

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe]

Please find letter attached. Thank you.

Be healthy + safe, while you #SupportLocal **#BACKDOWNTOWN!**

**Sarah Marchildon**  
**MarCom + Program Director**  
**Downtown Saskatoon Business Improvement District**  
[306.664.0740](tel:306.664.0740) | [sarah.marchildon@dtnyxe.ca](mailto:sarah.marchildon@dtnyxe.ca) | [dtnyxe.ca](http://dtnyxe.ca) | social DTNYXE  
242 Third Avenue South | Saskatoon SK S7K 1L9

**NOON TUNES** Live Saturday lunch hour musical performances are **#BACKDOWNTOWN!**  
check out the lineup + schedule [here](#)

**Downtown Sidewalk Sale** July 8-10 + August 12-14!  
*\*July + August registration now open!*



July 6, 2021

City Clerk's Office  
City of Saskatoon  
222 3<sup>rd</sup> Avenue North  
Saskatoon SK S7K 0J5  
city.clerks@saskatoon.ca

Re: Downtown Sidewalk Sale | Request for Sole Concession

To His Worship & Members of City Council,

From Thursday, August 12 to Saturday, August 14 2021, Downtown Saskatoon will host Downtown Sidewalk Sale, for which we request permission to be the sole agents for the allocation of vending and concession locations. This will ensure that our licensed vendors and businesses are not compromised. As usual, the event will be held within 2<sup>nd</sup> Ave from 20<sup>th</sup> to 23<sup>rd</sup> Sts E, and 21<sup>st</sup> St E from 1<sup>st</sup> to 2<sup>nd</sup> Ave S.

We have also followed up with Recreation & Community Development Allocations for the request of additionally required civic services. If there are any questions regarding this request, please contact us.

Kind regards,

A handwritten signature in purple ink that reads 'Sarah Marchildon'.

Sarah Marchildon  
MarCom + Program Director  
Downtown Saskatoon

cc Recreation & Community Development Allocations | [allocations@saskatoon.ca](mailto:allocations@saskatoon.ca)

---

**Subject:** Email - Communication - James Kreuger - Traffic Noise and Loud Vehicles - File CK 375-2  
**Attachments:** standing\_policy\_committee\_on\_transportation.docx

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**From:** Web NoReply <[web-noreply@Saskatoon.ca](mailto:web-noreply@Saskatoon.ca)>  
**Sent:** Thursday, July 1, 2021 12:06 PM  
**To:** City Council <[City.Council@Saskatoon.ca](mailto:City.Council@Saskatoon.ca)>  
**Subject:** Email - Communication - James Kreuger - Traffic Noise and Loud Vehicles - File CK 375-2

--- Replies to this email will go to [REDACTED] ---

Submitted on Thursday, July 1, 2021 - 12:05

Submitted by user: Anonymous

Submitted values are:

Date Thursday, July 01, 2021  
To His Worship the Mayor and Members of City Council  
First Name James  
Last Name Kreuger  
Phone Number  
Email [REDACTED]  
Address [REDACTED] University Drive, [REDACTED]  
City Saskatoon  
Province Saskatchewan  
Postal Code S7N [REDACTED]  
Name of the organization or agency you are representing (if applicable)  
Subject Traffic Noise and Loud Vehicles  
Meeting (if known) Standing Policy Committee on Transportation  
Comments

A docx version of this letter is also attached. thank you for your consideration

Standing Policy Committee on Transportation  
City of Saskatoon

July 1, 2021

Dear Sirs/Madams,

RE: Traffic Noise and Loud Vehicles

My wife and I recently moved to Saskatoon and we are impressed with the beauty and access to green space that this city has to offer. The Meewasin Valley Trail, city parks and the river-side developments are truly remarkable and we are thankful that the city has made these a priority.

However, I write to you today concerning another matter: traffic noise and, in particular, extremely loud vehicles. I realize that ambient traffic noise is an unavoidable reality of urban life and I take no issue with that. After nearly thirty years of living in the Nunavut Territory, I find the sounds of the city exciting, exotic and a reminder that retirement is an adventure. The noise that concerns me is caused by a number of individual trucks, cars, and motorcycles that have modified their muffler systems to increase, rather than suppress, their engine noise. Broadway Avenue leading to and across the Broadway Bridge is a popular route for cruising and, as our home is adjacent, we notice certain vehicles that rev their engines to create extreme noise from 12th Street down and across the bridge. The noise increase is jarring to residents and detracts from the peace and beauty of the river-adjacent public green spaces.

I understand that the city police have more urgent duties than monitoring and enforcing the city noise bylaw. Instead, I am suggesting that Saskatoon approach the problem in much the same way that it has dealt with traffic light violations, that is, by using cameras. Acoustic cameras, or noise radar, have been researched or adopted by some cities as a way to reduce this unnecessary noise pollution and I am asking Saskatoon to consider doing the same. As the system could generate income through fines assessed, the initial cost would soon be offset by the noise violators themselves. Hopefully, they would soon tire of funding this traffic noise reduction program and get their vehicles fixed.

I have attached a number of links to news articles which report the testing of acoustic cameras in Europe and Asia, as well as in Canada. I have also attached two pdf links to studies that look at acoustic camera traffic noise monitoring.

I offer this suggestion in the spirit of civic engagement and thank you for your consideration.

Sincerely yours,

James Kreuger

#### Web Links to Articles on Traffic Noise Monitoring with Acoustic Cameras

1. Noise-control technology now on Edmonton streets, listening and watching. CBC News, August 15, 2018.  
<https://www.cbc.ca/news/canada/edmonton/edmonton-photo-radar-noise-monitoring-cameras-1.4787069>
2. Edmonton to crack down on loud vehicles with photo radar-style tech. CTV News, August 18, 2018.  
<https://www.ctvnews.ca/canada/edmonton-to-crack-down-on-loud-vehicles-with-photo-radar-style-tech-1.4058257>
3. 'Acoustic cameras' tested in bid to cut noisy vehicles. BBC News, June 8, 2019.  
<https://www.bbc.com/news/uk-48564995>
4. Paris suburb pioneers 'noise radar' to fine roaring motorcycles. Reuters, August 30, 2019.  
<https://www.reuters.com/article/us-france-noise-motorcycles-idUSKCN1VK1AA>
5. Acoustic Cameras are being Trialled on UK Roads. November 21, 2019.  
<https://www.visordown.com/news/general/acoustic-cameras-are-being-trialled-uk-roads>
6. Paris is testing "noise radar" to automatically ticket loud cars. Motor Authority. September 3, 2019.  
[https://www.motorauthority.com/news/1124883\\_paris-is-testing-noise-radar-to-automatically-ticket-loud-cars](https://www.motorauthority.com/news/1124883_paris-is-testing-noise-radar-to-automatically-ticket-loud-cars)
7. Major cities are introducing noise radars that automatically issue fines to loud vehicles to combat noise pollution. Business Insider, September 5, 2019. <https://www.businessinsider.com/major-cities-introducing-noise-radars-to-fine-loud-vehicles-2019-9>

8. Sound radar suggested as traffic noise concerns surge in the Beltline. CTV News, August 17, 2020.  
<https://calgary.ctvnews.ca/sound-radar-suggested-as-traffic-noise-concerns-surge-in-the-beltline-1.5068414>
9. 'Noise Cameras' are Coming Soon to Catch Illegally Noisy Cars. November 11, 2020.  
<https://www.sytner.co.uk/news/acoustic-cameras-coming-soon/>
- 10 Taiwan to use acoustic cameras to catch traffic noise violators next year. Taiwan News, November 17, 2020.  
<https://www.taiwannews.com.tw/en/news/4055517>

#### Efficacy Studies on Acoustic Radar and Traffic Noise Monitoring

Czyżewski, A. (2020). Estimating Traffic Intensity Employing Passive Acoustic Radar and Enhanced Microwave Doppler Radar Sensor.  
<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwjYsYvWrsLxAhUMQ80KHSImAhIQFjAFegQIBhAD&url=https%3A%2F%2Fwww.mdpi.com%2F2072-4292%2F12%2F1%2F110%2Fpdf&usg=AOvVaw2IXXuInVlgxUhrXpR8OJ67>

Yueyue Na, Yanmeng Guo, Qiang Fu, Member, IEEE, and Yonghong Yan. (2015). An Acoustic Traffic Monitoring System: Design and Implementation  
[https://www.researchgate.net/profile/Yueyue-Na/publication/303407737\\_An\\_Acoustic\\_Traffic\\_Monitoring\\_System\\_Design\\_and\\_Implementation/links/5742512408ae9ace84187bab/An-Acoustic-Traffic-Monitoring-System-Design-and-Implementation.pdf?origin=publication\\_detail](https://www.researchgate.net/profile/Yueyue-Na/publication/303407737_An_Acoustic_Traffic_Monitoring_System_Design_and_Implementation/links/5742512408ae9ace84187bab/An-Acoustic-Traffic-Monitoring-System-Design-and-Implementation.pdf?origin=publication_detail)

[REDACTED]

[REDACTED]

[REDACTED]

---

**Subject:** Email - Request to Speak - Jennifer Heroux - Lazer Autobody Inc - Paving of the Street - CK 6315-1

---

**From:** Web NoReply <[web-noreply@saskatoon.ca](mailto:web-noreply@saskatoon.ca)>

**Sent:** June 08, 2021 10:40 AM

**To:** City Council <[City.Council@saskatoon.ca](mailto:City.Council@saskatoon.ca)>

**Subject:** Email - Request to Speak - Jennifer Heroux - Lazer Autobody Inc - Paving of the Street - CK 6315-1

--- Replies to this email will go to [REDACTED] ---

Submitted on Tuesday, June 8, 2021 - 10:40

Submitted by user: Anonymous

Submitted values are:

Date Tuesday, June 08, 2021

To His Worship the Mayor and Members of City Council

First Name Jennifer

Last Name Heroux

Phone Number (306) [REDACTED]

Email [REDACTED]

Address [REDACTED] Garfield St.

City Saskatoon

Province Saskatchewan

Postal Code S7M [REDACTED]

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

Subject Paving of the street

Meeting (if known) TRANSPORTATION COMMITTEE

Comments

Good Day,

We have been business owners in Saskatoon for 33 Years and at our current Location for 20 years Lazer Autobody on Ave P. We then expanded and purchased a building on Garfield as an add on to our auto-body business. Over the years there has been talk to improve Garfield St. when Pat Lorje was on council. I am requesting to speak on behalf of our business that we own on Garfield St. I had been led to believe that this street would be paved some years ago and we are thinking of purchasing more land on this Garfield but the roads are in such a bad state that is hard on vehicles and visually to run a business out of it. My hope is to have a discussion as to how we could proceed to make this possible.

Thanking you in advance

Jennifer Heroux

306-[REDACTED]

Heroux Investments

Lazer Autobody Inc  
[REDACTED]

[REDACTED]

[REDACTED]



# 2020-2021 Winter Road Maintenance Summary

## ISSUE

This report is a summary of winter operations for the 2020-2021 winter season.

## BACKGROUND

Snow and ice management of roads, bridges and pathways focuses on public safety and citizen mobility during the winter months. The service level for Snow and Ice Management was approved in 2017. This service level includes all the activities undertaken for snow and ice management including regular maintenance and targeted response strategies to inclement weather.

## CURRENT STATUS

The 2020-2021 winter season included four snow events and ten weather events which is less than average. Snow events are snowfalls where the accumulation of snow is greater than 5 cm and snow grading on all priority streets is initiated. Contractor assistance is required, and all priority streets are graded within 72 hours. Weather events include snowfall, freezing rain, or other adverse winter weather that requires targeted response strategies that do not include snow grading on all priority streets.

The winter started with an extreme snowstorm that occurred from November 7 to 9. The snowstorm was very challenging due to its severity. This was the worst snowstorm experienced in Saskatoon since 2007. Freezing rain, high winds, and snowfall of approximately 30 to 40 cm made streets and pathways impassable. As crews were grading snow on city streets, an additional 8 to 10 cm of snow fell on November 13.

Snow grading of all streets in Saskatoon was initiated due to mobility challenges. In addition to grading almost double the number of kilometres in relation to a typical snowstorm response, snow grading effort was more than double the normal effort because of the depth and volume of snow.

Snow grading improved mobility along local streets but created problems with parking availability and sight lines at intersections and driveways and concerns with spring flooding. After snow grading was completed, the stored snow from all priority and local streets in residential neighbourhoods was removed.

The snowstorm response required a massive effort from City staff and contractors as this was the city's largest snow grading and removal ever undertaken.

There were two more snow events after November, resulting in a lower than average total annual snowfall accumulation.

Service level commitments were not met for the extreme snowfall that occurred in November due to its severity but were met for the other snow events that occurred over the winter.

## DISCUSSION/ANALYSIS

Last year was a record year for the number of truck loads of snow removed from Saskatoon's streets. Over 90,000 truck loads of snow were hauled to snow management facilities. The previous record from 2012 was approximately 35,000 truck loads.

At the end of the winter, approximately 1.6 million cubic meters of snow was piled at snow management facilities. Last year that amount was 300,000 cubic meters. Temporary expansion of the snow management facility at the Civic Operations Center was required to provide additional storage for the massive influx of snow. The additional area used for snow piling was to the north of the existing snow pad. Planning work is underway to identify sites for future snow management facilities. The new sites will replace non-engineered facilities near Wanuskewin Road and Central Avenue due to growth plans in the area and environmental concerns.

Lessons learned from the November snowstorm have been documented and will be used in the development of a formal Emergency Response Plan for future extreme or unusual snow events.

In general, the feedback from residents on snow grading and removal on local streets in residential neighbourhoods was positive. The Administration has prepared a separate report for the Standing Policy Committee on Transportation and City Council, outlining several options for potential enhancement of the current Service Level for Snow and Ice Management. These options will be brought forward for City Council consideration as part of the Multi-Year Business Planning and Budget process.

### Winter Maintenance Program Improvement Initiatives

1. Introduction of an annual "Winter Maintenance Support" contract using a competitive bidding process to secure additional resources in the event of a severe shortage of staff or an emergency snowstorm.
2. Work is underway on a plan to better manage the use of salt for improving winter driving conditions.
3. Planning work has been initiated for the installation of Environmental Sensor Stations to support decision making on ice management strategies.

### Snow and Ice Management Budget

The November snowstorm response resulted in significant incremental costs. The total cost of the November snowstorm response was approximately \$14.0 million. This included approximately \$11.0 million in 2020 and \$3.0 million in 2021.

The total 2020 Snow and Ice Management costs were approximately \$23.7 million. These expenses include the 2020 Snow and Ice Management budget of \$13.4 million and the incremental cost of \$10.3 million incurred in 2020. The Snow and Ice Management Contingency Reserve of \$3.45 million offset a portion of the incremental 2020 cost before being fully depleted.

## **OTHER IMPLICATIONS**

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

## **NEXT STEPS**

Planned continuous improvement initiatives include further enhancement of reporting and work progress tracking using data from GPS, installation of Environmental Sensor Stations to monitor weather and road conditions, and further development of a plan to better manage use of salt for improving winter driving conditions.

A formal Emergency Response Plan for future extreme or unusual snow events is in development and will be presented to City Council for approval in the third quarter of 2021.

## **APPENDICES**

1. Photos - 2020-2021 Winter Road Maintenance Summary

### **Report Approval**

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

Admin Report - 2020-2021 Winter Road Maintenance Summary.docx

## Photos - 2020-2021 Winter Road Maintenance Summary

Local street after severe snowstorm November 9, 2020



Local street during snow removal process





Local street during snow removal process



Snow blower removing snow from priority street





Street after snow grading and snow removal have been completed





Downtown Saskatoon the day after the November snowstorm



Priority street after snow grading



Crews working on Saskatoon's streets 24 hours a day



Snow management facility at Central Ave





Free blowing a boundary gravel road after heavy winds



# 2022 - 2023 Budget Recommendation for Saskatoon Transit Service Increases

This information report will provide background for the 2022-2023 budget recommendation for Saskatoon Transit service increases, outlining the requirements for ongoing Transit operations in new and developing neighbourhoods, and for proposed new Community Transit service. These recommendations are supported by Saskatoon Transit's Proposed Service Standards, which were presented to the Standing Policy Committee on Transportation in an earlier report titled "Saskatoon Transit Proposed Service Standards" on June 7, 2021.

## BACKGROUND

Since 2015, Saskatoon Transit has been developing and refining a set of Service Standards to better prepare for the introduction of new or expanded service and the prioritization of transit service hour recommendations.

The development of the proposed Service Standards has helped guide Saskatoon Transit toward the 2022-2023 budget submission. Saskatoon Transit prepared the business plan options based on critical service increases to new neighbourhoods along with commercial, tourism and educational program support to the community.

The four business plan options are:

1. North Kensington – Tier 1 Introductory Transit Service in 2022
2. Aspen Ridge - Tier 1 Introductory Transit Service in 2023
3. Route 1010 - Spadina – Community Transit Service in 2022
4. Wanuskewin Park – Community Transit Service in 2023

## CURRENT STATUS

Saskatoon Transit's proposed Service Standards identify three tiers of service. Tier 1 Introductory service is provided when there is a road network to support transit vehicles, the completed transit route is in alignment with the Concept Plan, and the neighbourhood has at least 25% of its projected population. Examples of neighbourhoods with Tier 1 service include Route 22 City Centre/Confederation and Route 25 North Industrial.

Saskatoon Transit has identified two new and developing neighbourhoods that are recommended for Tier 1 Introductory service, 1) North Kensington, and 2) Aspen Ridge. These service hours would be AM and PM peak only, Monday to Friday, 0700 to 1000 and 1500 to 1800 hours. This level of service is equivalent to 1,560 service hours annually.

The proposed Service Standards also describe the various types of bus routes used by Saskatoon Transit. One of these types is a Community Bus route. An example of this includes transit service during Folkfest using Community Bus Routes, which are

designated routes that serve seasonal and/or community needs. They operate when required and maintain a minimum frequency of 60 minutes and vary as needed.

Saskatoon Transit has received inquiries/requests regarding future community service in two areas, 1) the area linking the Remai Art Gallery/Persephone Theatre along Spadina to the Nutrien Wonderhub, Shakespeare on the Saskatchewan, and the Prairie Lily dock; and 2) Wanuskewin Park. Based on the feedback received, public and stakeholder interest in this type of seasonal community service to these two locations is strong.

Lastly, within the budget submission the proposed Saskatoon Transit Service Standards will be presented, as amended, for formal approval with the budget. More information has been added to the Community Transit Service area considering the additional requests for business plan options included here.

## **DISCUSSION/ANALYSIS**

The proposed Service Standards help guide the level of service for the budget development and are also used to:

- develop new service increases;
- provide equitable transit services across the city;
- identify and capture efficiencies;
- optimize transit services;
- support the creation and use of baseline Key Performance Indicators (KPIs) for measuring and reporting on service metrics and efficiency; and
- provide a baseline for funding.

Based on this information, Saskatoon Transit is including the following budget options for 2022-2023 consideration:

1. Tier 1 Transit Service be introduced into the neighbourhood of North Kensington in 2022. Kensington is currently at 61% buildout of single-family units and 16% multi-family for an overall buildout of 38%. Much of this growth has been in South Kensington, however, with the imminent completion of the connector road between North and South Kensington, the anticipated growth for the next two-to-three years will be in North Kensington. Saskatoon Transit will require \$167,239 annually in operating, based on 1,560 service hours, to increase service to North Kensington, this includes 1.33 FTE. In order to support this request an additional 0.58 of a transit bus will be required.
2. Tier 1 Introductory Service be introduced into the neighbourhood of Aspen Ridge in 2023. Aspen Ridge is a new neighbourhood situated north of the community of Evergreen. Aspen Ridge is currently at 18% buildout of single-family units, 0% buildout on multi-family for an overall buildout of 7%. Full buildout is projected for 2040. Saskatoon Transit cannot fully service Aspen Ridge now, due to incomplete road infrastructure and because of its current buildout percentage.

Saskatoon Transit anticipates exponential growth in Aspen Ridge in years to come. Based on 1,560 service hours required, the expected cost is \$167,239 annually, this includes 1.33 FTE. In order to support this request an additional 0.58 of a transit bus will be required.

3. The introduction of a seasonal community transit route in the downtown and along Spadina Avenue in 2022. This route will service businesses, tourism, employees, volunteers, special events and festivals throughout the downtown and along Spadina Avenue. Extensive engagement has taken place with primary, secondary, and tertiary stakeholders in the downtown and area in preparation for the implementation of Route 1010 Spadina. We expect this service to operate from mid-May to the end of September. This service would operate from 1000 to 2000 hours, up to 6 days a week, with 20-minute frequency. Based on 1,512 service hours required for this community service, the expected cost is \$162,093 annually, this includes 1.29 FTE. In order to support this request an additional 0.56 of a transit bus will be required.
4. The introduction of community transit service to Wanuskewin Park in 2023. This seasonal service will support schools, tourism, businesses, employees, visitors, and students travelling to and from Wanuskewin Park. In December 2020, this service was first developed and introduced as a temporary measure from December 2020 through January 2021, with the support of funding through the Saskatchewan Lotteries Community Grant program. Conversations were had with stakeholders including City departments, Wanuskewin Park, and several schools. This service would operate six hours per day, six days a week, from mid-May to the end of September. Based on 882 service hours required, the expected cost is \$94,550 annually, this includes 0.75 FTE. In order to support this request an additional 0.33 of a transit bus will be required.

As part of the 2022-2023 budget cycle, Saskatoon Transit is bringing forward this report and budget options, based on forecasted growth from Planning and Development, and the proposed Service Standards for new and/or increased service.

### **FINANCIAL IMPLICATIONS**

The financial implications for new service in 2022-2023 will be presented as part of the budget options package at the August 23, 2021 Governance and Priority Committee Meeting to be considered in the multi-year business plan and budget review.

### **OTHER IMPLICATIONS**

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

### **NEXT STEPS**

As part of the 2022-2023 budget cycle, Saskatoon Transit has provided this report for consideration in the 2022-2023 Multi-Year Business Planning and Budget deliberations.



## 2022 - 2023 Budget Recommendation for Saskatoon Transit Service Increases

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### Report Approval

Written by: Cory Shrigley, Customer Support and Engagement Manager,  
Saskatoon Transit

Reviewed by: James McDonald, Director of Saskatoon Transit

Approved by: Terry Schmidt, General Manager, Transportation and Construction

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# Asset Management Plan Update - Bridges and Structures

## ISSUE

This report and accompanying documents provide information on the asset management programs related to bridges, overpasses, pedestrian crossings, sound attenuation walls, chain-link fencing, and retaining walls. Specific information on inventory, value, condition, asset management initiatives, funding, and preservation programs is included.

## BACKGROUND

Long-term planning for the preservation of bridges and structures assets is performed by the Technical Services Department. Summary reports on the current state of infrastructure, funding, and ongoing programs are prepared annually and the findings are presented to City Council as asset management plans when updates are identified.

At its special meeting held on December 4 and 5, 2012, City Council was provided the service level and recommended funding for bridges.

The Asset Management Plan for Bridges and Structures has been updated and was last received for information at the Standing Policy Committee on Transportation on August 6, 2019.

## CURRENT STATUS

The City of Saskatoon (City) works diligently to ensure all bridges and structures remain safe and structurally sound through operating and capital preservation programs. The condition of structures is assessed based on safety inspections, detailed industry standard inspections, and deck testing data.

The program's overall strategy is to address the backlog of reactive projects and focus on proactive rehabilitation and maintenance to reduce the overall life-cycle cost to maintain the assets.

## DISCUSSION/ANALYSIS

The 2021 Corporate Asset Management Plan – Saskatoon Bridges and Structures report outlines the current inventory, physical condition, current and desired expenditure levels, and preservation programs, and discusses the funding gap in the Bridge Major Repair Reserve (BMRR) (see Appendix 1).

As identified in the 2018 Asset Management Report, the BMRR has been underfunded in the past. At the time of that report, the annual funding was \$3.18 million per year. As of 2021, the funding has increased to \$4.24 million. The target funding for the BMRR is \$5.8 million of base funding per year with no requirements of one-time contributions.

The recent increases to the BMRR has allowed for the planning and timely delivery of major rehabilitation projects on multiple overpasses in need of reactive rehabilitation.

This will ensure that the condition rating of these structures is elevated to the desired rating of “Good”. The program currently has a shortfall which will require one-time funding for projects, delaying projects, and/or increasing the long-term funding requirements.

The current base funding is forecasted to be sufficient for the 2022 and 2023 program plan, although there remains an estimated annual funding gap of \$1.57M to support the longer-term Asset Management Plan. Work planned on Broadway Bridge and University Bridge (substructure) within the next ten years has some cost uncertainty until detailed design work can be completed. One-time funding or further delays of other projects may be required to allow for the Broadway Bridge and University Bridge work to be completed.

The Administration will continue program improvements, explore alternative funding sources, and provide financial updates as future maintenance schedules and condition data change. The funding gap for the Asset Management Plan for Bridges and Structures will be presented as part of the 2022/2023 Business Plan and Budget Options presented at the August 23, 2021 Governance and Priority Committee Meeting.

### **FINANCIAL IMPLICATIONS**

The financial implications are discussed in the preceding section of this report.

### **OTHER IMPLICATIONS**

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

### **NEXT STEPS**

The Asset Management Plan for Bridges and Structures will be considered as part of the 2022/2023 budget options presented at the August 23, 2021 Governance and Priority Committee Meeting.

The Technical Services Department will continue to put emphasis on continuous improvements to the inspection process, condition analysis, preventative maintenance, and preservation programs with the goal of reducing life-cycle costs associated with maintaining and operating the assets.

### **APPENDIX**

1. 2021 Corporate Asset Management Plan – Saskatoon Bridges and Structures

#### **Report Approval**

Written by:	Luc Bittner, Asset Preservation Manager, Bridges and Structures
Reviewed by:	Dan Willems, Director of Technical Services
Approved by:	Terry Schmidt, General Manager, Transportation and Construction

# 2021

## **CORPORATE ASSET MANAGEMENT PLAN**

Saskatoon Bridges and Structures

*We invest in what matters...financial  
and physical resources under our  
care are used to address the needs  
of citizens today — and tomorrow.*



**City of  
Saskatoon**

## INTRODUCTION

The City of Saskatoon's (City) bridges and structures inventory is composed of bridges, overpasses, pedestrian crossing, sound walls, retaining walls, and chain-link fences.

Preservation of the City's bridges and structures is funded from the both the Bridge Major Repair Reserve (BMRR) Capital Budget and the Operating budget.

Significant progress has been made to address the funding gap since the previous Asset Management Plan Report in 2019. The targeted contribution per the resolution of City Council in 2012 was to increase the budget to \$5.80 million per year with no requirements for one-time contribution. At the time of this report, the yearly budget has been increased to \$4.34 million. Although the targeted budget has still not been met, the increased funding has allowed for the planning of major rehabilitations in the next ten years.

*Significant progress has been made to address the funding gap since the previous Asset Management Plan Report in 2019.*

## CURRENT INVENTORY

**Table 1: Bridges and Structures Inventory and Replacement Values**

Asset	Inventory	Replacement Value
Bridges	6 ea.*	\$451,000,000
Overpasses	51 ea.	\$409,000,000
Pedestrian Crossing	24 ea.	\$48,000,000
Sound Attenuation Walls	20 km	\$43,000,000
Chain-Link Fencing	48 km	\$3,000,000
Retaining Walls (Structures)**	5 km	\$25,000,000
Public Private Partnership (P3) <sup>†</sup>	2 ea.	\$131,000,000
<b>Total</b>		<b>\$979,000,000</b>

\*The six bridges include: Circle Drive North/42nd Street (considered two structures), University, Broadway, Senator Sid Buckwold, and Gordie Howe. Chief Mistawasis Bridge and Traffic Bridge are currently managed by a P3 and are not included in the total replacement costs.

\*\*Retaining walls inventory was added to the report in 2018.

<sup>†</sup>Estimated replacement cost for the P3 structures added for information only.





*Concrete Barrier Demolition*

## DEFINITIONS

For the purpose of this report, the structures have been defined as follows:

### Bridges

A bridge is a traffic crossing structure over a body of water.

### Overpasses

An overpass is a traffic crossing structure over or under roadways and railways.

### Pedestrian Crossing

A pedestrian crossing is a structure that allows pedestrians, cyclists, and other walkway or trail users to cross over or under a major roadway, railway, body of water or other obstacle. Pedestrian crossings that are attached to a bridge or overpass adjacent to the road surfaces are considered separately from the larger structure.

### Sound Attenuation Walls

A sound attenuation wall is a barrier built alongside a railway, freeway, or other high capacity roadway that reduces the impact of noise pollution to neighbouring properties.

### Chain-Link Fencing

Chain-link fencing included in this report are along expressways and major arterial road right-of-ways and prevent pedestrians from crossing onto the roadway. Chain-link fencing in parks and other local areas are not considered in this report.

### Retaining Walls

A retaining wall is a structural wall designed to stabilize an earthen slope which would otherwise slide downwards, allowing the creation of usable area at various elevations. The retaining walls considered in this report are related to a bridge grade separation or major roadway grade separation.

### Condition of Asset

Condition ratings for bridges are on a five-point scale from “A” to “F”, where a rating of “A” indicates that the structure is in “Very Good” condition or in a like new state, and a rating of “F” indicating a “Failed” condition or “Severe Deterioration”.

**Table 2: Structural Condition Rating**

Expenditure Level	Asset Performance	Description
<b>A</b>	Very Good	No structural problems evident. Only monitoring and maintenance required.
<b>B</b>	Good	Minor Deficiencies noted, monitoring and maintenance required.
<b>C</b>	Fair	Structures showing signs of deterioration. Corrosion is actively occurring in components of the structure.
<b>D</b>	Poor	Structure showing advanced deterioration.
<b>F</b>	Failed	Structure no longer capable of safely supporting design traffic loadings.

It is difficult to illustrate the differences between “Very Good”, “Good” and “Fair” since not all structural defects are visible, as the overall conditions rating is based on the deck testing reports and the following testing: copper sulfate electrode (CSE) equipotential survey, delamination survey, chloride testing, steel reinforcement bar cover/depth testing, and visual inspections in accordance with the Ontario Structures Inspection Manual (OSIM).

All structures in the City’s inventory are safe for public use based on the physical condition ratings. The City works diligently to ensure all structures remain serviceable with the preservation program. Each structure in the City’s inventory is inspected annually by civic staff to identify any critical defects that may require investigation and to determine if there are any immediate or long-term safety concerns.

The Preservation Program rates the condition of each structure. A “Poor” condition rating can still have the structure rated as safe for users, however it describes a structure that all inspection, testing, and maintenance activities indicate that advanced deterioration is present, and a major rehabilitation is required typically in 2-5 years.

Note that allowing a structure to reach a “Poor” condition is not ideal as it can lead to costly rehabilitations and lengthy construction duration. More proactive rehabilitations are taking place to not only ensure that structures do not fall to a “Poor” rating, but to extend the service life of the structure.

The following table aligns the desired condition and expenditure level by actual inventory condition.



*Overhead sign structure removal on Sid Buckwold Bridge Rehabilitation*

**Table 3: Current Structural Condition by Actual Inventory**

Asset	Current Performance		Desired Performance
Bridges	34%	Very Good	Good
	33%	Good	
	33%	Fair	
	0%	Poor	
Overpasses	45%	Very Good	Good
	33%	Good	
	8%	Fair	
	14%	Poor	
Pedestrian Crossings	21%	Very Good	Good
	50%	Good	
	21%	Fair	
	8%	Poor	
Chain-Link Fencing	70%	Good	Good
	30%	Fair	
Sound Attenuation Walls	100%	Good	Good
Retaining Walls	100%	Good	Good

*Barrier Demolition on Idylwyld Drive over 19th Street Overpass*



## LIFECYCLE PROGRAMS

The City has multiple lifecycle programs in place to ensure that all the bridges and structures remain safe to the travelling public and to assist with long term planning for upcoming rehabilitations. Currently, the preservation program includes:

- Washing and Sealing
- Minor Maintenance and Repairs
- Bridge Inspections and Deck Testing
- Safety Inspections
- Load Rating Program
- Major Rehabilitations

The programs are funded through the Bridges Operating budget and the BMRR Capital budget. Each program plays a vital role in maintaining the bridges and structure inventory. Currently, the operating budget for the annual maintenance programs is sufficiently funded. A brief description of each program can be seen below:

### Washing and Sealing

During the winter, bridges are exposed to gravel, sand, and anti-icing chemicals that are spread on the roads. The debris can cause wear on the surface of the bridge, and the de-icing chemicals can initiate chloride induce corrosion of the reinforcing steel in the concrete, which is one of the primary causes of advanced deterioration in bridge elements. The structures are washed on a yearly basis, and concrete elements exposed to “splash” are sealed with a silane sealer on a five-year cycle.

### Safety Inspections

The key goal of safety inspections is to determine if there are any immediate safety concerns with each structure, develop the minor maintenance repair program, and identify critical/severe defects that may require either additional investigation or closure of a structure.

### Bridge Inspections and Deck Testing Program

The Bridge Inspection and Deck Testing Program consists of completing industry standard inspections on a three year cycle utilizing the Ontario Structures Inspection Manual (OSIM), and deck testing on a six year cycle in accordance with Alberta Transportation’s BIM Level 2 Inspection Manual on all structures over ten years old in the City’s inventory. Testing is performed on the bridge decks, barriers, piers (if exposed to splash), abutments (if exposed to splash/leaking joints), and expansion joints. Test methods include:

- CSE half-cell readings;
- Chloride concentration testing at varying depths;
- Delamination surveying; and
- Expansion joint probing.



*Epoxy crack sealer application on Clarence over Circle Dr Overpass*

The results from the above tests are combined and can determine the approximate point at which each element is within its service life and produce corresponding remaining service life estimates. Once the remaining service life has been identified, rehabilitation strategies are developed and compared to help determine the optimal timing for intervention.



*Full depth concrete repairs*

### Minor Maintenance and Repairs

The Minor Maintenance and Repair program is completed on an annual basis under the Bridges Operating and Capital Budgets. The program deals with repairs and maintenance for each asset in the inventory either based on reported issues or as determined by the internal and external inspection programs. The scope of minor repairs includes paving, routing and sealing cracks, concrete patching, repairing settlement issues, erosion control at bridges, drainage, impact damages, hand railing maintenance, fence repairs, retaining wall repairs, and minor expansion joint repairs.

### Major Rehabilitations

The City uses deck testing data rehabilitation strategies to select rehabilitations and optimal timing for each structure based on preservation strategies focused on reducing the life cycle cost of owning and maintaining the structures, as determined by the City's testing and assessment program.

The rehabilitation strategies for each structure have a critical period of time for each strategy based on the level of chlorides (salts) to induce corrosion in each structure. Once the critical period is missed, the repair strategy changes, and the rehabilitation costs increase over the long term. Typically the rehabilitation strategies are defined as follows:

- **Do Nothing:** Outlines the option of leaving the structure in its existing condition until the end of its service life and no longer capable of supporting the applied loading.
- **Reactive:** Similar to the "Do Nothing", however intervention occurs before structural capacity becomes deficient.
- **Proactive:** Strategy aims to intervene before substantial damage has occurred to the concrete.
- **Proactive Plus:** Interventions occurs prior to damage in the concrete in the form of wearing surface and waterproofing membrane replacements prior to the end of their service lives.
- **Like New:** Similar to Proactive Plus with a higher degree of maintenance to maximize probability of protective mechanisms remaining effective.

The projects are typically selected for rehabilitation at the optimum date and confirmed through testing prior to rehabilitation. There is variability in the critical timeframe for rehabilitation, as it is unknown exactly when corrosion will be induced in the structure. However, typically once the protective membranes have failed and corrosion is occurring, the deterioration rate substantially increases.

The ten-year rehabilitation plan has been developed based on the current funding plan. Due to the budget shortfall, the program currently includes

locations with preferred treatment timing has not occurred, which has delayed the work outside the ten year period reducing the short-term cost, but increasing the long-term cost (10–30 year period).

### Load Rating Program

The City develops and maintains load rating analysis for several bridge/overpass structures located throughout Saskatoon. The City has had consultants prepare load capacity charts to confirm bridge capacity for truck traffic. The information is then used to develop the long-haul vehicle routes, pickup and delivery maps and to assist with the permitting process. This ensures vehicle loads are within safe loading parameters for the bridges and structures.

### Service Expenditure Levels

The Administration evaluates the condition of the City's assets in order to develop annual programs to maintain the assets at a minimum cost. Condition assessments or evaluations are conducted and used to establish condition levels as well as develop annual capital improvement plans.

The level of service for each type of asset is defined; however, as the level of service increases for the asset, so does the cost of maintenance. In order to be able to compare the level of investment for all assets corporate-wide, five levels of expenditures are identified below.

It should be noted that expenditure levels are not condition assessments but lead to a change in the asset condition over time.

**Table 4: Expenditure Levels**

Rating	Asset Condition	Action
<b>A</b>	Getting Better Quickly	Sufficient expenditures to keep asset in the condition specified by City Council and to increase asset condition/value quickly over time.
<b>B</b>	Getting Better	Sufficient expenditures to keep asset in the condition specified by City Council and to increase asset condition/value slowly over time.
<b>C</b>	Maintain Assets in Current Condition	Sufficient expenditures to keep asset in constant condition over time.
<b>D</b>	Getting Worse	Insufficient expenditures to maintain asset condition. Over time asset condition will deteriorate.
<b>F</b>	Getting Worse Quickly	No expenditures. Asset condition/value decreased rapidly.



*Concrete spall with corrosion on the reinforcing steel*

**Table 5: Asset Performance and Expenditure**

Asset Program	Current Performance	Desired Performance	Desired Expenditure Level	Required Annual Funding to meet Expenditure Level (2022)	Current Dollars	Gap
Operating Programs*	Good	Good	Level C	\$1.179M	\$809,200	0
Major Rehabilitations and Capital Minor Maintenance	Satisfactory	Good	Level B	\$5.8M	\$4.24M	\$1.56M

\*Operating Programs include Washing and Sealing, Minor Maintenance and Repairs, Safety Inspections, Bridge Inspections and Deck Testing, Load Rating Program.



Completed barriers on walkway on Sid Buckwold Bridge rehabilitation project

## FUNDING SUMMARY

### Bridges, Overpasses, and Pedestrian Crossing

As identified in the 2018 Asset Management Report, the BMRR has been underfunded in the past. At the time of that report, the annual funding was \$3.18 million per year. As of 2021, the funding has increased to \$4.24 million. The target contribution per the resolution of City Council is to fund \$5.80 million per year with no requirement for one time contributions.

The increased funding allowed for the planning of major rehabilitations of multiple overpasses that are in need of reactive rehabilitations, to ensure that the condition rating of these structures is elevated to a rating of "B". However the program currently has a shortfall which will require one time funding for projects, delaying projects and/or increasing the long term funding requirements

The current base funding is forecasted to be sufficient for the 2022 and 2023 program plan, however work planned on Broadway Bridge and University Bridge (Substructure) within the next ten years have uncertainty until detailed design work can be completed which may require one time funding or further delays of other projects to allow for the work to be completed.

The administration will continue program improvements, explore alternative funding sources, and provide financial updates as future maintenance schedules and condition data change.

### Sound Attenuation Walls

The majority of sound attenuation walls have been constructed after 2003. The design life for a sound attenuation wall is 50 years, therefore no major rehabilitation activities are expected to be required within the next 20 years. Funding is available for minor maintenance activities that occasionally arise. The bridge program accounts for future rehabilitation



for sound attenuation walls, assuming the program is fully funded with the backlog of reactive bridge projects completed.

### **Retaining Walls**

Retaining walls have been designed with a long service life and are inspected on a regular basis (retaining walls next to bridges are inspected as part of the 3-year inspection cycle). There are no major rehabilitation activities anticipated within the next ten years. Funding has been allocated to cover on-going minor maintenance requirements for this item.

### **Chain-Link Fencing**

Chain-link fencing has been inspected and condition assessed. Funding has been allocated to cover immediate maintenance requirements. The fencing is planned to be reinspected by 2023 with further details on the program to be included in future reports.

### **Infrastructure Resilience and Climate Change Adaptation Strategy**

All of the City's bridges and structures are designed to resist the effects of weathering due to rain, ice, wind, and snow. Due to the nature of the construction materials used for these assets (i.e. concrete and steel), they are by nature resistant to many of the effects of climate change. Studies have shown that deterioration may begin to accelerate due to higher projected temperatures, increased precipitation, and even higher carbon concentration in the atmosphere, however our preservation program (i.e. washing/sealing program) will assist with extending the service life of structures.

During periods of extreme weather events such as a major rain event or high river levels due to flooding, there is an established protocol to complete underwater inspections of critical bridge elements, such as piers and abutments, to detect undermining or scouring and ensuring that the structural components have not been compromised.



*Installation of concrete on Sid Buckwold Bridge*



*Barrier construction on  
Sid Buckwold Bridge*

## THE WAY FORWARD

The Asset Preservation section within the Technical Services department have put an emphasis on reducing the costs associated with maintaining and operating the City's bridges and structures.

The group has focused on continuous improvements by strategically using innovation and creative means beyond conventional approaches to manage our infrastructure in a sustainable manner.

Our teams are committed to continuous improvement in our processes and programs within the Bridges and Structures program:

- Achieving appropriate base funding to maintain a Level "B" expenditure level and thus minimize long-term maintenance costs.
- Inspection process improvements.
- Focusing on alternative repair and maintenance technologies.
- Continuing preventative maintenance.
- Exploring alternate rehabilitation designs focused on reducing the life cycle costs.
- Creating additional modeling of corrosion and life cycle costs.
- Targeting proactive rehabilitations.
- Optimizing project timelines while reducing the impact to the public.
- Developing strategic tendering with local considerations for specifications and timelines.





*We strive to maintain and fund  
our key infrastructure assets to  
minimize total life cycle costs.*

# Asset Management Plan Update – Saskatoon Transit

## ISSUE

This report and accompanying document provide information on the Saskatoon Transit Asset Management Plan inventory, value, condition, life cycle programs, funding, and proposed way forward.

## BACKGROUND

In 2014, Saskatoon Transit's average fleet age was 13.9 years and its spare ratio was 45%. Effectively, Saskatoon was maintaining a larger than normal fleet of buses twice as old as the industry desired standard of 7.0 years, which resulted in high maintenance costs and at times, inability to provide the scheduled bus service.

In 2015, the Transit Fleet Renewal report, which later became the Transit Asset Management Plan, was approved by City Council and funding for new transit buses was approved from the Gas Tax Fund for buses in 2015. In 2016 the Public Transit Infrastructure Fund (PTIF) became available and funds were made available for transit bus purchases in 2016, 2017 and 2018; the last buses from this purchase arrived in 2019.

The funding received in 2015 and 2016 for fleet replacement resulted in achieving the industry standard average age of 7.0 years and right sizing the fleet to the industry standard spare ratio of 35%.

Saskatoon Transit has not had the capital available to purchase fixed route transit buses since 2018. While the Investing in Canada Infrastructure Program – Public Transit Stream (ICIP) has a funding allocation that could be used for purchasing transit buses, those funds have not been released or made available to date. The absence of new fleet assets has seen the fleet average age rise from 7.2 years in 2018 to 9.5 years in 2021, and it will rise to 10.5 years in 2022 without the addition of new buses in the fleet.

Access Transit buses have been purchased within the last two years, however, not at a rate to keep up with the Asset Management Plan requirements. The 11 new Access Transit buses purchased with PTIF and Transit Assistance for People with Disabilities (TAPD) funding in 2019 are approaching the midpoint of their life cycle. The short life span of these buses will put Access Transit in an increasingly difficult position, as the condition of those buses can rapidly decline within one season. The current average age of the Access Transit fleet of buses is 4.5 years compared to the industry standard desired average fleet age of 3.0 years.

## CURRENT STATUS

Saskatoon Transit has submitted a budget option for fleet replacement for consideration in the 2022-2023 budget business options package. The budget option includes the following:



2022

- \$9,000,000 for the purchase of 10 hybrid buses; and,
- \$850,000 for the purchase of five Access Transit buses.

2023

- \$10,500,000 for the purchase of five hybrid buses and five electric battery buses; and,
- \$850,000 for the purchase of five Access Transit buses.

**DISCUSSION/ANALYSIS**

To align with the requirements of the Transit Asset Management Plan, the bus replacement plan for the fixed route system is up to ten 40 foot-equivalents per year to meet the recommended average age of 7.0 years. The typical life span of a fixed route bus is 16 years. Access Transit requires the purchase of five buses per year to maintain the recommended average age of 3.0 years. The service life of Access Transit buses is 6 years. Saskatoon Transit has been able to purchase small numbers of Access Transit vehicles with the assistance of TAPD, but this does not meet the intent of the Transit Asset Management Plan.

The Administration planned to utilize ICIP Public transit stream funding to continue moving forward with the Transit Asset Management Plan, the BRT, and the updated Transit plan implementation. However, the Government of Saskatchewan has not opened an intake specifically for the public transit stream. The delay of ICIP funding available for fleet replacement has slowed progress with the Asset Management Plan. With ICIP, a large proportion of the funding to transition to a fully electric fleet would also have been available while keeping the fleet at the recommended average age. The Administration will continue to investigate funding alternatives with the recent Federal Government announcements for zero emission transit vehicles, but with no detailed information currently available, it could be several years until buses could be operating in the fleet under these programs.

Without additional funding, the fleet age will continue to increase and risks to service will also increase. With funding as outlined in the original 2015 fleet renewal report (i.e. annual replacement of 10 diesel buses and up to five Access Transit buses) Saskatoon Transit will need 12 years to reach the 7.0-year average age once again. The business plan option of 10 hybrid buses in 2022 and five hybrid buses and five electric battery buses in 2023, and five Access Transit buses in each of 2022 and 2023 introduces the recommended fleet purchases to start meeting the fleet renewal strategy.

This strategy of a mix of hybrid and electric battery buses in 2022 and 2023 aligns with the City's Low Emissions Community plan and positions for potential federal funding through transit programs for zero emissions transit vehicles. Then in subsequent years, full battery electric bus purchases would be programmed. These come with a higher initial capital cost, \$900,000 per hybrid bus and \$1,200,000 per electric bus, but there will be reduced operating and total life cycle cost per bus.

## **FINANCIAL IMPLICATIONS**

The original requirement to fund 10 diesel buses per year, as approved in 2015, was \$6,050,000. To achieve the modified recommendation for the Fleet Renewal Strategy with hybrid and electric battery buses for fixed route buses, requires \$9,000,000 for fixed route buses and \$850,000 for Access Transit buses in 2022 and \$10,500,000 for fixed route buses and \$850,000 for Access Transit buses in 2023. This replacement strategy will start moving to zero emissions vehicles for the fixed route fleet. Property tax phase-ins of approximately \$1,800,000 per year over five years or equivalent to a 0.70% per year property tax increase would be required to generate \$9,000,000 of funding over five years, if all funding was added to the property tax base. One-time capital funding could be utilized to offset this increase and address the immediate fleet needs.

## **NEXT STEPS**

The appended 2021 Corporate Asset Management Plan for Saskatoon Transit will be included as part of the 2022-2023 budget options presentation at the August 23, 2021 Governance and Priority Committee Meeting.

## **APPENDICES**

1. 2021 Corporate Asset Management Plan Saskatoon Transit

### **Report Approval**

Written by:	Paul Bracken, Maintenance Manager
Reviewed by:	James McDonald, Director of Saskatoon Transit
Approved by:	Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Asset Management Plan Update – Saskatoon Transit.docx

# 2021

## **CORPORATE ASSET MANAGEMENT PLAN**

Saskatoon Transit

## INTRODUCTION

Saskatoon Transit significantly improved the condition of its fleet in the period from 2014 to 2019 thanks to an active asset management plan and funding available through the Gas Tax Fund (GTF) and the Public Transit Infrastructure Funding (PTIF) program. The GTF funding provided 25 buses in 2014 and 2016, with PTIF funding 41 additional buses to the fixed-route fleet from 2017 through 2019. This brought the average fleet age into alignment with the industry standard of seven years. PTIF also provided nine buses to the Access Transit fleet in 2019, with two additional buses partially funded through the Provincial Government Transit Assistance for People with Disabilities (TAPD) program.

Saskatoon Transit has made significant strides improving the fleet condition, the absence of funding since 2019 has put the Saskatoon Transit fleet in a declining state of good repair. The fleet average age is now 9.5 years and this will continue to increase without new buses coming into the inventory.

## INVENTORY

Saskatoon Transit has many assets, from buses to shelters to shop tools. The only shop tools that require a capital funded asset management plan, presently, are the column lift hoists, the remainder is handled as part of the operating budgets, until Bus Rapid Transit (BRT) shelters are built and brought into the system. Attached is the fixed-route fleet equipment, Access Transit fleet equipment, shelter inventory, and column lift inventory.

In 2018 Saskatoon Transit signed a new advertising contract with Pattison Outdoor Advertising for Bus and Shelter Advertising. As a part of the contract, Pattison is responsible for the installation and maintenance of new shelters, which after ten years become the property of Saskatoon Transit.

The hoists, 64 of which were bought new in late 2016 as part of the Civic Operations Centre project, will all have warranty expiration at the same time. The life expectancy of a hoist is 20 years and the replacement cost for one hoist is \$12,000 (in 2021 dollars) and Saskatoon Transit will develop a capital reserve for a as required one-time expenditures rather than a typical annual replacement plan. Hoists, by and large, last for 20 years and components rather than the whole system can be replaced, except in issues of critical failures — which good preventive maintenance helps to avoid.

*Saskatoon  
Transit  
has made  
**significant  
strides**  
improving  
the fleet  
condition...*



To replace the above noted assets would amount to the following 2021 dollars:

1. Fixed-route fleet .....	\$85,650,000
a. 30-foot buses (8) .....	\$3,600,000
b. 40-foot buses (119) .....	\$71,400,000
c. 60-foot buses (9) .....	\$8,550,000
d. 40-foot hybrid buses (3) .....	\$2,550,000
2. Fixed-route power mobile equipment (PME): .....	\$480,000
3. Access fleet .....	\$5,100,000
a. 26-foot lift-equipped buses (26) .....	\$2,990,000
b. 26-foot ramp-equipped buses (2) .....	\$170,000
4. Access PME .....	\$240,000
5. Column lifts .....	\$1,092,000
<b>Total: .....</b>	<b>\$93,012,000</b>

The PME are typically handled through smaller capital replacement programs and can typically be planned for a couple years in advance.

## CONDITION OF ASSET

Saskatoon Transits assets are in a good state of repair and fulfill their required function. However, due to absence of funding for the last three years while negotiating the release of the federal Investing in Canada Infrastructure Program (ICIP) funds with contributing amounts from the Province and the City of Saskatoon, the fleet is starting to suffer, particularly the fixed-route equipment. If there is no short term injection of funds the fleet will reduce in size and availability and it will be more difficult to put service on the road which will affect both reliability and ridership.

30% of the fixed-route buses were replaced between 2017 and 2019, and no replacements since 2020. The earlier asset management plans recommended a replacement of up to ten 40-foot bus equivalents per year. The typical life span of a fixed-route bus is 16 years. If the replacement ratio is not maintained the average fleet age will increase and quickly interfere with the ability to put buses on the road.

37% of the Access Transit buses (11) were replaced in 2019. Having so much of a small fleet replaced at once is a risk. Previous asset management plans recommended up to five buses per year which can be funded with ICIP, TAPD and reserves as required. If only TAPD funding and Saskatoon Transit reserves are used there will only be two buses procured annually, also risking not making service.

The typical life span of an Access bus is six years, the new buses from 2019 are almost at the midpoint of their life cycle. The short life span of these buses puts Access Transit in an increasingly difficult position as the condition of their buses can rapidly decline. As a means of deferring this risk, when there is a shortfall of funding, buses eight to nine years old go through extensive refurbishment to keep them in service. The refurbishment is paid out of the operating program.

The column lifts, used at both Access and fixed-route transit, are for the most part new, and with an expected life span of over 20 years, these can be funded through a capital reserve program where an annual contribution of \$50,000 would be adequate.

LIFECYCLE PROGRAMS

The Transit Fleet Renewal Strategy, developed for and approved by Council in 2015, stated that for Saskatoon Transit to maintain a state of good repair, and achieve an industry standard average age of seven years, ten buses per year need to be replaced. This also hinged on ten buses per year receiving structural refurbishment. This refurbishment program is paid for out of a capital program. The expected life span of a fixed-route bus is 16 years, condition is dependent on mechanical and structural condition and is usually disposed of after a set threshold of total operating cost is achieved. Typically, about \$750,000 to \$800,000, not including fuel or original purchase price.

Access Transit requires five buses a year to maintain the recommended average age. Access buses do not receive a midlife refurbishment, once they reach five or six years of age, they are used up and rusted beyond feasible means of repair and are disposed of through auction, unless as mentioned above without sufficient funding and they will not be replaced, then rust replacement process takes place funded out of operating.

SERVICE EXPENDITURE LEVELS

With the current funding levels, both fixed-route Transit and Access are at a level ‘D’, or a ‘getting worse’ expenditure service level.

Table 1: Condition Rating

Rating	Asset Condition	Action
A	Very Good	No problems evident. Only monitoring and maintenance required.
B	Good	Minor deficiencies noted, monitoring and maintenance required.
C	Fair	Equipment showing signs of deterioration. Corrosion is actively occurring, maintenance load increasing.
D	Poor	Equipment showing advanced deterioration, frequent maintenance required.
F	Very Poor	Equipment no longer capable of reliable operation, extremely high downtime and operating costs.

**Table 2: Current Condition by Actual Inventory**

Asset	Current Performance		Desired Performance
40' Buses	27%	Very Good	Good
	20%	Good	
	9%	Fair	
	36%	Poor	
	8%	Very Poor	
30' Buses	100%	Very Good	Good
60' Buses	67%	Fair	Good
	33%	Very Poor	
Access Buses	7%	Very Good	Good
	39%	Good	
	14%	Fair	
	25%	Poor	
	14%	Very Poor	
Shelters	15%	Very Good	Good
	22%	Good	
	14%	Fair	
	34%	Poor	
	15%	Very Poor	
Column Lifts	84%	Very Good	Good
	16%	Good	

Saskatoon Transit has done a good job of staying in line with industry best practices; however, without funding in place to maintain a yearly replacement cycle the current state of good repair is at risk. Saskatoon Transit does not want a repeat of 2014 and 2015 where service requirements were not met and resulted in cancellation of daily runs became inevitable.

Within the main fleet at fixed-route transit, there are three subfleets: the 60-foot fleet, the 40-foot fleet and the 30-foot fleet. The 30-foot fleet is a recent addition to Saskatoon Transit, and is in good shape with an average age of 3.5 years. Most of the main fleet is made up of 40-foot buses, with the oldest being a 1997 model. This subfleet is falling into a 'getting worse' state rapidly with an average age of 9.6 years. Finally, the 60-foot subfleet,



consists of only nine buses, with the oldest a 2002, and the newest a 2011. This subfleet has an average age of 13.8 years and is in critical need of partial replacement.

Transit's maintenance hoists are in good repair and need minimal maintenance. They are inspected annually and repaired as needed. These hoists will survive for many years however their life span is not infinite, and planning needs to start before it becomes a million-dollar problem. The preventive maintenance cycle is doing the job of preservation, but will require a reserve available for when the hoists will have to be replaced.

### **Transit: 30-foot Buses**

In 2018, Saskatoon Transit took possession of eight 30-foot buses. These low-floor buses are equipped to kneel, and four of them have rear door ramps and a third wheelchair securement area. These buses are also equipped with air conditioning and the same amenities as the low-floor 40-foot bus. Saskatoon Transit will continue purchasing 30-foot buses as part of its operational mix and the fleet life cycle will be planned from inception to disposal. Estimated costs for a 30-foot bus is \$450,000. The company that produces the buses Saskatoon Transit purchased recently released an electric version with an estimated cost of \$800,000.



*30-foot bus*

### **Transit: 40-foot Buses**

40-foot low-floor buses are the work horse of Saskatoon Transit's fleet. There are two variants currently in the fleet: NOVA bus and New Flyer, of which the NOVA buses are the newest. Over the period from 2016-2019 the following 40-foot buses were ordered and delivered. The cost of a diesel 40-foot bus is approximately \$636,000.

➤ **2016:** 10      ➤ **2017:** 11      ➤ **2018:** 15      ➤ **2019:** 7



*40-foot bus*

### **Transit: 60-foot Articulating Buses**

Low floor articulating buses allow higher capacity on high demand routes. The goal is to have a fleet that is comprised of 1/3 articulating buses to 40-foot low-floor buses. The original goal determined in 2015 with the Fleet Renewal Strategy has not yet been achieved. Saskatoon Transit is working on this mix with the plans for the BRT in mind. The cost of a 60-foot articulating diesel bus is approximately \$950,000.



*60-foot articulated bus*

### **Transit: Hybrid Buses**

With the potential ICIP funding available, Transit's plan was to go to market for the purchase of hybrid buses while the electric trial was in place, as a bridge between diesel and electrification. Transits experience with the hybrid buses has not been a positive one, however the buses that Saskatoon Transit has in the fleet are 13 and 15 years old. In the time that has lapsed since then, hybrid technology has advanced tremendously, and we believed it would be a technology worth exploring. The cost of a 40-foot hybrid bus is approximately \$900,000.



*Access Transit bus*



*Electric bus*

### **Access Transit: Coach**

There are 27 Access buses. This allows for nine spares, and only six during pre-COVID times. The fleet average age is four years, where industry standard for a cutaway coach is three. To maintain the three-year average age that Access had achieved two years ago, five buses per year need to be replaced with new buses at an estimated cost of \$170,000 each.

This year saw the delivery of two new low-floor Access Transit buses. The expectation is these buses will be safer for both passengers and operators by being truly accessible. These buses were more expensive but better meet the needs of the Access customer.

### **Fleet Electrification**

With the plan to electrify the fleet in the future, the funding requirements will change considerably. The estimate for a new electric 40-foot low-floor bus and charger is around \$1.2 million, in order to purchase ten of those per year annual funding would need to be approximately \$12 million.

The advantage of the electric bus is the expected reduction in operational costs, namely in the fuel usage and parts to maintain the bus. The total cost of ownership is expected to start showing savings after year ten or eleven. Over the life of the bus, an expected total cost of ownership savings of \$500,000 per bus is expected to be realized, equating to \$69.5 million over the life of the entire fleet, or an estimated \$3.86 million annually.

At the time of writing, Saskatoon Transit is in the middle of its electric bus trial with very positive results. Being a leased bus, it wasn't exactly the bus Transit wanted, however in the first seven months of usage, an issue with the ramp was the only required maintenance on the bus. Even through the cold months of winter, the typical after-treatment issues seen on a diesel bus were non-existent, and the bus saw regular and reliable service.

There are funds currently available as a part of the ICIP Transit Stream for bus purchases but the detail and permission to spend have not yet been received from the federal government through the province. Without this funding being released there have been no additional requests for capital funding for new buses. Currently, Saskatoon Transit is conducting an electric bus trial, though a one-year lease of an electric 40-foot bus built by BYD. This electric bus trial will conclude in September of 2021 and at that time the data collected will be used to determine the feasibility of switching to electric propulsion versus diesel power.

The total bus purchase envelope planned under the ICIP is \$60 million which will also include some electric infrastructure costs. The current cost of a diesel 40-foot bus is approximately \$636,000. An electric battery bus costs up to \$1.2 million however, there are dramatically reduced operating costs over time.

### Plan to Address Funding

After the Fleet Renewal Strategy was approved in 2015, Saskatoon Transit received funding for bus replacement through the GTF. Funding was available in 2017 through 2019 by means of the PTIF program. Regardless of the stalled status of the ICIP funding, reliance on these one-time funding sources is not a sustainable strategy. The funding Saskatoon Transit received from these sources did allow better alignment with industry best practice.

**Table 3: Service Expenditure Levels**

Asset	Actual Average Fleet Age	Desired Average Fleet Age	Required Annual Funding (to meet expenditure Service Level)	2021 Budgeted Annual Funding	Annual Funding Gap (to meet Expenditure Service Level)
Fixed-Route Buses	9.4	7	\$9,000,000	0	\$9,000,000
Access Buses	4.5	3	\$850,000	\$350,000	\$500,000
Shelters	N/A	25-year life	\$200,000	\$100,000	\$100,000
Column Lift Hoists	4	20-year life	\$50,000	\$50,000	0

To achieve the required \$9,000,000 in funding, property tax phase-ins of approximately \$1,800,000 per year or equivalent to a 0.70% property tax increase would be required, as illustrated below. Regardless, if ICIP funds are approved a sustainable funding source will be required at the end of the five-year period ICIP is expected to cover:

**Table 4: Funding from Property Tax**

	2022	2023	2024	2025	2026
Existing Funding	0	0	0	0	0
Property Tax Phase-in	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
Equivalent Property Tax Increase Required	0.70%	0.70%	0.70%	0.70%	0.70%
Funding Available	\$1,800,000	\$3,600,000	\$5,400,000	\$7,200,000	\$9,000,000



## INFRASTRUCTURE RESILIENCE AND CLIMATE CHANGE ADAPTATION STRATEGY

The results of the electric bus trial are expected in Q3 of 2021. Saskatoon Transit has seen positive results thus far and by moving to electric buses, the City could see a savings of 50.3 tonnes of CO<sub>2</sub> emissions per bus per year. For the entire fleet, this translates to almost 7,000 tonnes of CO<sub>2</sub> emissions not making its way into the environment. This reduction aligns well with the Low Emissions Community Plan. This move however, comes with a large upfront cost, with the capital investment double what a diesel bus costs, in addition to the upgrade to the 'fueling' system. However, the long-term savings outweigh the initial cost and will save money over the entire life cycle of the bus, not including spinoff benefits like energy storage in batteries as an after-life use.

Fringe benefits could include an already-proposed partnership with SaskPower as a beneficial electrification project, where the two parties work to develop policies and practices to better manage electricity demand, reduction in energy costs, and to reduce the need for immediate infrastructure upgrades to the SaskPower network.



## THE WAY FORWARD

Saskatoon Transit continues to focus on increasing ridership and bringing riders back after the pandemic by providing strong customer service and delivering service that is safe, convenient, efficient, and affordable.

These initiatives support the Strategic Goal of Moving Around and Environmental Leadership with the electrification plan, and the Growth Plan to Half a Million. Saskatoon Transit's mission is to provide transportation options that are viable options as part of the overall transportation network.

As mentioned, Saskatoon Transit has been moving forward with the strategy that with potential ICIP funding we could move forward with hybrid bus purchases during the electrification trial. The motivation is that hybrids are move in the right direction regarding our environmental responsibilities and are a cheaper solution than electric. For 2022, Saskatoon Transit proposes to move forward with the purchase of five hybrid and five battery-electric buses (BEB), and for 2023, to purchase ten BEBs.





*We strive to maintain and fund  
our key infrastructure assets to  
minimize total life cycle costs.*

# Asset Management Plan Update - Roadways and Sidewalks

## ISSUE

This report and accompanying documents provide information on the asset management programs related to roadways and sidewalks. Specific information on inventory, value, condition, operations, maintenance, funding, and preservation programs are included.

## BACKGROUND

Long-term planning for the preservation of roadway and sidewalk assets is performed by the Technical Services Department with operation and maintenance performed by the Roadways, Fleet and Support Department, and capital projects delivered by the Construction and Design Department. Summary reports on the current state of the infrastructure, funding, and ongoing programs are prepared annually and developed as Asset Management Plans presented to City Council.

The service level and recommended funding for roadways and sidewalks was identified in 2013, as City Council adopted the funding requirements to attain a Level of Service “B” based on “The Neighbourhood and Primary Roadway and Sidewalk Preservation” and “2013 Investing in the Roads to Continued Prosperity” reports. This level of service has improved the condition of the city’s roadway and sidewalk network and has slowly started to decrease the backlog of preservation work.

The Asset Management Plans for Roadways and Sidewalks have been updated and were last received for information at the Standing Policy Committee on Transportation on August 6, 2019.

## CURRENT STATUS

The City of Saskatoon (City) works diligently to ensure all roadways and sidewalks remain safe and structurally sound through capital preservation and operating and maintenance programs. Monitoring through cyclical, industry standard, condition, and annual safety inspections ensure these assets are maintained for safety and planned for long-term preservation investment.

The City has made significant progress in addressing the funding gaps for both roadways and sidewalks. Capital funding for roadway and sidewalk preservation has gone from \$4.38 million in 2011 to \$26.6 million in 2021 for roadways, and \$0.03 million in 2011 to \$5.95 million in 2021 for sidewalks.

The overall roadway and sidewalk preservation strategy is to rejuvenate the roadway and sidewalk corridor as a whole and targets an average return cycle for preservation treatment once every 20 years. The annually programmed work areas for the roadway and sidewalk preservation programs are aligned to a three-year plan and coordinated with other infrastructure work to reduce conflicting priorities.



The operation and maintenance program plans and carries out maintenance activities to remove safety hazards for pedestrians on sidewalks, pothole repairs on roadways, grading of gravel roads and back lanes along with operational activities such as snow clearing and street sweeping.

### **DISCUSSION/ANALYSIS**

As shown in the accompanying documents, the investment in roadway and sidewalk preservation has effectively halted the overall network condition decline and network condition has shown improvement since implementation of the program. A city-wide physical condition assessment of the roadway network will be completed in 2021, using the same methodology used in 2014 and 2017. The sidewalk network will continue to be rated through annual physical inspections.

There is currently sufficient funding for the roadways and sidewalk preservation programs and the operations and maintenance programs. However, with the continued increase in roadway and sidewalk inventory and construction costs, the Administration recommends continuing with inflation and growth increases annually to ensure the success of these programs and to maintain their current levels of service.

The appended 2021 Corporate Asset Management Plans for Roadways and Sidewalks (Appendix 1 and 2 respectfully) outlines the current inventory, physical condition, current and desired expenditure levels, preservation programs, potential plan to address any funding gaps, and the way forward.

### **FINANCIAL IMPLICATIONS**

There are no financial implications.

### **OTHER IMPLICATIONS**

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

### **NEXT STEPS**

The Technical Services Department will continue to emphasize continuous improvement in data analysis and collection methods, process improvement for inspection, utility cut repairs and specifications and standards. Continuing to progress in planning preventative maintenance programs alongside the overall preservation programs remains a main goal going forward. The Administration will continue to communicate and coordinate with other departments in order to continue being successful in extending service life and reducing the life-cycle costs associated with maintaining and operating roadway and sidewalk assets.

### **APPENDICES**

1. 2021 Corporate Asset Management Plan Update - Roadways
2. 2021 Corporate Asset Management Plan Update - Sidewalks



**Report Approval**

Written by: Chris Duriez, Asset Preservation Manager – Roadways and Sidewalks

Reviewed by: Dan Willems, Director of Technical Services

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Asset Management Plan Update - Roadways and Sidewalks.docx



2021

# **CORPORATE ASSET MANAGEMENT PLAN**

Saskatoon Roadways



## INTRODUCTION

This Asset Management Plan update outlines the state of the City of Saskatoon's (the City) Roadway Network, including information on inventory, valuation, condition, growth and inflation funding requirements, asset preservation, operations, and maintenance.

The City's roadways are managed through two programs, the asset preservation program and the operation and maintenance program. The current strategy for preserving City roadways is to consider where the road is in its life cycle in relation to the typical design life of that road type. The typical design life of a road is 15 to 25 years before requiring a major restoration such as resurfacing or structural improvement. The asset preservation program creates long term plans for full scale roadway treatments with a target average return cycle for every roadway of 20 years. With the continued growth of the overall network and steady climb in construction costs, inflation and growth adjustments must continue to sustain an average 20-year return cycle for roadways and sidewalks. The operation and maintenance program plans and carries out maintenance activities such as pothole repairs, grading of gravel roads and back lanes along with operational activities such as snow clearing and street sweeping.

*The typical design  
life of a road is  
**15 to 25**  
years  
before requiring a  
major restoration  
such as resurfacing  
or structural  
improvement.*

## CURRENT INVENTORY

The City's Roadway Network inventory consists of roads within a Neighbourhood Network and Primary Network. Roadways classified as "Local" belong to the neighbourhood network, and roadways classified as "Lanes (Paved), Collector, Arterial, and Expressway" belong to the primary network. Boundary roads, gravel lanes and P3 roadways (e.g. North Commuter Parkway) are considered outside the Neighbourhood or Primary networks.

A summarization of the current inventory can be seen in the following table. The source of information for this inventory is the City's Geographic Information Systems (GIS), asset management database.

**Table 1: Inventory and Replacement Value**

Asset	Inventory	Replacement Value
Local Roads	2,138.7 Ln-km	\$1,465 M
Lanes (Paved)	116.3 Ln-km	\$78 M
Collector Roads	823.7 Ln-km	\$587 M
Arterial Roads	765.3 Ln-km	\$552 M
Expressway Roads	463.9 Ln-km	\$392 M
Boundary Roads	30.0 Ln-km	\$22 M
P3 Roads	44.1 Ln-km	\$32 M
Gravel Roads	384.0 Ln-km	\$134 M
<b>Total</b>	<b>4,766.0 Ln-km</b>	<b>\$3,262 M</b>

The City's roadway assets are estimated to have a replacement value of \$3.262 billion. This value includes the cost of physical excavation and replacement with new approved materials.



*Kenderdine Road: before*



*Kenderdine Road: after*

## PERFORMANCE OF THE ASSET

In 2017, the City undertook a full network condition assessment of the paved roadway network. This assessment, based on industry standard methodologies, was used to report on existing condition and aid in setting future roadway preservation programs.

The process of assessing the paved roadway network considered surface pavement condition, ride and roughness, and structural adequacy. The next city-wide condition assessment of the roadway network will be completed in 2021.

### Pavement Surface Condition:

The table below shows the average Pavement Condition Index (PCI) that was calculated from the 2017 assessment. This was used to estimate a 2020 PCI Estimate. The current target is an average PCI ranging from 80 to 85 that will indicate the City's roads will be in a "Satisfactory/Good" condition. Comparing only roads assessed in both 2014 and 2017 data sets and adjusting data errors, PCI is improving slowly as per the City's approved expenditure level.

**Table 2: Pavement Surface Condition (PCI)**

Road Classification	Average PCI 2017	Estimated PCI 2020 <sup>†</sup>	Current Condition	Desired Condition
Lanes (Paved)	68.4	70.2	Fair	Satisfactory
Locals	76.1	75.9	Satisfactory	Satisfactory
Collectors	68.5	72.3	Fair	Satisfactory
Arterials	68.5	72.3	Fair	Satisfactory
Expressways	71.4	72.6	Satisfactory	Satisfactory
<b>Rated Network Average<sup>*</sup></b>	<b>72.7</b>	<b>74.2</b>	<b>Satisfactory</b>	<b>Satisfactory</b>

*The numerical rating is assigned based on the 100-point scale with 0 being the worst or "Failed" condition, to 100 being the best possible or "Good" condition.*

*\*Weighted average based on network percentage in each road class. Note: a percentage of roadways in each class were not rated.*

*<sup>†</sup>2020 PCI values are projected based on the 2017 condition assessment and completed surface treatments, estimated network deterioration rates, and additional new roadways. Actual PCI ranges and network improvements will be confirmed during the next City-wide roadway condition assessment in 2021.*

### ROAD MAINTENANCE

The Road Maintenance program focuses on citizen mobility and safety through repair and maintenance activities. Activities include pothole repairs, grading and gravelling of back lanes and earth streets, large debris removal and surface drainage management.

Potholes are responded to and repaired on a complaint basis. Emergency potholes reported by residents are severe potholes that are repaired within three days.

All gravel back lanes receive at least one maintenance treatment a year and gravel rural roads are graded on a weekly basis.

Dust palliation is applied on rural gravel roads adjacent to residents and along Beef Research Road to minimize dust.

### STREET SWEEPING AND CLEANING

The annual Street Cleaning and Sweeping program focuses on preserving air and water quality, maintaining surface drainage integrity, and improving aesthetics of City streets by removing sand and debris. Dust palliation activities focus on managing air quality issues for properties within city limits that are near high traffic gravel roads.

Street sweeping begins in the spring focusing on high traffic streets to pick up the bulk of debris left from the winter. Medians and park frontages are also swept to remove winter debris. All residential streets are swept curb to curb by the end of June.

### SNOW AND ICE MANAGEMENT

The Snow and Ice Management program focuses on public safety and ensuring citizen mobility during the winter months. It includes activities such as snow grading and plowing after a snowfall and application of sand and salt to address icy conditions. When a snow event occurs (a snowfall with more than 5 cm accumulation), all priority streets are graded within 72 hours.

### PAVEMENT MARKING

The Pavement Marking program focuses on citizen mobility, safety, and roadway aesthetics through the application of painted markings on the roadway. Examples of markings include lane lines, symbols, crosswalks, stop bars, chevrons, bike lanes, and downtown parking stalls.

Pavement marking begins in the spring following the beginning of the Street Sweeping program. Painted markings are applied 1-2 times per year on all roadways. Durable plastic markings are applied to good condition or newly paved road surfaces on arterial class roadways and above.



*LaRonge Road: before*



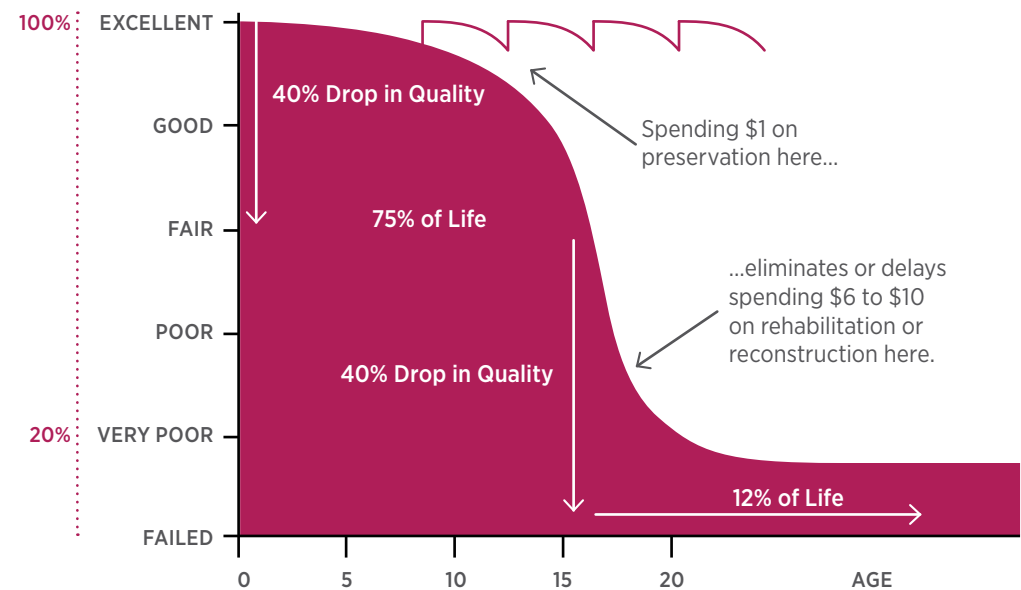
*LaRonge Road: after*

## LIFECYCLE PROGRAMS

The Canadian Infrastructure Report Card (2016) demonstrates that increasing reinvestment rates will save money in the long term. Without an increase in current reinvestment rates, the condition of City roadways will gradually decline, costing more money and risking service disruption.

The graph below demonstrates that when roads are allowed to deteriorate below a “Fair” condition rating, the rate of deterioration and reinvestment costs both increase substantially. Investing in preventative maintenance and regular repair will prolong the asset service life, avoiding premature and costly reconstruction and long-term service disruptions that are associated with the larger scope of work.

**Figure 1: Example of Asset Deterioration Curve for Roadways**



Source: Canadian Infrastructure Report Card 2016

### Asset Preservation Program

The most effective way to achieve an improved roadway network condition is to use a mix of preservation, restoration, and rehabilitation treatments. The target of the City’s roadway asset preservation strategy is to increase the network condition slowly over time by using a combination of these treatments and maintaining a level of service of a 1-in-20-year treatment cycle for roadways.

Preservation treatments are less expensive than the restoration and rehabilitation treatments. Utilizing preservation treatments is important to help maintain the City’s “Fair” to “good” roads so they do not drop into a lower category based on the PCI.

Asset Preservation develops three-year roadway preservation plans in coordination with the water and sewer preservation program that cover full roadway treatments within the Preservation, Restoration, and Rehabilitation Strategies. Specific details and distribution of these treatments vary year-to-year, depending on requirements or possible cost-saving innovations.

### Operations and Maintenance (O&M) Plan

Operation and Maintenance plans focus on maintaining the usable life and integrity of streets and the public's safety and mobility needs.

Activities undertaken in the Operation and Maintenance plans include:

- Pothole repairs
- Utility cut maintenance
- Grading back lanes and gravel roads
- Guardrail repair
- Removal of debris from streets
- Street cleaning and sweeping
- Application of dust suppressants
- Pavement markings
- Snow grading and ice management

Service Levels for Road Maintenance, Street Cleaning and Sweeping and Snow and Ice Management were approved in 2017. These service levels detail the services currently provided.

### SERVICE EXPENDITURE LEVELS

The Administration evaluates the condition (physical, function and capacity) of the City's assets in order to develop annual programs to maintain the assets at a minimum cost. Condition assessments or evaluations are conducted and used to establish condition levels as well as develop annual capital improvement plans.

The Level of Service for each type of asset is defined; however, as the Level of Service increases for the asset, so does the cost of maintaining the asset. In order to be able to compare the level of investment for all assets corporate-wide, five levels of expenditures are identified in the following table.

It should be noted that expenditure levels are not condition assessments but lead to a change in the asset condition over time.

"A" represents the highest level of expenditure and "F" represents no expenditure.



*Rutherford Way: before*



*Rutherford Way: after*



**Table 3: Expenditure Levels**

Expenditure Level	Asset Performance	Description
<b>A</b>	Getting Better Quickly	Sufficient expenditures to keep asset in top condition and to increase asset condition/value quickly over time.
<b>B</b>	Getting Better	Sufficient expenditures to keep asset in top condition and to increase asset condition/value slowly over time.
<b>C</b>	Maintain Assets in Current Condition	Sufficient expenditures to keep asset in constant condition over time.
<b>D</b>	Getting Worse	Insufficient expenditures to maintain asset condition. Over time asset condition will deteriorate.
<b>F</b>	Getting Worse Quickly	No expenditures. Asset condition/value decreased rapidly.

The following table aligns the desired condition and expenditure level. The City's current average roadway network PCI is at 72.7 and the physical condition desired is an average PCI range of 80 to 85, which is the top of the "Satisfactory" PCI range. The table also shows the required funding to meet a Level "B" expenditure level and associated funding gap.

**Table 4: Asset Performance and Expenditure**

Asset Program	Current Performance	Desired Performance	Desired Expenditure Level	Required Annual Funding to meet Expenditure Level (2022)	Current Dollars	Difference**
Roadways Preservation	PCI Rating 72.7 (Satisfactory)	PCI target rating 80-85 (Good)	Level B	\$26.6M*	\$26.6M	0
Road Maintenance†	Good	Good	Level C	\$6.4M*	\$6.4M	0
Snow and Ice Management†	Good	Good	Level C	\$14.3M*	\$14.3M	0
Street Cleaning and Sweeping†	Good	Good	Level C	\$4.6M*	\$4.6M	0

\*Growth and inflation are not included \$ amount

\*\*Difference assumes that adjustments are made to annual funding to reflect growth in the amount of assets to maintain inflationary pressures.

†The desired expenditure level for Road Maintenance, Snow and Ice Management and Street Cleaning and Sweeping assumes there are no changes to the current service levels.

## FUNDING SUMMARY

### Asset Preservation Program

Currently there is \$26.6 million of funding in place for the Asset Preservation Program to maintain the City's roadways in satisfactory condition and meet the service expenditure level B (getting better). There is no funding gap identified and no new phase-ins are required for this program.

Growth and inflation is assumed and needs to be a consideration annually to the base funding in future years in order to maintain the 1-in-20 treatment cycle and satisfactory condition target. These will be brought forward as part of future Business Plan and Budgets. Should inflation and growth not be added annually the return cycle will be increased and the program service level will decline.

### Operations and Maintenance Program

Over the last two years, funding for the Operations and Maintenance programs has been sufficient to deliver the approved service levels.

The exception to this is the actual cost for Snow and Ice Management has exceeded the budget. Actual costs for winter maintenance fluctuate with the winter weather experienced and the Snow and Ice Reserve has been established to address these fluctuations. Over the winter of 2020-2021, an extreme winter storm occurred, and the Reserve was insufficient to cover the incremental cost. An Emergency Response Plan is currently being developed and will propose solutions to fund future extreme winter storms. Growth and inflation are assumed and needs to be a consideration annually to the base funding in future years in order to maintain the level of service.

The current expenditure level of the Pavement Marking program is not sufficient to maintain the desired level of service. A service level report is underway to develop a defined service level and identify the expenditure level necessary to maintain it.

## INFRASTRUCTURE RESILIENCE AND CLIMATE CHANGE ADAPTATION STRATEGY

The Administration understands that road work is weather dependent. During periods of extreme weather, such as a major rain event or early winter, some projects are unable to be completed or started until favorable conditions return. If current year funding for roads are planned but cannot be completed or started due to unfavourable weather conditions or seasonal changes, work on those roads will be carried over to the next construction season.

In addition, recent changes to the roadway design standards have been implemented to require mandatory edge drainage systems to new roadway structures. This will ensure that the road structure can be drained and protected during extreme weather events and high-water tables caused by adverse weather conditions.

## THE WAY FORWARD

### Our teams will:

- Take an integrated approach to asset management.
- Continue the shift from reactive to preventative maintenance when planning programs.
- Continue with learning initiatives in data analysis and data collection methods.
- Build deterioration curves for roadway network analysis to understand underlying causes of deterioration and enhance predictive program planning.
- Review and improve preservation and maintenance treatment strategies, specifications and standards.
- Implement utility cut repair process improvements.
- Develop Service Levels for pavement marking.
- Develop detailed Asset Management Plan for gravel back lanes.
- Coordinate and plan with other departments and divisions to increase efficiencies across the Corporation.
- Identify median and boulevards as a separate asset from the roadway and sidewalk program and develop an asset management strategy for this asset.

We are committed to maintaining and carefully investing in our roadways. We will use the financial and physical resources under our care to address the needs and expectations of Saskatoon citizens today and for the future.



*Victoria Avenue: before*



*Victoria Avenue: after*



*We strive to maintain and fund  
our key infrastructure assets to  
minimize total life cycle costs.*



*City of*  
**Saskatoon**



2021

# CORPORATE ASSET MANAGEMENT PLAN

## Saskatoon Sidewalks



INTRODUCTION

This report outlines the state of City of Saskatoon (City) Sidewalk Network, including information on inventory, valuation, condition, growth and inflation funding requirements, asset preservation, operations, and maintenance. The City’s sidewalk networks consist of a combination of curb and sidewalk, separate sidewalks, walkways and pathways in the right of way. The City’s sidewalk network is managed through four programs, each filling an important role in maintaining the City’s sidewalk infrastructure.

*The primary network consists of curb and sidewalks alongside roads classified as collector, arterial, and expressway roads.*

CURRENT INVENTORY

The sidewalk network inventory consists of two networks, a neighbourhood network and a primary network. This neighbourhood network is comprised of curb and sidewalks alongside local roads that for the most part serve residents, or business within residential, commercial and industrial neighbourhoods. The primary network consists of curb and sidewalks alongside roads classified as collector, arterial, and expressway roads. These roadways serve a broader range of users. A summarization of the two networks current inventory and valuation can be seen in the following table. The source of information for this inventory is the City’s Geographic Information Systems (GIS), asset management database.

Table 1: Sidewalk and Curb Inventory & Replacement Value

Asset	Inventory	Replacement Value
Sidewalks	1,655 km	\$699M
Curbs	2,386 km	\$630M
Total		\$1,329 M

The method used to valuate assets is to calculate the replacement value. This is an estimated cost of replacing an asset by physical excavation and, replacing with new approved materials.



111th Street W: before



111th Street W: after

## PERFORMANCE OF ASSET

The Sidewalk Condition Index (SCI) Rating Scale is a numerical rating from 0 being the worst possible condition to 100 being the best possible condition. The table below shows that overall, the average sidewalk condition index for the entire City sidewalk network is 87.4 out of 100, which is classed as a “Satisfactory” condition state.

**Table 2: Sidewalk Condition Index (SCI)**

Network	2020 Average SCI	Current Performance	Desired Performance
Neighbourhood	87.6	Satisfactory	Good
Primary	87.0	Satisfactory	Good
<b>Total</b>	<b>87.4</b>	<b>Satisfactory</b>	<b>Good</b>

## LIFECYCLE PROGRAMS

The City’s sidewalk network is managed through four programs. Coordinated together, these programs manage safety, preservation, maintenance, repair, replacement, and installation of new sidewalks for the City’s entire sidewalk network. The goals of these programs are to focus on restoring and maintaining sidewalks to a safe and functional condition for users, as well as add sidewalks at the highest pedestrian potential locations. These programs are as follows:

**The Sidewalk Maintenance and Safety Program** is managed by the Roadways, Fleet and Support Department and is funded through annual operational budgets. The program performs sidewalk maintenance activities that remove safety hazards for pedestrians.

**The Sidewalk Preservation Program** is managed by the Technical Services Department and is funded through the Paved Roadways Infrastructure Reserve. This program focuses on repairing or replacing sidewalks adjacent to roadways when they receive a preservation treatment. The annually programmed work areas for the Sidewalk Preservation Program are aligned to the Roadway Preservation Program. The intention of these two programs is to provide funding for roadways and sidewalks to receive a complete repair and rehabilitation every 20 years on average.

**The Pedestrian Accessible Curb Ramp Program** is managed by the Transportation Department and is an element of the Active Transportation Plan. This program prioritizes installation of accessibility curb ramps at specific locations based on pedestrian potential, transit routes, and requests from people with accessibility needs.

**The Sidewalk Infill Program** is managed by the Transportation Department and is an element of the Active Transportation Plan. This program focuses on installing new sidewalks adjacent to existing arterial roadways, collector roads or local streets. The infill locations are prioritized according to scoring based on pedestrian potential and risk reduction potential.



## SERVICE EXPENDITURE LEVELS

The Administration evaluates the condition (physical, functional, capacity) of the City's assets in order to develop annual programs to maintain the assets at a minimum life cycle cost. Condition assessments or evaluations are conducted and used to establish performance levels, as well as to develop annual capital improvement plans.

The Level of Service for each type of asset is defined; however, as the Level of Service increases for the asset, so does the cost of maintaining the asset. In order to be able to compare the level of investment for all assets corporate-wide, five levels of expenditures are identified in the following table.

It should be noted that expenditure levels are not condition assessments but lead to a change in the asset condition over time.

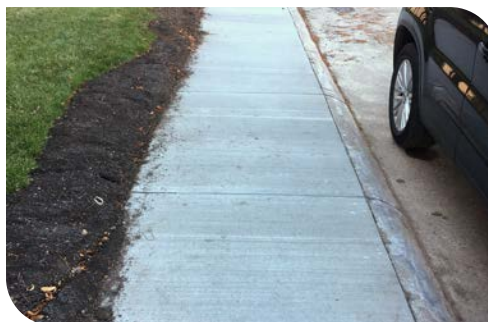
"A" represents the highest level of expenditure and "F" represents no expenditure.

**Table 3: Expenditure Levels**

Expenditure Level	Asset Performance	Description
<b>A</b>	Getting Better Quickly	Sufficient expenditures to keep asset in top condition and to increase asset condition/value quickly over time.
<b>B</b>	Getting Better	Sufficient expenditures to keep asset in top condition and to increase asset condition/value slowly over time.
<b>C</b>	Maintain Assets in Current Condition	Sufficient expenditures to keep asset in constant condition over time.
<b>D</b>	Getting Worse	Insufficient expenditures to maintain asset condition. Over time asset condition will deteriorate.
<b>F</b>	Getting Worse Quickly	No expenditures. Asset condition/value decreased rapidly.



*Girgulis Crescent: before*



*Girgulis Crescent: after*

Using the above criteria and the physical condition desired, Administration has identified the following desired expenditure levels for the sidewalk preservation program and the sidewalk maintenance and safety program.

**Table 4: Sidewalk Performance & Expenditure Levels**

Asset Program	Current Performance	Desired Performance	Desired Expenditure Level	Required Annual Funding to meet Expenditure Level	2021 Current Dollars	Difference
Sidewalk Preservation	Satisfactory	Good	Level B	\$6.1M*	\$5.95M**	\$0.15 M
Sidewalk Maintenance and Safety	Good	Good	Level C	\$1.14 M*	\$1.14 M	\$0
The Pedestrian Accessible Curb Ramp Program†	N/A	N/A	N/A	N/A	\$1.1M†	\$0
Sidewalk Infill Program	Unknown**	Unknown**	Unknown**	Unknown**	\$6.6M**	\$0

\*Growth and inflation are not included in \$ amount.

\*\*One-time funding of \$4M from the Municipal Economic Enhancement Program (MEEP) Reallocation Pool was added to sidewalk preservation in 2020.

†Supported through the Sidewalk Preservation program. \$100,000 of average base funding with one-time funding of \$1M from the Municipal Economic Enhancement Program (MEEP) Reallocation Pool added to the Pedestrian Accessible Curb Ramp Program in 2020.

\*\*Feasibility study in progress. \$200,000 average base funding with \$6.4M from a combination of Investing in Canada Infrastructure Program (ICIP) and the Municipal Economic Enhancement Program (MEEP) Reallocation Pool.

## FUNDING SUMMARY

The Sidewalk Maintenance and Safety Program is funded through the Transportation & Construction – Road and Maintenance Operating Budget. The 2021 budget of \$1.14 million is sufficient to continue the planned maintenance program.

The Sidewalk Preservation Program is funded through the Paved Roadways Infrastructure Reserve. Recent funding allocations in 2019 and 2020 by City Council, specifically the one-time \$5 million in Reallocation Pool funding from the Municipal Economic Enhancement Program (MEEP) to aid the sidewalk preservation program and the accessibility curb ramps program (\$4 million for sidewalk preservation and \$1 million for accessibility curb ramps), have put the program back on track to sustain a 1-in-20-year return cycle over the next four years (2021 to 2024), assuming no changes to the program and overall level of service. Should inflation and growth not be added annually the return cycle will be increased and the program will start to move away from a service expenditure level B (getting better) and more

towards a service level C (maintain asset in current condition).

The Pedestrian Accessible Curb Ramp program is funded through the Transportation Infrastructure Expansion Reserve (TIER). Currently this program receives on average \$100,000 annually and since 2019 has been supported through the Sidewalk Preservation Program. With this support the time frame to complete the backlog of pedestrian accessible curb ramps has been reduced from 47 years to 15 years.

The Sidewalk Infill Program is funded through the Transportation Infrastructure Expansion Reserve (TIER). Feasibility assessments are required to determine the desired expenditure level and to establish annual base funding for this program. Currently the program receives \$200,000 annually.

## INFRASTRUCTURE RESILIENCE AND CLIMATE CHANGE ADAPTATION STRATEGY

Due to the nature of the construction materials used for our sidewalk assets (i.e. concrete and asphalt), they are resistant to many of the effects of climate change. In new construction, edge drains adjacent to the sidewalk within the road structure have been included that will assist in reducing damage due to high water tables caused by climate changes.

Crack-filling sidewalks has also been added as an additional maintenance practice to reduce water infiltration to the underlying soils, reducing damage caused by increased precipitation due to climate change.

With respect to construction, road and sidewalk repair work, it is weather dependent. During periods of extreme weather, such as a major rain event or early winter, some projects are unable to be completed or started until favorable conditions return.

In current year funding for roads or sidewalks is planned but cannot be completed or started due to unfavorable weather conditions or seasonal changes, planned roads or sidewalks work will be carried over to the next construction season.



*Wollaston Crescent: before*



*Wollaston Crescent: after*

## THE WAY FORWARD

- Shift from reactive to preventative maintenance when planning programs.
- Undertake continuous learning in data analysis and data collection methods.
- Build deterioration curves for sidewalk network analysis and understanding cause of deterioration.
- Review and improve preservation and maintenance treatment strategies, specifications and standards,
- Coordinate and plan with other divisions to increase efficiencies across the corporation.
- Complete feasibility assessment for the Sidewalk Infill Program.

We are committed to maintaining and carefully investing in our sidewalks. We will use the financial resources and physical resources under our care to address the needs and expectations of Saskatoon citizens today and for the future.



*Taylor Street E: before*



*Taylor Street E: after*



A photograph showing a concrete sidewalk on the left and a green lawn on the right. The sidewalk is made of several slabs separated by expansion joints. The grass is vibrant green and appears to be well-maintained.

*We strive to maintain and fund  
our key infrastructure assets to  
minimize total life cycle costs.*





# Traffic Noise Sound Attenuation Monitoring – August 2021 Update

## ISSUE

As per the Traffic Noise Sound Attenuation (TNSA) program, noise measurements are to be collected at locations identified on the monitoring list. This report provides the measurements of 11 locations as information.

## BACKGROUND

At its Regular Business Meeting held on February 27, 2017, City Council considered the Traffic Noise Sound Attenuation Policy and resolved,

“That the policy pertaining to Traffic Noise Sound Attenuation Program be approved.”

Key items from Council Policy C07-028, Traffic Noise Sound Attenuation includes:

In the Definitions section:

- dBA: The decibel (dB) sound pressure level filtered through the A-weighting filtering network to approximate human hearing response at low intensities.
- Decibel (dB): One tenth of a Bel. Sound is measured in decibels. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Decibels are not linear units, rather they are expressed using a base-10 logarithmic scale. An increase of 10 decibels represents 10- times the acoustical energy. An increase of 20 decibels represents 100- times the acoustical energy.
- Day-Night Average Sound Level ( $L_{dn}$ ): Day-night sound level in dBA is derived by performing a logarithmic average of the time varying sound energy equivalent over the daytime ( $L_{eqDay}$ ) with the time varying sound energy equivalent over the night time ( $L_{eqNight}$ ) and adding a 10 decibel “penalty” to the  $L_{eqNight}$ .
- A-Weighted Sound Level: A-weighted sound level is measured on a sound level meter, using a setting that emphasizes the middle frequency components similar to response of the human ear. The A-weighted sound level is found to correlate well with subjective assessments of the annoying or disturbing effect of sounds.

In the Policy section:

- Assessment
  - a. Decibel Scale and Weighting – dBA (A-weighted decibel sound level)
  - b. Threshold (Timeframe and Value) –  $L_{dn}$  65 dBA (logarithmic average conducted over an entire 24-hour period with a 10 dBA penalty to the monitored or modeled noise during the night-time period.)

- Monitoring of potential Traffic Noise Attenuation projects
  - a. A monitoring list of potential projects is maintained by the Administration.
  - b. The monitoring list includes locations that meet the following criteria:
    - i. Adjacent to existing arterial roads or freeways/expressways.
    - ii. Average daily traffic levels greater than 20,000 vehicles per day on the adjacent arterial roads or freeways/expressways.
    - iii. Locations that have sound attenuation, or where sound attenuation is not economically or physically feasible, are excluded from the monitoring list.
    - iv. Traffic noise measurements will be completed every three years.

The locations on the monitoring list are provided in the table below:

No.	Adjacent Roadway	Limits	Adjacent Neighbourhood
1	22 <sup>nd</sup> Street	Circle Drive West to Witney Avenue	Mount Royal
2	Circle Drive West	Adjacent to Camponi Place	Fairhaven
3	Circle Drive West	Adjacent to Vancouver Avenue South	Meadowgreen
4	Circle Drive West	Avenue P North to Airport Drive	Hudson Bay Park
5	Circle Drive West	Adjacent to Davidson Crescent	Westview
6	Circle Drive East	108 <sup>th</sup> Street to CPR Bridge	Sutherland
7	Attridge Drive	Adjacent to Haslam Crescent and Fairbrother Crescent	Silverspring
8	Attridge Drive	Adjacent to Kellins Crescent	Forest Grove
9	McOrmond Drive	Attridge Drive to Kerr Road	Erindale
10	College Drive	Adjacent to Western Crescent	College Park East
11	22 <sup>nd</sup> Street	Circle Drive West to Witney Avenue	Meadowgreen

## **CURRENT STATUS**

Through a competitive procurement process GHD Limited, an acoustical engineering consultant, was retained to complete the noise measurements and adjust the noise measurements to reflect traffic conditions prior to COVID-19.

The contract was awarded in the winter of 2019 with the intent to complete traffic noise monitoring in the spring of 2020. However, due to the COVID-19 pandemic, the monitoring was delayed and completed in the fall of 2020.

## **DISCUSSION/ANALYSIS**

The 2020 traffic noise measurements are shown in the following table. After COVID-19 struck, traffic volumes dropped in the City of Saskatoon. To determine what the traffic noise would have been had there been no pandemic, the traffic noise measurements were adjusted to reflect pre-COVID 19 traffic volumes.



## Traffic Noise Sound Attenuation Monitoring – August 2021 Update

No.	Adjacent Roadway	Limits	Adjacent Neighbourhood	Fall 2020 Noise Level, L <sub>dn</sub> (dBA)	Fall 2020 Adjusted to pre-COVID-19 Traffic
1	22 <sup>nd</sup> Street	Circle Drive West to Witney Avenue	Mount Royal	59	59
2	Circle Drive West	Adjacent to Camponi Place	Fairhaven	59	60
3	Circle Drive West	Adjacent to Vancouver Avenue South	Meadowgreen	62	63
4	Circle Drive West	Avenue P North to Airport Drive	Hudson Bay Park	60	60
5	Circle Drive West	Adjacent to Davidson Crescent	Westview	61	62
6	Circle Drive East	108 <sup>th</sup> Street to CPR Bridge	Sutherland	61	61
7	Attridge Drive	Adjacent to Haslam Crescent and Fairbrother Crescent	Silverspring	58	58
8	Attridge Drive	Adjacent to Kellins Crescent	Forest Grove	58	58
9	McOrmond Drive	Attridge Drive to Kerr Road	Erindale	54	54
10	College Drive	Adjacent to Western Crescent	College Park East	58	58
11	22 <sup>nd</sup> Street	Circle Drive West to Witney Avenue	Meadowgreen	57	57

The noise measurement indicates that the road traffic noise levels are below the 65 dBA threshold for all locations.

### FINANCIAL IMPLICATIONS

Vehicle noise monitoring is funded through Capital Project #1522 – Traffic Noise Attenuation. There are no other financial implications.

### OTHER IMPLICATIONS

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

### NEXT STEPS

Complete vehicle noise monitoring for locations on the monitoring list in 2023.

### Report Approval

Written by: Mariniel Flores, Transportation Engineer, Transportation  
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation  
David LeBoutillier, Engineering Manager, Transportation  
Jay Magus, Director of Transportation

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Traffic Noise Sound Attenuation Monitoring – August 2021 Update.docx

# Central Business District Neighbourhood Traffic Review

## ISSUE

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

## BACKGROUND

An online public meeting was held on August 12, 2020 to identify traffic concerns and potential solutions within the Central Business District. Based on the road users' and residents' input provided during the comment period following 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 online public meeting held on April 13, 2021. Both public meetings were hosted online to ensure the public health recommendations for COVID-19 were respected. Additional feedback received during the comment period after the second online public meeting was also incorporated into the NTR.

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

## CURRENT STATUS

To improve safety in the Central Business District, the following are recommended:

- Curb extensions
- Lane designation signs
- Turn arrow pavement markings
- All-way stop
- Stop sign

## DISCUSSION/ANALYSIS

The Central Business District Neighbourhood Traffic Review is included as Appendix 1.

## FINANCIAL IMPLICATIONS

The costs are summarized in the following table:

Item	2021	Beyond 2021
Signs, Pavement Markings and Temporary Traffic Calming	\$5,750	-
Permanent Traffic Calming	-	\$405,000
TOTAL	\$5,750	\$405,000

There is sufficient funding within Capital Project #1512 – Neighbourhood Traffic Management to undertake the work in 2021, which includes implementation of all signage, pavement markings and temporary traffic calming measures.

Beyond 2021, the implementation of permanent traffic calming measures will be funded through Capital Project #1504 – Neighbourhood Traffic Review Permanent Installations. The Administration will include the funding request for these recommendations in the multi-year business plan and budget submission package listing the projects recommended to be funded, and the rationale used to prioritize the projects.

### OTHER IMPLICATIONS

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

### NEXT STEPS

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

Short-term (1 to 2 years)	Temporary traffic calming measures, signage, pavement markings
Medium-term (3 to 5 years)	Permanent traffic calming devices

The temporary traffic calming installations will begin as early as fall 2021. A status update on the permanent installation of traffic calming measures will be submitted annually.

### APPENDICES

#### 1. Central Business District Neighbourhood Traffic Review

#### Report Approval

Written by: Mariniel Flores, Transportation Engineer, Transportation  
Reviewed by: Nathalie Baudais, Senior Transportation Engineer, Transportation  
David LeBoutillier, Engineering Manager, Transportation  
Jay Magus, Director of Transportation  
Approved by: Terry Schmidt, General Manager, Transportation and Construction



# Central Business District Neighbourhood Traffic Review



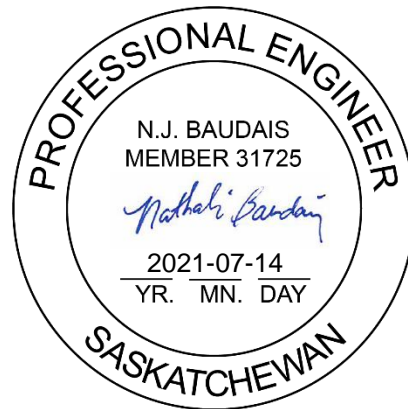


## Authorization

Prepared By:



Mariniel Flores, P.Eng.  
Transportation Engineer



Nathalie Baudais, P.Eng.  
Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.  
Transportation Engineering Manager



### Acknowledgements

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

- Central Business District residents
- Downtown YXE Business Improvement District
- 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
- Councillor Cynthia Block

### Executive Summary

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

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within Central Business District neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in April 2021.

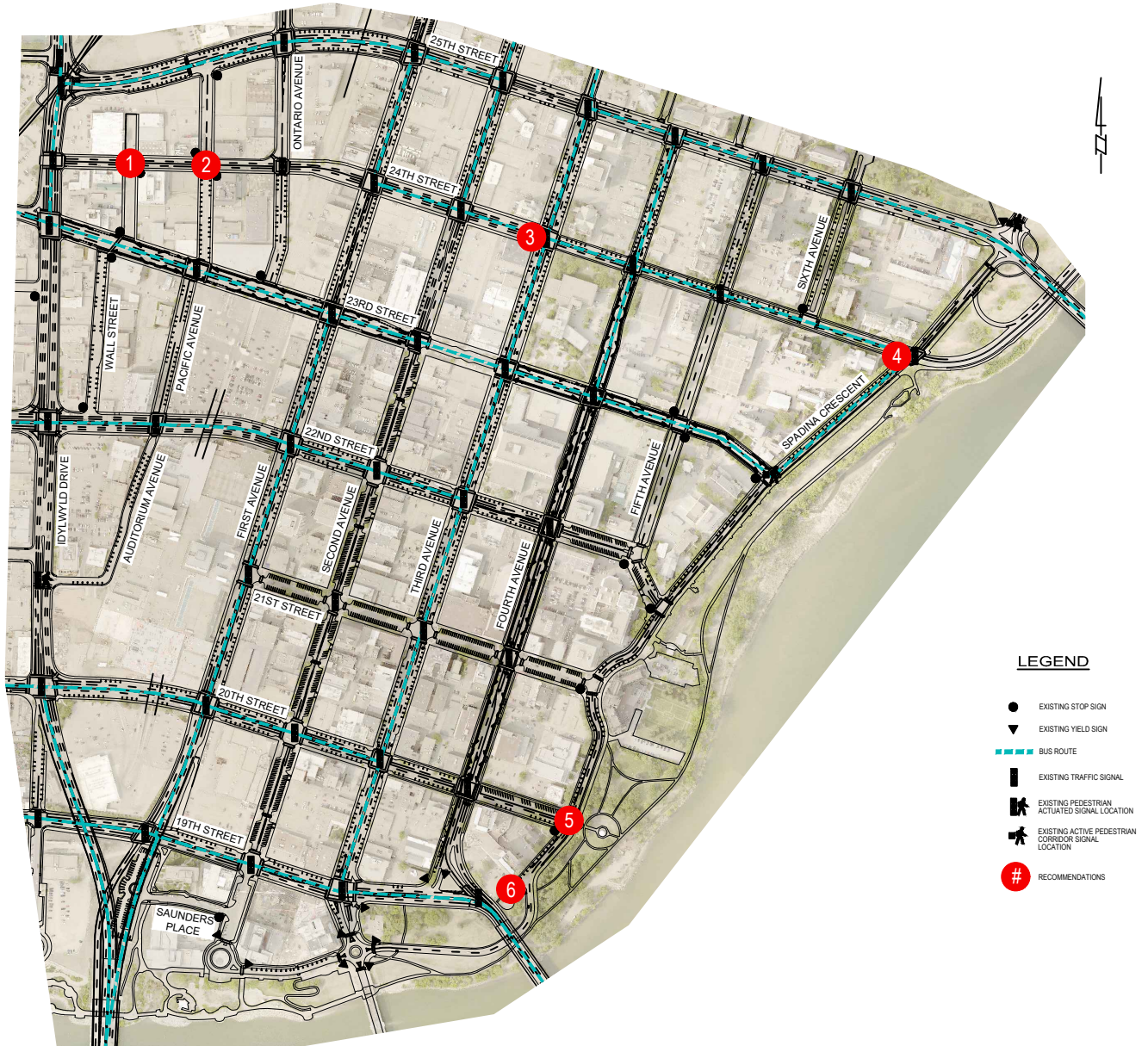
A summary of recommended improvements for Central Business District neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and justification. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement.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

## Central Business District Neighbourhood Traffic Review

*Table ES-1: Central Business District Neighbourhood Recommended Improvements*

Item	Location	Recommended Improvement	Justification
1	24 <sup>th</sup> Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety
2	24 <sup>th</sup> Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection and pedestrian safety
		Curb extensions on northwest and northeast corners on 24 <sup>th</sup> Street	
3	24 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy
		Install lane designation sign for southbound traffic on west side of 3 <sup>rd</sup> Avenue	
4	24 <sup>th</sup> Street and Spadina Crescent	Paint turn arrows in the eastbound and westbound traffic lanes of 24 <sup>th</sup> Street	Improve driver expectancy
5	Spadina Crescent and 20 <sup>th</sup> Street	All-way stop	Improve intersection safety
		Curb extension on northwest corner on Spadina Crescent	
6	Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety





## Contents

Executive Summary.....	iii
1. Introduction .....	1
2. Identify Issues, Concerns and Possible Solutions.....	2
2.1. Speeding and Shortcutting .....	2
2.2. Pedestrian Safety .....	3
2.3. Traffic Control.....	4
2.4. Parking .....	5
2.5. Maintenance.....	6
2.6. Major Intersections and Corridors .....	7
3. Develop Draft Traffic Plan .....	8
3.1. Methodology.....	8
3.2. Traffic Volume and Speed Assessments.....	8
3.3. Traffic Control Assessments.....	10
3.5. Pedestrian Assessments .....	12
3.6. Traffic Signal Assessments .....	13
3.7. Collision Analysis .....	14
4. Present Traffic Plan .....	15
4.1. Methodology.....	15
4.2. Pedestrian Safety .....	15
4.4. Intersection Safety.....	16
4.5. Follow-up Consultation – Presentation of Traffic Plan .....	16
4.6. Engagement Summary.....	17
5. Implementation .....	18

## List of Figures

Exhibit ES-1: Central Business District Traffic Plan.....	v
Exhibit 5-1: Recommended Central Business District Traffic Plan .....	21

## List of Tables

Table ES-1: Central Business District Neighbourhood Recommended Improvements .....	iv
Table 3-1: City of Saskatoon Street Classifications and Characteristics .....	9
Table 3-2: Speed Studies and Average Daily Traffic Counts (2020) .....	10
Table 3-3: All-Way Stop Warrant Criteria .....	11
Table 3-4: All-Way Stop Warrant Condition Requirements.....	11
Table 3-3: Pedestrian Assessments .....	12
Table 3-6: Traffic Signal Assessments .....	13
Table 4-2: Recommended Improvements – Pedestrian Safety .....	15
Table 4-3: Recommended Improvements – Intersection Safety .....	16
Table 4-3: Public Meetings Summary.....	17
Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate .....	18
Table 5-2: Permanent Traffic Calming Cost Estimate.....	19
Table 5-3: Total Cost Estimate .....	19
Table 5-4: Central Business District Recommended Improvements.....	20

## List of Appendices

APPENDIX A: Public Meeting #1 – August 12, 2020
APPENDIX B: Traffic Data Collection
APPENDIX C: All-way Stop Assessments
APPENDIX D: Pedestrian Device Assessments
APPENDIX E: Traffic Signal Assessments
APPENDIX F: Collision Analysis
APPENDIX G: Public Meeting #2 – April 13, 2021
APPENDIX H: Decision Matrix
APPENDIX I: Additional Concerns Received After Presentation of Draft Plan
APPENDIX J: 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 Central Business District neighbourhood.

Central Business District neighbourhood is bound by the South Saskatchewan River to the east/south, Idylwyld Drive to the west, and 25<sup>th</sup> Street to the north. The land use is primarily commercial.

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 departments 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 frames, 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 August 2020 to identify traffic concerns within Central Business District neighbourhood. 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, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

### 2.1. Speeding and Shortcutting

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

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

- 3<sup>rd</sup> Avenue and 26<sup>th</sup> Street
- 5<sup>th</sup> Avenue
- 23<sup>rd</sup> Street
- 24<sup>th</sup> Street
- 24<sup>th</sup> Street and 6<sup>th</sup> Avenue
- 25<sup>th</sup> Street and 5<sup>th</sup> Avenue
- Spadina Crescent
- Victoria Bridge
- Broadway Bridge
- University Bridge

The residents suggested the following solutions:

- All-way stop
- Wider sidewalk
- Reduced speed limit
- Pedestrian and cyclist roadway
- No pedestrian and cyclist roadway
- Speed humps
- Road closure
- Enforcement



### 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, which states the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide.

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

- 1<sup>st</sup> Avenue and 21<sup>st</sup> Street
- 20<sup>th</sup> Street and Spadina Crescent
- 22<sup>nd</sup> Street and 1<sup>st</sup> Avenue
- 22<sup>nd</sup> Street and 5<sup>th</sup> Avenue
- 23<sup>rd</sup> Street and 5<sup>th</sup> Avenue
- 23<sup>rd</sup> Street and Pacific Avenue
- 24<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 24<sup>th</sup> Street and 5<sup>th</sup> Avenue
- 24<sup>th</sup> Street and 6<sup>th</sup> Avenue
- 25<sup>th</sup> Street and west of Pacific Avenue
- Idylwyld Drive
- Spadina Crescent and 23<sup>rd</sup> Street
- Spadina Crescent and 24<sup>th</sup> Street
- Spadina Crescent and 3<sup>rd</sup> Avenue
- Meewasin Valley Authority pathway
- Meewasin Valley Authority pathway stairs near 23<sup>rd</sup> Street

The following measures were suggested by the residents:

- Traffic signals
- All-way stop
- Pedestrian device
- Pedestrian pushbutton repair
- Education campaign
- Reduced speed limit
- Wider sidewalks
- Bollards
- Improved stairs
- Parking prohibitions

### 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:

- 4<sup>th</sup> Avenue and 19<sup>th</sup> Street
- 20<sup>th</sup> Street and Spadina Crescent
- 24<sup>th</sup> Street and 3<sup>rd</sup> Avenue
- 24<sup>th</sup> Street and Pacific Avenue
- 24<sup>th</sup> Street and 6<sup>th</sup> Avenue
- 25<sup>th</sup> Street and 6<sup>th</sup> Avenue
- Spadina Crescent and 22<sup>nd</sup> Street
- Spadina Crescent and 23<sup>rd</sup> Street
- Spadina Crescent and 24<sup>th</sup> Street
- Spadina Crescent and the Delta Hotel cul-de-sac

Proposed solutions identified by residents:

- All-way stop
- No all-way stop
- Lane designation signs
- Traffic signal
- Allow left-turn from 7 p.m. to 6 a.m.
- Roundabouts
- Oversized yield sign
- Stop sign
- Improved street lighting
- Remove pavement marking

### 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:

- 5<sup>th</sup> Avenue
- 20<sup>th</sup> Street and Spadina Crescent
- 20<sup>th</sup> Street and 2<sup>nd</sup> Avenue
- 22<sup>nd</sup> Street and 2<sup>nd</sup> Avenue
- 23<sup>rd</sup> Street and 5<sup>th</sup> Avenue
- 24<sup>th</sup> Street and 6<sup>th</sup> Avenue

Suggested solutions identified by residents:

- Parking prohibitions
- All-way stop
- Parking enforcement

### 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 raised at the following locations:

- 3<sup>rd</sup> Avenue
- 5<sup>th</sup> Avenue
- 6<sup>th</sup> Avenue
- 21<sup>st</sup> Street and 2<sup>nd</sup> Avenue
- 23<sup>rd</sup> Street and 5<sup>th</sup> Avenue
- 24<sup>th</sup> Street and Pacific Avenue
- Spadina Crescent
- Cameco Meewasin Skating Rink

Residents identified the following as possible solutions:

- Bollard relocation
- Drainage improvements
- Sidewalk repair
- Road repair
- Snow removal
- Boulevard repair

### 2.6. Major Intersections and Corridors

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

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

- 2<sup>nd</sup> Avenue
- 19<sup>th</sup> Street and 3<sup>rd</sup> Avenue
- 19<sup>th</sup> Street and 4<sup>th</sup> Avenue
- 20<sup>th</sup> Street and 1<sup>st</sup> Avenue
- 21<sup>st</sup> Street
- 24<sup>th</sup> Street and 5<sup>th</sup> Avenue
- 25<sup>th</sup> Street
- 25<sup>th</sup> Street and 2<sup>nd</sup> Avenue
- 25<sup>th</sup> Street and 3<sup>rd</sup> Avenue
- Idylwyld Drive and Auditorium Avenue
- Spadina Crescent and 24<sup>th</sup> Street
- Spadina Crescent curve under Broadway Bridge
- Victoria Bridge

The residents identified the following as possible solutions:

- Traffic signals
- Pedestrian crossing improvements
- Pedestrian-focused street
- Wider sidewalk
- Pedestrian walk light repair
- Roundabouts
- Modified traffic signal coordination
- Peak hour traffic lane designations
- Weekend pedestrian and cyclist space
- Scramble corners
- Improved cycling network
- Remove bike lanes
- Lower audible pedestrian tones
- Wider traffic lanes
- Narrow streets
- One-way streets
- Dedicated turn lane
- Protected left-turn arrow
- Pedestrian and cyclist roadway



### 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.

## Central Business District 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 (km/h)</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 Central Business District neighbourhood is 50 km/h.

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

## Central Business District Neighbourhood Traffic Review

Table 3-2: Speed Studies and Average Daily Traffic Counts (2020)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Bottom of Broadway bridge	NA	Minor Arterial	12,550	54
24 <sup>th</sup> Street	3 <sup>rd</sup> Avenue and 4 <sup>th</sup> Avenue	Major Collector	3,850	45
Spadina Crescent	22 <sup>nd</sup> Street and 23 <sup>rd</sup> Street	Minor Arterial	7,000	52
Spadina Crescent	Delta Hotel cul-de-sac and 3 <sup>rd</sup> Avenue	Local	5,850	47

### 3.3. Traffic Control Assessments

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

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

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

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

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

Results of the studies are shown in Table 3-3 and

Table 3-4.

## Central Business District 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
23 <sup>rd</sup> Street and 5 <sup>th</sup> Avenue	266	2,730	2	Conditions NOT met
24 <sup>th</sup> Street and 6 <sup>th</sup> Avenue	354	3,640	0	
Spadina Crescent and 20 <sup>th</sup> Street	759	7,590	4	Conditions met
Spadina Crescent and 22 <sup>nd</sup> Street	920	9,200	1	
Spadina Crescent and 23 <sup>rd</sup> Street	941	9,410	3	

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
Spadina Crescent and 20 <sup>th</sup> Street	30% - Condition NOT met	Yes - Condition NOT met	All-Way Stop Not Warranted
Spadina Crescent and 22 <sup>nd</sup> Street	10% - Condition NOT met	No - Condition met	
Spadina Crescent and 23 <sup>rd</sup> Street	10% - Condition NOT met	No - Condition met	

At Spadina Crescent and 20<sup>th</sup> Street, there is a high amount of pedestrian activity to and from the Meewasin trail system, and poor sight lines around parked vehicles. The collision history indicates that there have been right-angle collisions which could be resolved with the installation of an all-way stop. Although this intersection does not meet the condition requirements, an all-way stop is recommended based on community input and engineering judgement to address the collision history and poor sight lines.

The other intersections did not meet the requirements for an all-way stop. Details of the all-way stop assessments are provided in **Appendix C**.

## 3.5. 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 that considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

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

*Table 3-5: Pedestrian Assessments*

Location	Pedestrian Desire Confirmation	Results
22 <sup>nd</sup> Street and 5 <sup>th</sup> Avenue	Yes	Connection to commercial businesses. Existing standard crosswalk is appropriate.
24 <sup>th</sup> Street and 6 <sup>th</sup> Avenue	Yes	Connection to transit stop, residences, churches. Standard crosswalk is appropriate. Existing zebra crosswalks to remain.
Spadina Crescent and 23 <sup>rd</sup> Street	Yes	Connection to Meewasin Valley trail. Standard crosswalk appropriate. Existing Active Pedestrian Corridor to remain.



## 3.6. Traffic Signal Assessments

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

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

Pedestrian and traffic data is collected during the six peak hours of: 7:00 a.m. to 9:00 a.m., 11:30 a.m. to 1:30 p.m., and 4:00 p.m. to 6:00 p.m.

If a traffic signal is not warranted, additional measures to improve safety (i.e. parking restrictions, oversized stop signs) may be considered.

A summary of the traffic signal assessments is provided in

Table 3-6.

Table 3-6: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
24 <sup>th</sup> Street and 6 <sup>th</sup> Avenue	8	Traffic signals not warranted
24 <sup>th</sup> Street and Pacific Avenue	12	
Spadina Crescent and 20 <sup>th</sup> Street	32	
Spadina Crescent and 22 <sup>nd</sup> Street	26	
Spadina Crescent and 23 <sup>rd</sup> Street	27	

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

### 3.7. Collision Analysis

The most recently available five-year collision data (2015 to 2019) 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. Intersections with two or more collisions per year within Central Business District include:

- 24<sup>th</sup> Street and Pacific Avenue

The analysis indicates that there has been a reduction in collisions at the intersection of 24<sup>th</sup> Street and Pacific Avenue since the installation of the temporary measures on the south side.

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

## 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 departments 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. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
24 <sup>th</sup> Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety
24 <sup>th</sup> Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve pedestrian safety
	Curb extensions on northwest and northeast corner on 24 <sup>th</sup> Street	

## 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 4-2.

Table 4-2: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
24 <sup>th</sup> Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection safety
	Curb extensions on northwest and northeast corner on 24 <sup>th</sup> Street	
24 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy
	Install lane designation sign for southbound traffic on west side of 3 <sup>rd</sup> Avenue	
24 <sup>th</sup> Street and Spadina Crescent	Paint turn arrows in the eastbound and westbound traffic lanes of 24 <sup>th</sup> Street	Improve driver expectancy
Spadina Crescent and 20 <sup>th</sup> Street	All-way stop	Improve intersection safety
	Curb extension on northwest corner on Spadina Crescent	
Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety

## 4.5. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in April 2021. The meeting materials are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

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

## 4.6. Engagement Summary

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

Table 4-3: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1</b> August 12, 2020 Microsoft Teams Online Meeting 1 attendee	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Meeting #2</b> April 13, 2021 Microsoft Teams Online Meeting 0 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in <b>Appendix G</b>

Residents and stakeholders in Central Business District were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, [saskatoon.ca/engage](https://saskatoon.ca/engage), and [saskatoon.ca/NTR](https://saskatoon.ca/NTR);
- billboards placed on 3<sup>rd</sup> Avenue in front of City Hall prior to the first meeting; 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.

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

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

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

Residents 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 J**.



## 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. Therefore, installations for Central Business District are likely to begin in fall 2021.

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

- Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate
- Table 5-2: Permanent Traffic Calming Cost Estimate
- Table 5-3: Total Cost Estimate

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

Location	Device	Cost Estimate	Implementation Goal
24 <sup>th</sup> Street and Wall Street	Curb extension (4)	\$2,000	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
24 <sup>th</sup> Street and Pacific Avenue	Curb extension (2)	\$1,000	
24 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue	Lane designation sign (2)	\$500	
24 <sup>th</sup> Street and Spadina Crescent	Turn arrow pavement marking (4)	\$1,000	
Spadina Crescent and 20 <sup>th</sup> Street	Stop sign (2)	\$500	
	Curb extension (1)	\$500	
Spadina Crescent and Delta Hotel cu-de-sac	Stop sign (1)	\$250	
<b>Total</b>		<b>\$5,750</b>	

## Central Business District Neighbourhood Traffic Review

Table 5-2: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
24 <sup>th</sup> Street and Wall Street	Curb extension (4)	\$180,000	3 to 5 years
24 <sup>th</sup> Street and Pacific Avenue	Curb extension (4)	\$180,000	
Spadina Crescent and 20 <sup>th</sup> Street	Curb extension (1)	\$45,000	
<b>Total</b>		<b>\$405,000</b>	

Table 5-3: 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	\$5,750	-	-
Permanent Traffic Calming	-	\$405,000	-
<b>Total</b>	<b>\$5,750</b>	<b>\$405,000</b>	<b>\$0</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$5,750. The total cost estimate for medium and long-term improvements (permanent traffic calming) is \$405,000.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-4.

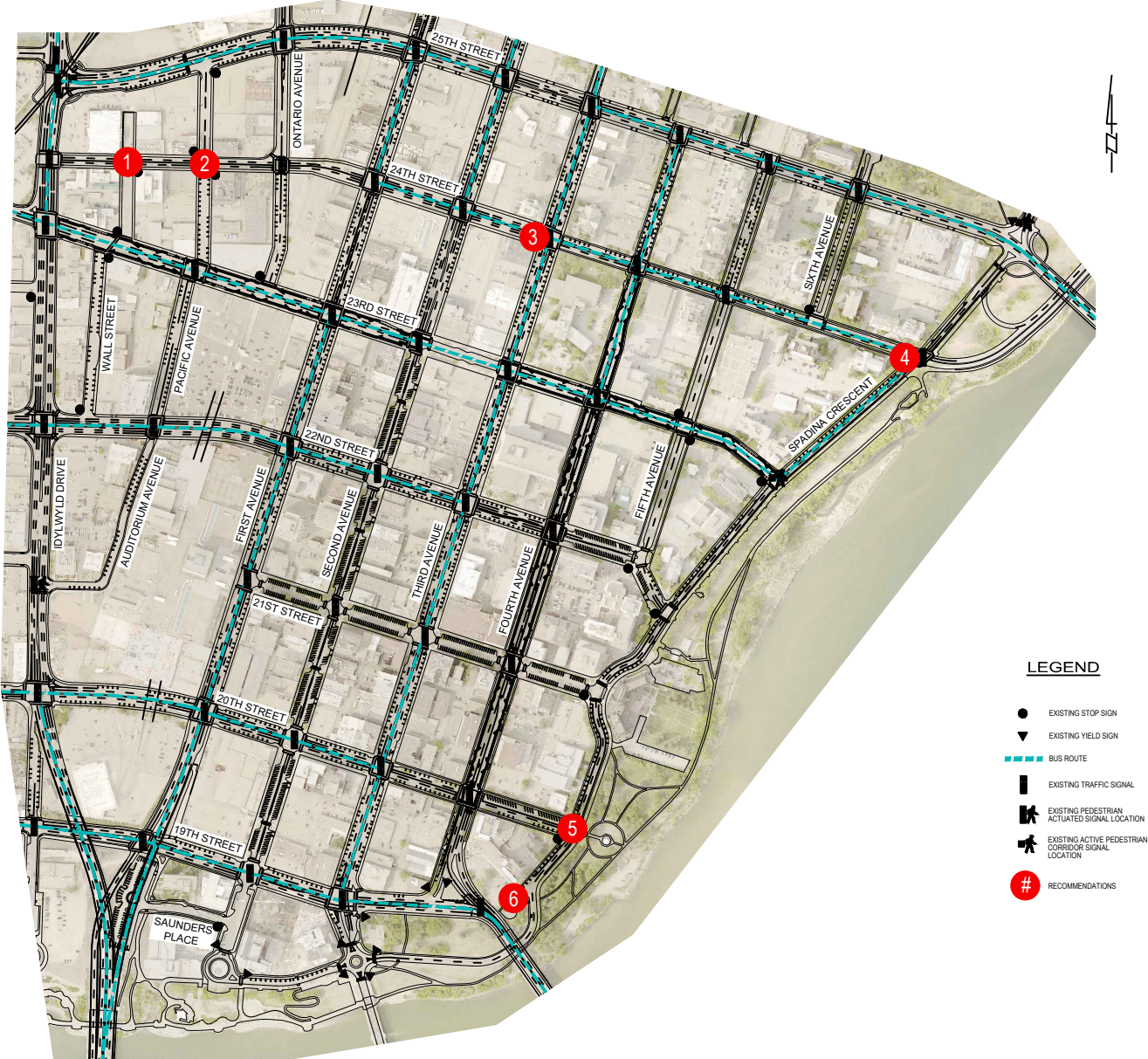
The resulting recommended Central Business District Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

## Central Business District Neighbourhood Traffic Review

Table 5-4: Central Business District Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	24 <sup>th</sup> Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety
2	24 <sup>th</sup> Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection and pedestrian safety
		Curb extensions on northwest and northeast corners on 24 <sup>th</sup> Street	
3	24 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy
		Install lane designation sign for southbound traffic on west side of 3 <sup>rd</sup> Avenue	
4	24 <sup>th</sup> Street and Spadina Crescent	Paint turn arrows in the eastbound and westbound traffic lanes of 24 <sup>th</sup> Street	Improve driver expectancy
5	Spadina Crescent and 20 <sup>th</sup> Street	All-way stop	Improve intersection safety
		Curb extension on northwest corner on Spadina Crescent	
6	Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety

Exhibit 5-1: Recommended Central Business District Traffic Plan



# **Appendix A**

Public Meeting #1 – August 12, 2020



# CITY OF SASKATOON

## Central Business District Neighbourhood Traffic Review Minutes

**Date:** Wednesday, August 12, 2020

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

Name	Position
Mariniel Flores	City of Saskatoon Transportation Engineer Central Business District Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Councillor Cynthia Block	Ward 6 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Mariniel Flores – Transportation Engineer)

See Video – Online meeting video recording – August 12, 2020

**Pedestrian Safety Concerns**

1. **Comment:** Issues at 6<sup>th</sup> Avenue and 24<sup>th</sup> Street. Suggest corridor lighting. Most of the time, traffic ignores the flashing ambers at pedestrian crossings. Perhaps an education campaign is in order to educate drivers on traffic laws with a possibility of fines being issued.
2. **Comment:** At 26<sup>th</sup> Street and 3<sup>rd</sup> Avenue, there are often cars parked right up to the curb here which make visibility quite poor for those driving. Vehicles go through the stop sign. A solution is to not allow parking right up to the curb.

**Mariniel:** This intersection will be reviewed as part of the Neighbourhood Bikeways Project where five corridors have been identified to develop neighbourhood bikeways.

3. **Comment:** Vehicles do not stop for pedestrians at the crosswalk near City Hospital. The crosswalk should be more visible.
4. **Comment:** The corner of Queen Street and 3<sup>rd</sup> Avenue is difficult to cross as a pedestrian. It used to be a four-way stop which was preferred. Vehicles travelling along Queen Street race through without stopping. If a stop sign can't be installed, the crosswalk should be more visible.
5. **Comment:** The Downtown should be a pedestrian focused area. It should not be a place that is easy to drive through. It should be slow. There should be plenty of street parking available as a visual and physical buffer between traffic and pedestrians. Transportation for businesses should be top of mind for deliveries. In the downtown, consideration for the movement of personal vehicles should be considered lowest on the priorities for transportation. It should not be a neighbourhood that is easy to pass through.

#### Traffic Signal Concerns

6. **Question:** Are the traffic signals all pre-programmed or do they change based on time of day like heavy traffic, business hours versus late at night? Do the operations change?

**Mariniel:** I believe in the downtown, they are pre-timed based on the peak hour.

**Nathalie:** Right now, everything's a little bit different because of COVID. Everything is on Pedestrian Recall mode. The cycle lengths are a little bit shorter so pedestrians always get the walk light. We can check with our traffic signal timing technicians regarding how much they change for peak business hours versus late at night.

**Additional information:** There are changes to the signal cycle lengths downtown based on time of day. They are, however, not drastic because of the need to accommodate the numerous pedestrian crossings.

7. **Comment:** Traffic signal at 5<sup>th</sup> Avenue and 24<sup>th</sup> Street does not warrant operating all hours all day. In previous years, it operated flashing red/yellow from midnight to 6am/7am.
8. **Question:** Don't many lights go to flashing red or amber after a certain hour?

**Nathalie:** I believe the only time our lights go to flashing red is when there's a technical issue or it's a new traffic signal that we're testing the equipment on. I don't believe we go to flashing red at night. That may have been done in the past.

**Mariniel:** I recall flashing red really early in the morning in the past but I'm not sure if that's still how it is. We'll check with our traffic signal technicians.

**Additional information:** Amber/red flash timings have been eliminated to prevent driver confusion. Normal operations were implemented overnight.

9. **Question:** At 3<sup>rd</sup> Avenue South and 19<sup>th</sup> Street by the new River Landing development, will there be real traffic lights or standards there? Right now, it's all on the overhead wires.

**Chelsea:** That project is going to be under construction for the next year or two and the full re-design of the intersection is intended to be a part of the Bus Rapid Transit Project. The signals will be upgraded to your typical light standards. This is dependent on the timing of the Bus Rapid Transit Project.

10. **Question:** If the audible pedestrian tone is quite loud at night and bothers people who are trying to sleep. Who do they contact to get those looked at? We have to remember that this is a residential neighbourhood too and sometimes, they are very loud and make it difficult for residents or hotel guests to sleep.

**Nathalie:** That is our group. They often need to be loud because of the traffic during the day and when the traffic's slower at night, you will notice them more. If they're turned down too much, people who are visually impaired won't be able to navigate through the intersection so it's a very delicate balance. Please submit the locations and we'll take a look at it.

11. **Comment:** Coordinate the traffic signals and consider designating three lanes on the University Bridge for vehicles travelling into the Downtown in the morning and three lanes for vehicles travelling out of the Downtown in the evening.
12. **Comment:** Support the idea to have three outbound traffic lanes on the University Bridge at certain times of the day. Lions Gate Bridge does this for vehicles entering and exiting Downtown Vancouver.

### Speeding/Noise Concerns

13. **Comment:** Spadina Crescent is a very busy street and is used as a joy riding street for lots of people with loud cars and motorbikes travelling from the Victoria Bridge and the Broadway Bridge.

14. **Comment:** There should be more enforcement on the bridges.

15. **Comment:** Reduce noise from vehicles with modified mufflers.

**Response:** See update on vehicle noise study below.

### Sightline Concerns

16. **Comment:** Eastbound vehicles turning right at high speeds at 25<sup>th</sup> Street and 5<sup>th</sup> Avenue. It is difficult for vehicles on 5<sup>th</sup> Avenue to see cross traffic exiting out of the driveways along this block.

17. **Comment:** It is difficult to see eastbound traffic at 5<sup>th</sup> Avenue and 23<sup>rd</sup> Street due to parked vehicles and the bike lanes.

### Cycling Concerns

18. **Comment:** Traffic in the downtown is too slow. Traffic lanes are tied up for bike lanes.

19. **Comment:** Bike lanes should be added so bikes do not disturb the flow of traffic.

20. **Comment:** Concerned with cyclists on sidewalks rather than the bike path along Spadina Crescent between Broadway Bridge and University Bridge.

21. **Comment:** Frustrated and startled with the amount of bikes on the sidewalks even when there is a bike path right beside them.

**Mariniel:** We have an education campaign that will remind cyclists to be courteous when riding on shared pathways with pedestrians, and to use their horn or bell to warn pedestrians when they are passing.

**Nathalie:** There is also messaging for cyclists to slow down when passing pedestrians but cyclists are allowed to be in that space even if there is a bike path. Some cyclists just are not comfortable in the street and that's why the shared pathways are there so that people of all ages and abilities can still cycle.

### Maintenance Concerns

22. **Comment:** Repair sidewalks at 24<sup>th</sup> Street and Pacific Avenue.

23. **Comment:** Snow removal should be more frequent on 5<sup>th</sup> Avenue.

24. **Comment:** Sidewalks in the 200 block of 5<sup>th</sup> Avenue are in need of repair.

**Nathalie:** These concerns will be passed on to our Asset Preservation group.

25. **Comment:** The streets get noisy on 3<sup>rd</sup> Avenue, especially at night but our main concern is the condition of the road and sidewalks.

26. **Comment:** Sidewalk on the west side of Spadina Crescent between the Broadway Bridge and Traffic Bridge needs to be repaired.

27. **Comment:** Concerned with the amount of graffiti in our city.

28. **Comment:** There is a foul odour beneath the Broadway Bridge.

20<sup>th</sup> Street and Spadina Crescent

29. **Comment:** 20<sup>th</sup> Street and Spadina Crescent is problematic for pedestrians. Suggest traffic signals or all-way stop.

30. **Comment:** Don't put a three-way stop at 20<sup>th</sup> Street and Spadina Crescent. There are only high volumes of traffic a couple of times a day. Otherwise, let the traffic flow on Spadina Crescent.

**Nathalie:** That's why we really enjoy having these meetings. We hear both perspectives. When residents give their thoughts, it's nice to get the balance of opinions so thanks for letting us know.

31. **Comment:** I agree that turning onto Spadina Crescent can be difficult but I would be concerned that putting a three-way stop would cause congestion on Spadina Crescent.

**Nathalie:** We do have a Stop and Yield Policy that we have to double check. We would check the traffic volumes and the traffic splits during the peak hours to verify if that would warrant an all-way stop.

32. **Comment:** Visibility at the corner of 20<sup>th</sup> Street and Spadina Crescent. Since the re-opening of the Traffic Bridge / Victoria Bridge, this intersection has become quite busy – busier than when the bridge was open. Parked vehicles on the west side of Spadina Crescent obstruct visibility for vehicles turning left onto Spadina Crescent. It is also a fairly busy area for pedestrians. The speed of some of the traffic tends to be excessive as well. Three-way stop suggested or parking prohibitions on the west side of Spadina Crescent on the north and south legs.



Spadina Crescent

33. **Comment:** A three-way stop at Spadina Crescent and 23<sup>rd</sup> Street is suggested.
34. **Comment:** A three-way stop at Spadina Crescent and 22<sup>nd</sup> Street is suggested.
35. **Comment:** At Spadina Crescent and 24<sup>th</sup> Street, the westbound through lane on 24<sup>th</sup> Street is often blocked by left turning traffic because the street becomes very narrow at that intersection.
36. **Comment:** The speed limit along Spadina Crescent between 20<sup>th</sup> Street and 23<sup>rd</sup> Street should be reduced to 30 km/hr or 40 km/hr. There is a lot of pedestrian traffic and curves. A reduced speed limit would discourage racing/speeding.
37. **Comment:** Many people shortcut onto Spadina Crescent when 4<sup>th</sup> Avenue may be a better option anyway.
38. **Comment:** Do not supporting designating Spadina Crescent as a pedestrian and cyclist roadway.
39. **Comment:** Let Spadina Crescent flow as it is now.
- Mariniel:** Spadina Crescent is windier than 4<sup>th</sup> Avenue and there is a lot more activity.
- Nathalie:** It slows quite a bit through the Spadina Crescent and 21<sup>st</sup> Street intersection.
40. **Comment:** Disagree with stop signs along Spadina Crescent. It has to accommodate all modes of transportation. Many businesses serve customers from well outside Saskatoon, and they need to be able to get there.
41. **Question:** Is there a plan to replace any traffic lights with roundabouts or maybe some of those suggested stop signs on Spadina can be roundabouts?
- Nathalie:** I don't think there are any plans to replace existing traffic signals with roundabout or replace those suggested stop signs. We'll have to see what they warrant when we do the review.
- Mariniel:** We'll review the data and complete site visits to see how those intersections are functioning right now.

42. **Comment:** The off-ramp from Spadina onto 24<sup>th</sup> Street has two lanes but often the westbound through lane on 24<sup>th</sup> Street is blocked by people turning left onto Spadina Crescent because the street becomes very narrow just at that intersection.

#### Street Widths

43. **Comment:** There are a couple of intersections or roads Downtown that should probably be widened as they don't quite fit two cars side by side. In particular, Spadina Crescent and 24<sup>th</sup> Street East, and 25<sup>th</sup> Street and 3<sup>rd</sup> Avenue North. There are roads pre-existing but they're not quite wide enough to allow for two vehicles especially if it's a bus, a large truck, or a commercial vehicle.
44. **Comment:** Having the right turning lane at 24<sup>th</sup> Street slightly wider or with better line markings would allow cars to move through rather than backing up on Spadina Crescent.
45. **Comment:** On 24<sup>th</sup> Street and Spadina Crescent, it's an eastbound turn from Spadina Crescent to go under the University bridge and turning northbound onto Spadina along the river. For the 25<sup>th</sup> Street and 3<sup>rd</sup> Avenue intersection, it's turning westbound onto 25<sup>th</sup> Street from 3<sup>rd</sup> Avenue.

**Nathalie:** 3<sup>rd</sup> Avenue has a bit of an interesting configuration at 25<sup>th</sup> Street because it narrows quite a bit on the north side.

46. **Comment:** The turn lane under the bridge is not quite wide enough for two lanes and a bicycle.
47. **Comment:** I would like to see a plan that shows some downtown avenues made narrower. Perhaps one way streets. Some avenues are very wide compared to larger Canadian cities. Wide roads can give the impressions that it's easier to speed.

**Nathalie:** We can take a look. That might be a little bit beyond the scope of what we typically do in a neighbourhood traffic review but we can definitely pass some of that feedback along when there's road reconstruction to be done or sometimes, there are Urban Design projects that could narrow the streets.

48. **Comment:** Another section that's too narrow is 2<sup>nd</sup> Avenue turning east on 20<sup>th</sup> Street outside the Lighthouse. When cars are parked in the angled stalls, they sometimes creep into the eastbound turn lane. It's similar at 2<sup>nd</sup> Avenue and 22<sup>nd</sup> Street and people creep when they're parked. People are sticking out of the angle parking space making it narrow for northbound right turning vehicles. This is outside the Starbucks and the National Bank.

### Other Comments

49. **Comment:** Concerned with the amount of learner drivers along 5<sup>th</sup> Avenue who are causing delays by parallel parking lessons. Disperse into other neighbourhoods.

50. **Question:** Is there a plan to reconfigure 4<sup>th</sup> Avenue and 19<sup>th</sup> Street? That's a funky intersection in all aspects – turning onto 4<sup>th</sup> Avenue off 19<sup>th</sup> Street, turning onto Broadway Bridge off 4<sup>th</sup> Avenue South.

**Nathalie:** There are definitely some intersecting manoeuvres happening at that intersection.

**Mariniel:** I know our team was looking at that intersection because it is part of the Bus Rapid Transit Project. They're looking at different configurations to improve safety and turning movements so I can definitely look into that and provide an update in the meeting minutes.

**Nathalie:** We don't have the timeline quite yet but I do recall seeing the configuration and it was different. You wouldn't have that median separating the east or north and south directions. It will look more like a typical three-legged intersection.

**Mariniel:** Performing the eastbound left turn where you have to wait at the yield sign can be uncomfortable.

**Nathalie:** We received concerns regarding pedestrian crossings there as well because of the one-way direction to the bridge.

**Additional Information:** [The Bus Rapid Transit Project](#) design work is underway. Construction is slated to start in 2022. Future engagement opportunities will be posted to the Engage webpage.

51. **Question:** This is at 1<sup>st</sup> Avenue South and 20<sup>th</sup> Street East when turning eastbound on 20<sup>th</sup> Street. Is there a plan to have a dedicated turn lane or at least an advanced turn light?

**Chelsea:** This intersection is also a part of the Bus Rapid Transit Project.

**Comment:** At 1<sup>st</sup> Avenue and 20<sup>th</sup> Street, it is the southbound left turn.

**Nathalie:** We'll have to double check the Bus Rapid Transit (BRT) design because I believe the BRT is center running there.

52. **Question:** Where is traffic from the new Baydo development on 25<sup>th</sup> Street supposed to enter and exit?

**Nathalie:** I think it's off 5<sup>th</sup> Avenue. This is outside of our study area but we can check.

**Additional information:** Most of the traffic will be accessing the site to/from 5<sup>th</sup> Avenue.

53. **Question:** Coming into downtown off Broadway Bridge heading northbound, there's a small section that has the white lane still painted on to suggest not driving there but I don't understand why when traffic could be in that lane to be prepared to turn eastbound on to 20<sup>th</sup> Street. Can these lines be removed or is there a reason why they're there?

**Nathalie:** We can take a look at this. Again, this intersection is part of that BRT Project and will be reconfigured for that but maybe as a short-term change, we can check those pavement markings.

54. **Comment:** Close off 2<sup>nd</sup> Avenue completely to traffic and make it pedestrian and cyclist only and add some nice green space / common space. It's one of the narrower avenues anyways. It's could be two travel lanes in each direction from 23<sup>rd</sup> Street to 19<sup>th</sup> Street.

55. **Question:** Are you going to post how many people were signed on to the meeting?

**Nathalie:** We typically don't post the number in the minutes because we receive so many comments through other methods. The number of attendees at the meeting isn't reflective of the input that we receive. The number goes into the final report because the comments are attached to the final report.

## Updates on other relevant projects

### Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City.

The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program. We will be looking for a vehicle noise mitigation specialist to conduct research, complete a jurisdictional review, engage key stakeholders, prepare cost

estimate, and recommend possible mitigation measures that could be presented for the next budgeting cycle.

We hope that these actions will help us make progress on the vehicle noise issue throughout the City.

Downtown All Ages and Abilities (AAA) Cycling Network:

The Downtown All Ages and Abilities (AAA) Cycling Network has been endorsed by Council as 3rd Avenue, 23rd Street and 19th Street.

Council deferred implementation decisions until additional engagement can be completed. We are planning to proceed with that work in 2021.

Sid Buckwold Rehabilitation Project:

The second and final phase of construction on the Sid Buckwold Bridge is well underway on the east half of the bridge and is proceeding on schedule. Construction is expected to be completed by the end of October.

We will organize data collection for the neighbourhood traffic review only after this project is complete.

Imagine Idylwyld Project:

Imagine Idylwyld is a design initiative to improve the function, safety, connectivity and quality of the roadway and public realm along Idylwyld Drive, between 20th Street and 25th Street East.

The preferred design minimizes travel time for the most drivers while supporting all modes of travel and enabling redevelopment opportunities. The concept design enables safer connections for people riding bicycles or walking, including better access to the proposed Bus Rapid Transit (BRT) station near 22nd Street.

Bus Rapid Transit (BRT) Project:

Saskatoon City Council approved the final routing for the Bus Rapid Transit system. The corridors in the downtown include 1st Avenue, 25th Street and 19th Street.

Work on design is underway and construction is slated to start in 2022.



### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood.
2. Mail-in or email comments no later than September 11, 2020.
3. Additional public input via Engage Page no later than September 11, 2020.
4. Traffic counts data collection and analysis. Due to COVID-19, we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
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.

### **Adjournment**

# Neighbourhood Traffic Review Central Business District Neighbourhood

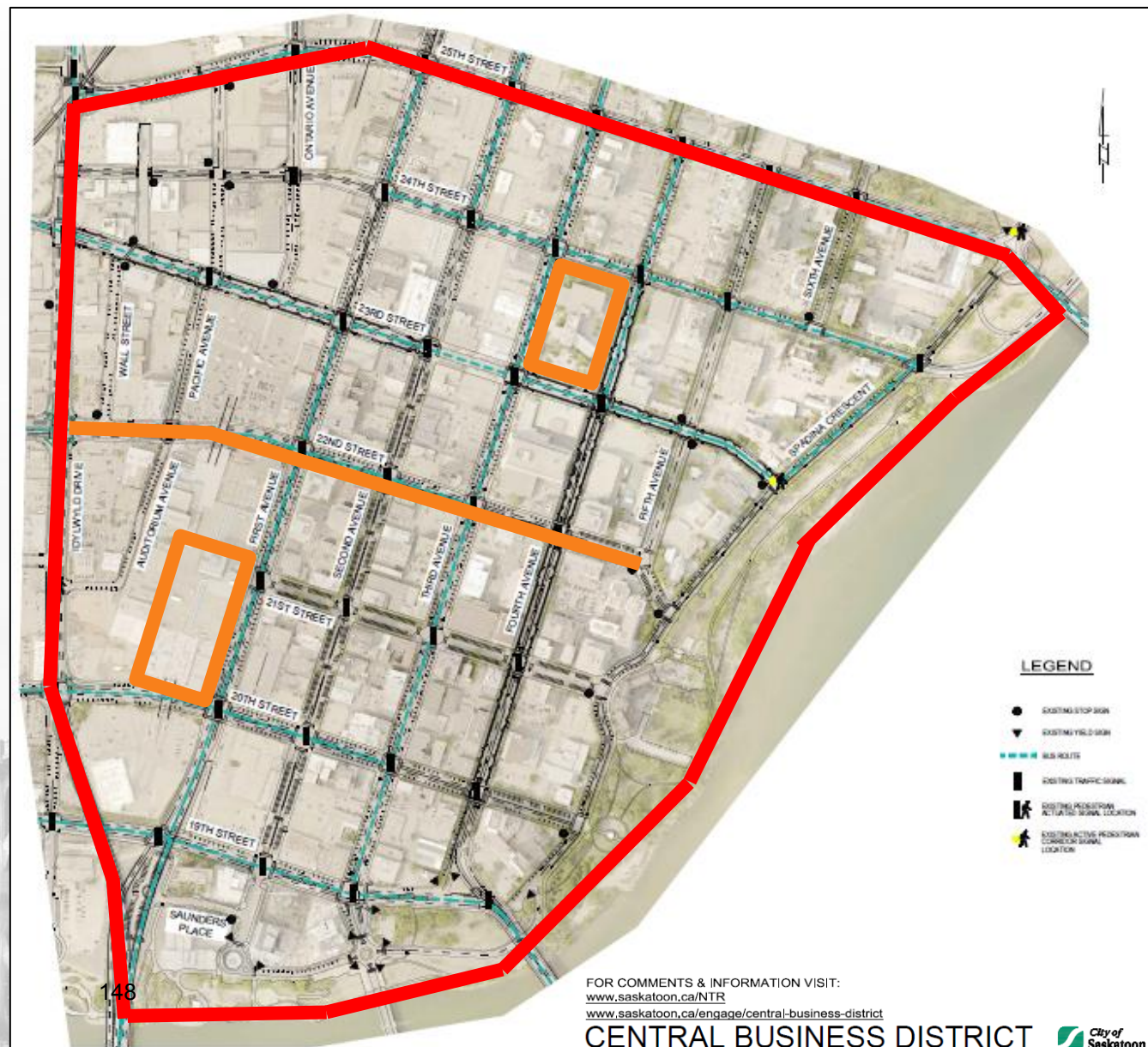
August 12, 2020





# Study Area

- Study limits
  - Idylwyld Drive
  - South Saskatchewan River
  - 25<sup>th</sup> Street
- Local and collector roads





# Previous Concerns - Pedestrian Safety





# Previous Concerns - Traffic Control



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

CENTRAL BUSINESS DISTRICT





# Previous Concerns - Speeding/Shortcutting



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

CENTRAL BUSINESS DISTRICT





# Previous Concerns - Other

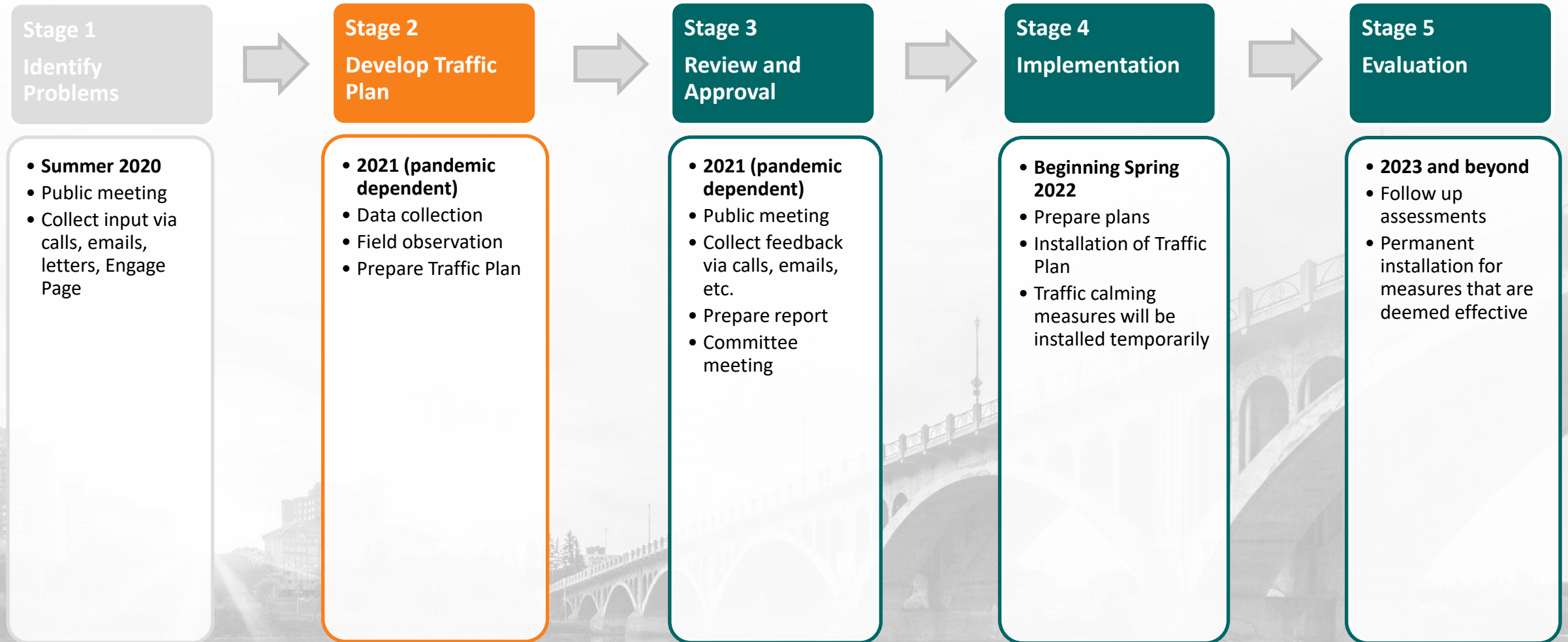




# Previous Concerns - Summary



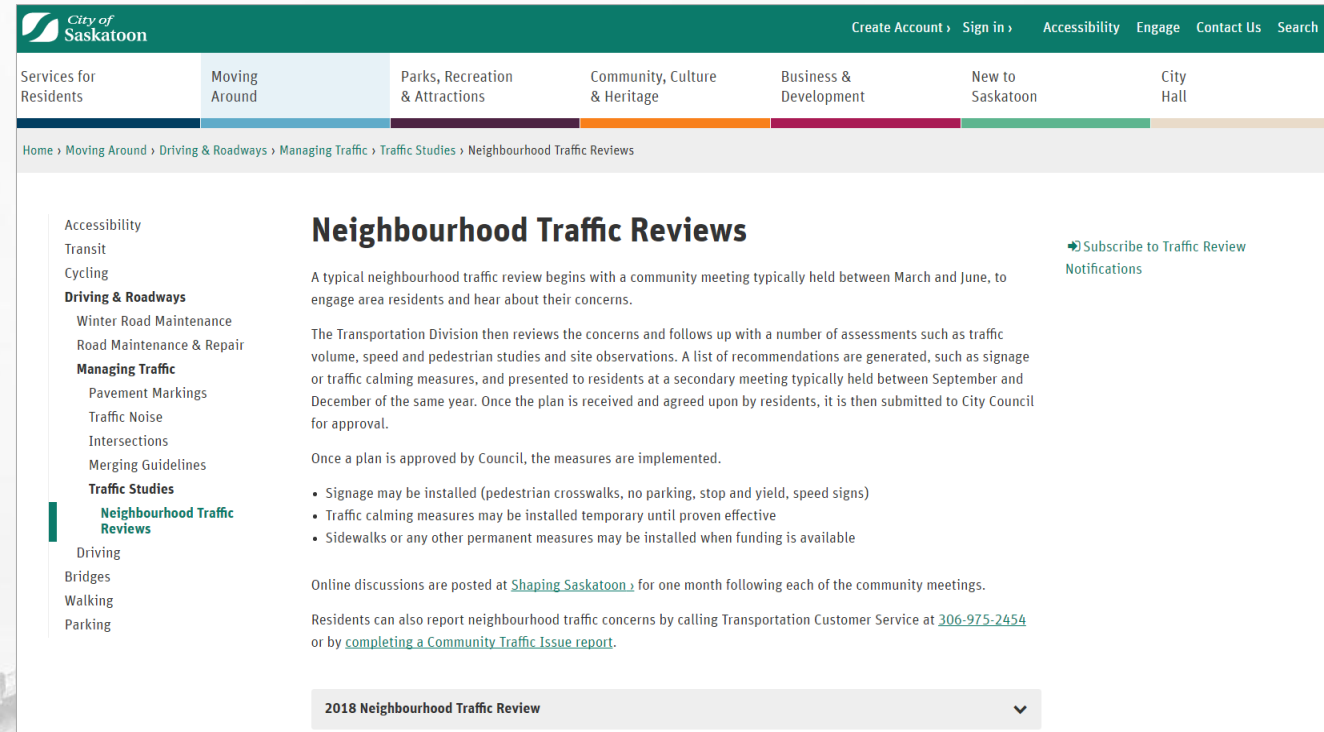
# Next Steps



# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Mariniel at 306-975-3463
- Email us at [ntr@Saskatoon.ca](mailto:ntr@Saskatoon.ca)
- Send us a letter

Attn: Mariniel Flores, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5



The screenshot shows the City of Saskatoon website's 'Neighbourhood Traffic Reviews' page. The header includes the City of Saskatoon logo and navigation links: Create Account, Sign in, Accessibility, Engage, Contact Us, and Search. A secondary navigation bar lists various city services: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The main content area features a sidebar with a list of categories: Accessibility, Transit, Cycling, Driving & Roadways (with sub-items: Winter Road Maintenance, Road Maintenance & Repair, Managing Traffic, Pavement Markings, Traffic Noise, Intersections, Merging Guidelines), Traffic Studies (with sub-item: Neighbourhood Traffic Reviews), Driving, Bridges, Walking, and Parking. The 'Neighbourhood Traffic Reviews' section is highlighted. The main text explains that a typical review begins with a community meeting between March and June, followed by assessments by the Transportation Division. It lists three types of measures that can be implemented: signage, temporary traffic calming measures, and permanent measures like sidewalks. A link to 'Shaping Saskatoon' for online discussions is provided. At the bottom, there is a dropdown menu for the '2018 Neighbourhood Traffic Review'.





City of  
**Saskatoon**

# **Appendix B**

## Traffic Data Collection



#### LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
- 3-7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 780 vpd 47 kph ← NUMBER OF VEHICLES PER DAY  
85th PERCENTILE SPEED

# **Appendix C**

## All-Way Stop Assessments

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

Step 1:

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

- i) When five or more collisions are reported in a one-year period within the last 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
23 <sup>rd</sup> Street and 5 <sup>th</sup> Avenue	2	266 2,730	NA	No	NA	Criteria not met. Do not proceed to Step 2.
24 <sup>th</sup> Street and 6 <sup>th</sup> Avenue	0	354 3,640	NA	No	NA	
Spadina Crescent and 20 <sup>th</sup> Street	4	759 7,590	NA	No	NA	Criteria met. Proceed to Step 2.
Spadina Crescent and 22 <sup>nd</sup> Street	1	920 9,200	NA	No	NA	
Spadina Crescent and 23 <sup>rd</sup> Street	3	941 9,410	NA	No	NA	

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



Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Spadina Crescent and 20 <sup>th</sup> Street	30% - Condition NOT met	Yes - Condition NOT met	All-Way Stop Not Warranted
Spadina Crescent and 22 <sup>nd</sup> Street	10% - Condition NOT met	No - Condition met	
Spadina Crescent and 23 <sup>rd</sup> Street	10% - Condition NOT met	No - Condition met	

# **Appendix D**

## Pedestrian Device Assessments

## 22<sup>nd</sup> Street and 5<sup>th</sup> Avenue

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	NA
	Warranted (Y/N)	NA
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> 's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	> 15 EAUs
	Vehicular Volume	4,500 veh/day
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	110 m
	Answer (Y/N)	N
Based on engineering judgement, is this location on a pedestrian desire line?	Answer (Y/N)	Y Connection to commercial businesses.
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Existing standard crosswalk appropriate.

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<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.

## 24<sup>th</sup> Street and 6<sup>th</sup> Avenue

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	8
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	45 EAUs
	Vehicular Volume	3,850 veh/day
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	145 m
	Answer (Y/N)	N
Based on engineering judgement, is this location on a pedestrian desire line?	Answer (Y/N)	Y Connection to transit stop, residences, churches.
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing zebra crosswalks to 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.

### Spadina Crescent and 23<sup>rd</sup> Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	27
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	43 EAUs
	Vehicular Volume	7,000 veh/day
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	235 metres
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate. Existing Active Pedestrian Corridor to 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.



# **Appendix E**

## Traffic Signal Assessments

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	24th St	Direction (EW or NS)	EW	Comments <div style="background-color: #e0ffff; padding: 5px; text-align: center;">MF</div>
Side Street (name)	6th Ave	Direction (EW or NS)	NS	
Quadrant / Int #	#####			
for Warrant Calculation Results, please hit 'Page Down'				
CHECK SHEET				

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jul 13, Tue
Count Date:	2020 Nov 03, Tue
Date Entry Format:	(yyyy-mm-dd)

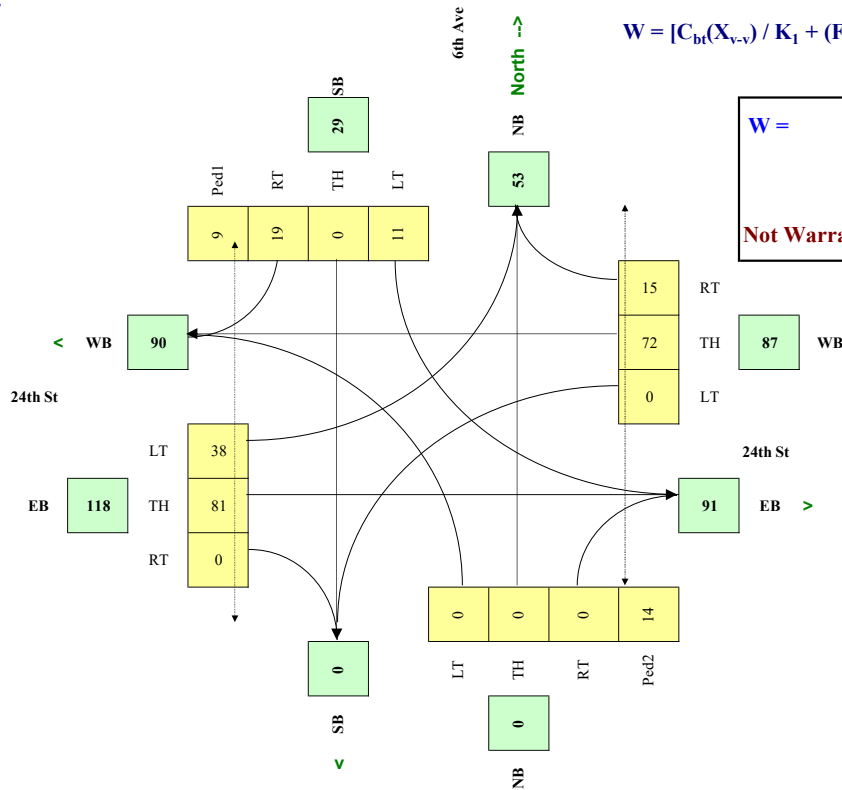
Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
24th St WB						1		145	1
24th St EB			1	1				125	2
6th Ave NB									
6th Ave SB					1				

Are the 6th Ave SB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
24th St	EW	50	2.0%	y	
6th Ave	NS		2.0%	y	

Set Peak Hours												Ped1	Ped2	Ped3	Ped4
Traffic Input												NS	NS	EW	EW
NB				SB				WB				W Side	E Side	N Side	S Side
LT	Th	RT		LT	Th	RT		LT	Th	RT					
7:00 - 8:00				9		18		62	13	16	33	5	2	2	
8:00 - 9:00				5		14		83	23	17	58	8	11	9	
11:30 - 12:30				8		20		53	9	34	82	4	32	27	
12:30 - 13:30				16		18		68	19	32	66	6	21	29	
16:00 - 17:00				14		20		88	14	69	144	14	14	24	
17:00 - 18:00				12		21		76	14	58	101	15	6	23	
Total (6-hour peak)	0	0	0	64	0	111	0	430	92	226	484	52	86	114	0
Average (6-hour peak)	0	0	0	11	0	19	0	72	15	38	81	9	14	19	0

### Average 6-hour Peak Turning Movements



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

**W =**

8	3	5
	Veh	Ped

**Not Warranted - Vs<75**

RESET SHEET

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	24th St	Direction (EW or NS)	EW	Comments <div style="background-color: #e0ffff; padding: 5px; text-align: center;">MF</div>
Side Street (name)	Pacific Ave	Direction (EW or NS)	NS	
Quadrant / Int #	#####			
CHECK SHEET				

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jul 13, Tue
Count Date:	2020 Nov 03, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
24th St WB			1			1		95	2
24th St EB			1			1		95	2
Pacific Ave NB				1					
Pacific Ave SB				1					

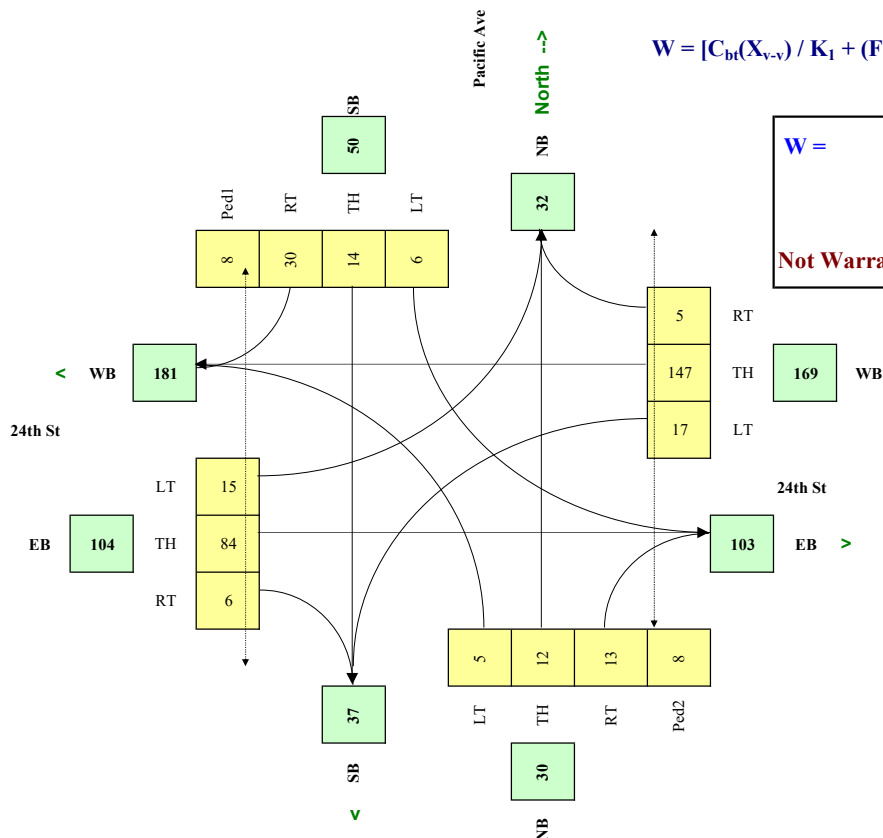
Are the Pacific Ave NB right turns significantly impeded by through movements? (y/n) n  
 Are the Pacific Ave SB right turns significantly impeded by through movements? (y/n) n

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	275,000
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
24th St	EW	50	2.0%	y	
Pacific Ave	NS		2.0%	y	

Peak Flow																	
Set Peak Hours														Ped1	Ped2	Ped3	Ped4
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW	
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side	
	7:00 - 8:00	3	13	8	3	10	24	7	78	8	33	88	4	9	4	5	11
	8:00 - 9:00	2	8	10	5	16	21	22	106	9	14	86	8	9	2	7	9
	11:30 - 12:30	5	10	21	9	13	32	13	150	2	7	72	8	16	8	26	11
	12:30 - 13:30	3	13	10	3	16	30	14	153	5	16	99	6	7	6	21	27
	16:00 - 17:00	9	14	16	13	18	42	29	226	4	12	79	5	5	15	18	22
	17:00 - 18:00	5	16	14	5	10	29	18	168	1	8	77	4	4	10	13	7
	Total (6-hour peak)	27	74	79	38	83	178	103	881	29	90	501	35	50	45	90	87
Average (6-hour peak)	5	12	13	6	14	30	17	147	5	15	84	6	8	8	15	15	

### Average 6-hour Peak Turning Movements



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

W =	12	7	5
		Veh	Ped

Not Warranted - Vs<75

RESET SHEET

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Spadina Cres	Direction (EW or NS)	NS	Comments <div style="background-color: #e0ffff; padding: 5px; text-align: center;">MF</div>
Side Street (name)	20th St	Direction (EW or NS)	EW	
Quadrant / Int #	#####			
for Warrant Calculation Results, please hit 'Page Down'				

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jul 13, Tue
Count Date:	2020 Nov 03, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration	Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Spadina Cres NB		1						1
Spadina Cres SB					1		785	1
20th St WB								
20th St EB				1				

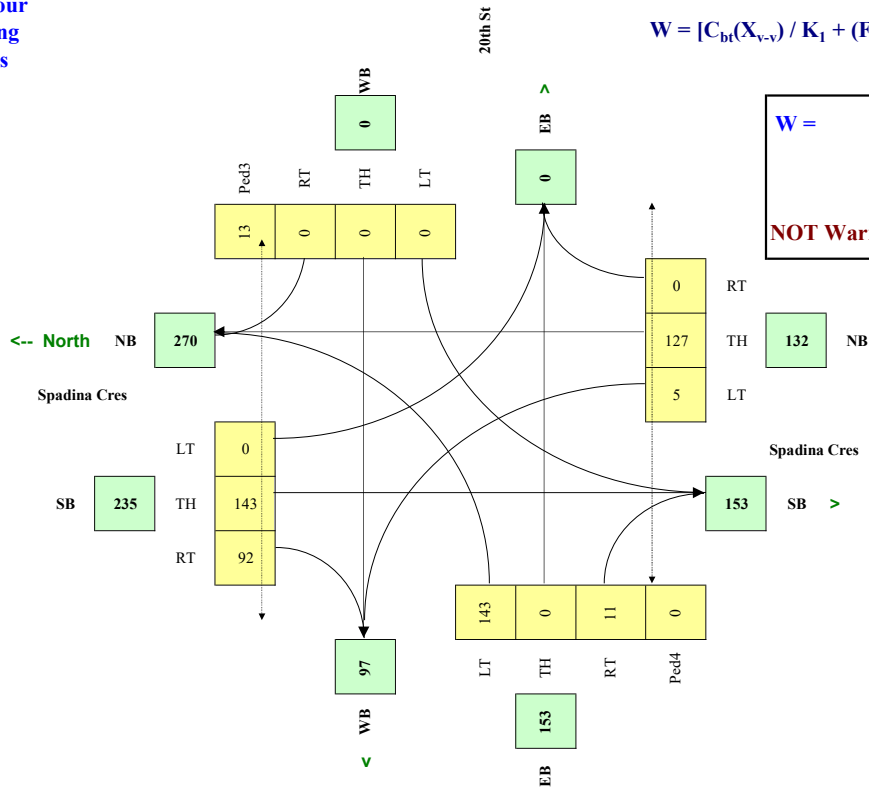
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	275,000
Central Business District	(y/n)	y

Are the 20th St EB right turns significantly impeded by through movements? (y/n)

Other input	Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Spadina Cres	NS	50	y	
20th St	EW	2.0%	y	

Set Peak Hours													Ped1	Ped2	Ped3	Ped4
Traffic Input	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	2	111			76	73				100		4	11		0	0
8:00 - 9:00	4	132			115	104				129		12	8		5	0
11:30 - 12:30	3	92			111	70				112		8	10		8	1
12:30 - 13:30	8	100			104	87				127		11	37		16	0
16:00 - 17:00	4	170			239	130				200		16	42		21	0
17:00 - 18:00	8	159			212	86				188		12	60		30	1
Total (6-hour peak)	29	764	0	0	857	550	0	0	0	856	0	63	168	0	80	2
Average (6-hour peak)	5	127	0	0	143	92	0	0	0	143	0	11	28	0	13	0

### Average 6-hour Peak Turning Movements



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

W =	32	25	7
		Veh	Ped
NOT Warranted			

RESET SHEET

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Spadina Cres	Direction (EW or NS)	NS	Comments <div style="background-color: #e0ffff; padding: 5px; text-align: center;">MF</div>
Side Street (name)	22nd St	Direction (EW or NS)	EW	
Quadrant / Int #	#####			
CHECK SHEET				

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jul 13, Tue
Count Date:	2020 Nov 03, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Spadina Cres	NB		1						1
Spadina Cres	SB					1		450	1
22nd St	WB								
22nd St	EB				1				

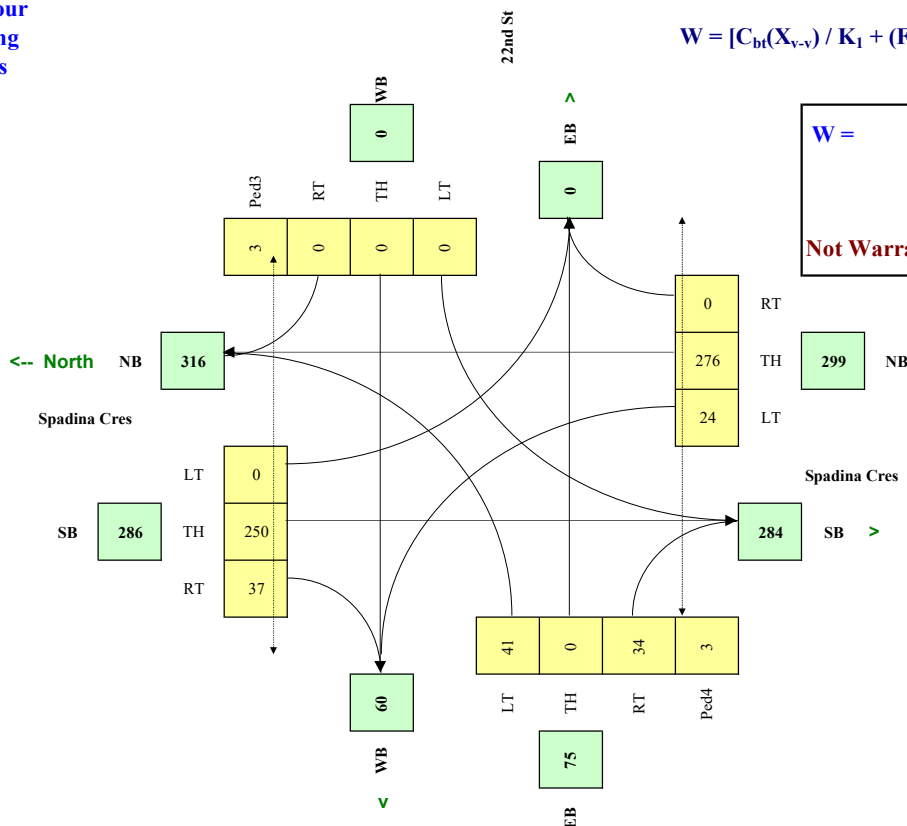
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	275,000
Central Business District	(y/n)	y

Are the 22nd St EB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Spadina Cres	NS	50	2.0%	y	
22nd St	EW		2.0%	y	

Set Peak Hours	Traffic Input												Ped1	Ped2	Ped3	Ped4
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	23	185			200	33				26		34	0		4	0
8:00 - 9:00	28	221			262	42				25		31	0		6	1
11:30 - 12:30	15	222			177	54				44		35	0		2	1
12:30 - 13:30	31	226			197	50				44		33	0		0	0
16:00 - 17:00	23	425			359	25				47		41	0		6	0
17:00 - 18:00	21	375			303	15				58		30	15		2	13
Total (6-hour peak)	141	1,654	0	0	1,498	219	0	0	0	244	0	204	15	0	20	15
Average (6-hour peak)	24	276	0	0	250	37	0	0	0	41	0	34	3	0	3	3

### Average 6-hour Peak Turning Movements



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

W =	26	22	4
		Veh	Ped

Not Warranted - Vs<75

RESET SHEET



## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Spadina Cres	Direction (EW or NS)	NS	Comments <div style="background-color: #e0ffff; padding: 5px; text-align: center;">MF</div>
Side Street (name)	23rd St	Direction (EW or NS)	EW	
Quadrant / Int #	#####			
CHECK SHEET				

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jul 13, Tue
Count Date:	2020 Nov 03, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Spadina Cres	NB		1						1
Spadina Cres	SB					1		235	1
23rd St	WB								
23rd St	EB				1				

Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	275,000
Central Business District	(y/n)	y

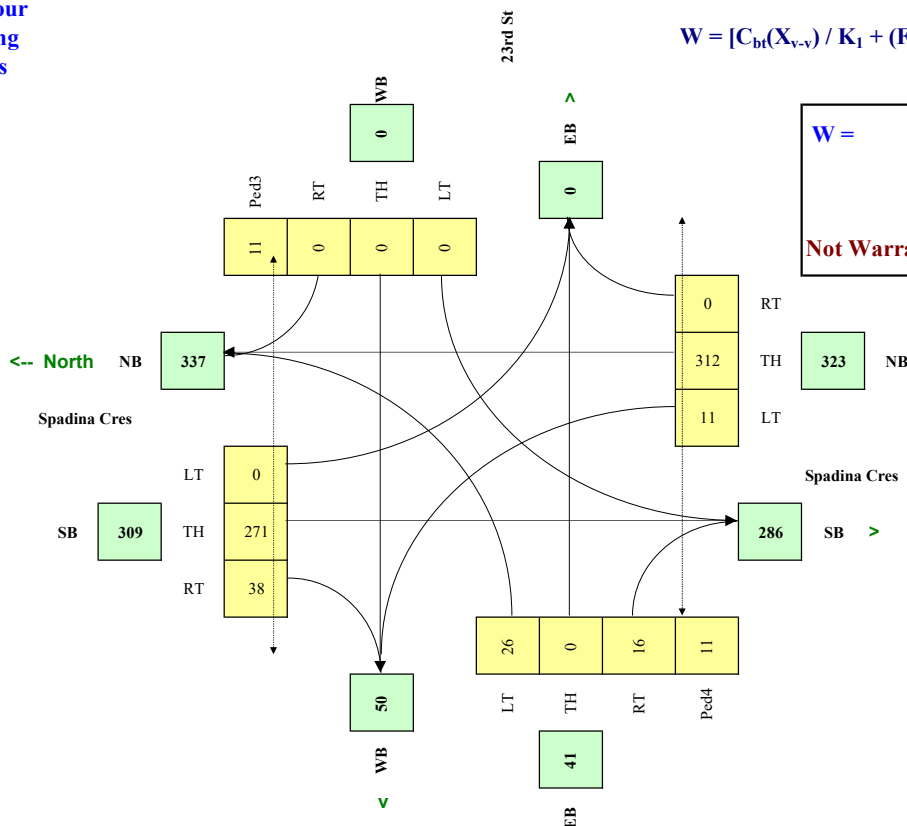
Are the 23rd St EB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Spadina Cres	NS	50	2.0%	y	
23rd St	EW		2.0%	y	

Set Peak Hours	Traffic Input												Ped1	Ped2	Ped3	Ped4
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	6	212			253	64				8		7	19		4	1
8:00 - 9:00	5	240			312	39				8		7	20		5	1
11:30 - 12:30	12	252			193	36				29		21	34		17	22
12:30 - 13:30	21	257			223	50				21		17	23		17	24
16:00 - 17:00	12	485			346	26				50		22	41		18	8
17:00 - 18:00	11	423			296	15				37		19	15		4	7
Total (6-hour peak)	67	1,869	0	0	1,623	230	0	0	0	153	0	93	152	0	65	63
Average (6-hour peak)	11	312	0	0	271	38	0	0	0	26	0	16	25	0	11	11

### Average 6-hour Peak Turning Movements

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



W =	27	14	13
		Veh	Ped

Not Warranted - Vs<75

RESET SHEET

# **Appendix F**

## Collision Analysis

Street 1	Street 2	UGRID	2015	2016	2017	2018	2019	Total Number of Collisions (2015 - 2019)	Total Number of Collisions (2019)	Right Angle, Left Turn & Right Turn Only (2015 - 2019)	Right Angle, Left Turn & Right Turn Only (2019)	Average Number of Collisions (2015 - 2019)
24TH ST	PACIFIC AVE	SKG7-23	11	10	6	7	4	38	4	29	4	7.6
5TH AVE	23RD ST	SKH7-11	2	0	1	1	2	6	2	4	2	1.2
6TH AVE	24TH ST	SKH7-7	0	3	1	1	0	5	0	1	0	1.0
23RD ST	WALL ST	SKG7-74	0	0	1	0	0	1	0	0	0	0.2

## **Appendix G**

Public Meeting #2 – April 13<sup>th</sup>, 2021

# CITY OF SASKATOON

## Central Business District Neighbourhood Traffic Review Meeting #2 Minutes

**Date:** Tuesday, April 13, 2021

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

Name	Position
Mariniel Flores	City of Saskatoon Transportation Engineer Central Business District Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Cynthia Block	Ward 6 City Council Representative

**Regrets:**

Name	Position
Trent Emigh	Staff Sergeant, Community Services Saskatoon Police Service

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Mariniel Flores – Transportation Engineer)

See Video – Online meeting video recording – April 13, 2021

See Draft Traffic Plan and Recommendation List – April 13, 2021

Comments

1. **Councillor Block:** The concerns I heard most were speeding and noise concerns around Spadina Crescent. We know that noise is outside of the Neighbourhood Traffic Review scope and Council is directing Administration to report back on cutting edge technologies for that. This is an issue certainly



not just in Saskatoon, but I do think that speed on Spadina Crescent in particular has been a concern over the last couple of years so I'm just wondering what information has been gathered to date and what the timeline might be to address those concerns.

**Response:** We have a traffic noise attenuation program that addresses very specific locations and very specific criteria. We know that noise as a whole throughout the city needs to be addressed and we can't correct all of those issues with sound walls. We have retained a consultant as directed by Council, to review other mitigation measures. They're completing the research and literature review right now. We're hoping to present the findings to Council in the fall.

Speed data was collected along Spadina Crescent as part of the neighbourhood traffic review. The 85<sup>th</sup> percentile speeds (i.e. the speed at which 85 percent of vehicles are travelling at or below) were measured. The 85<sup>th</sup> percentile speed along Spadina Crescent between 22<sup>nd</sup> Street and 23<sup>rd</sup> Street was measured at 52 kph. The 85<sup>th</sup> percentile speed along Spadina Crescent between the Delta Hotel cul-de-sac and 3<sup>rd</sup> Avenue was measured at 47 kph.

Traffic calming measures are warranted if the measured speed is 5 kph greater than the posted speed limit. Traffic calming measures were not eligible on Spadina Crescent as the speeds were below 55 kph.

There are recommendations at Spadina Crescent and 20<sup>th</sup> Street to improve intersection safety. An all-way stop and curb extension on the northwest corner on Spadina Crescent are recommended. These are recommended as traffic control measures not speed control measures. The curb extension was recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

2. **Councillor Block:** I have just recently become aware of some of the upgrades from the Meewasin Valley Authority to improve the trail system that will also improve pedestrian safety.
3. **Councillor Block:** How will the Speed Limit Review impact the feelings of concern of speed on Spadina Crescent?

**Response:** The Central Business District will not be included in the Residential Speed Limit Review. The Residential Speed Limit Review is generally for streets within neighbourhoods that have frontage, driveways, on-street parking. It doesn't cover more of our commercial districts like this one. Sections of Spadina Crescent that are eligible for the Speed Limit Review are farther north of 25<sup>th</sup> Street where there are some homes fronting onto it.

4. **Councillor Block:** That is helpful information to understand as Council deals with this matter. I've heard from lots of folks and it seems that people are ok to drive a bit slower on streets that make sense, which are like the ones that you've described; not so much on streets such as Clarence Avenue, 8<sup>th</sup> Street and Preston Avenue as examples in my ward. As somebody who utilizes the downtown a lot and hears a lot from downtown residents, particularly on Spadina Crescent, it would seem important that we at least consider how any potential changes might impact the downtown as well.

**Response:** We have heard that comment near the Meewasin trail system as well as from Business Improvement Districts. Although this is not part of the scope of the existing study, this doesn't mean it wouldn't be considered in the future.

Councillor Block: I appreciate the work and effort to address the downtown as it's a pivotal piece of our growth plan. It would be great if we could find a balance to ensure that people living in the downtown can feel that they also live in a neighbourhood.

#### **Next Steps**

- Continue monitoring traffic issues in your neighbourhood.
- Mail-in or email comments no later than May 14, 2021.
- Additional public input via Engage Page no later than May 14, 2021.
- Determine revisions and finalize traffic plan.
- Present traffic plan to Standing Policy Committee on Transportation.

#### **Adjournment**

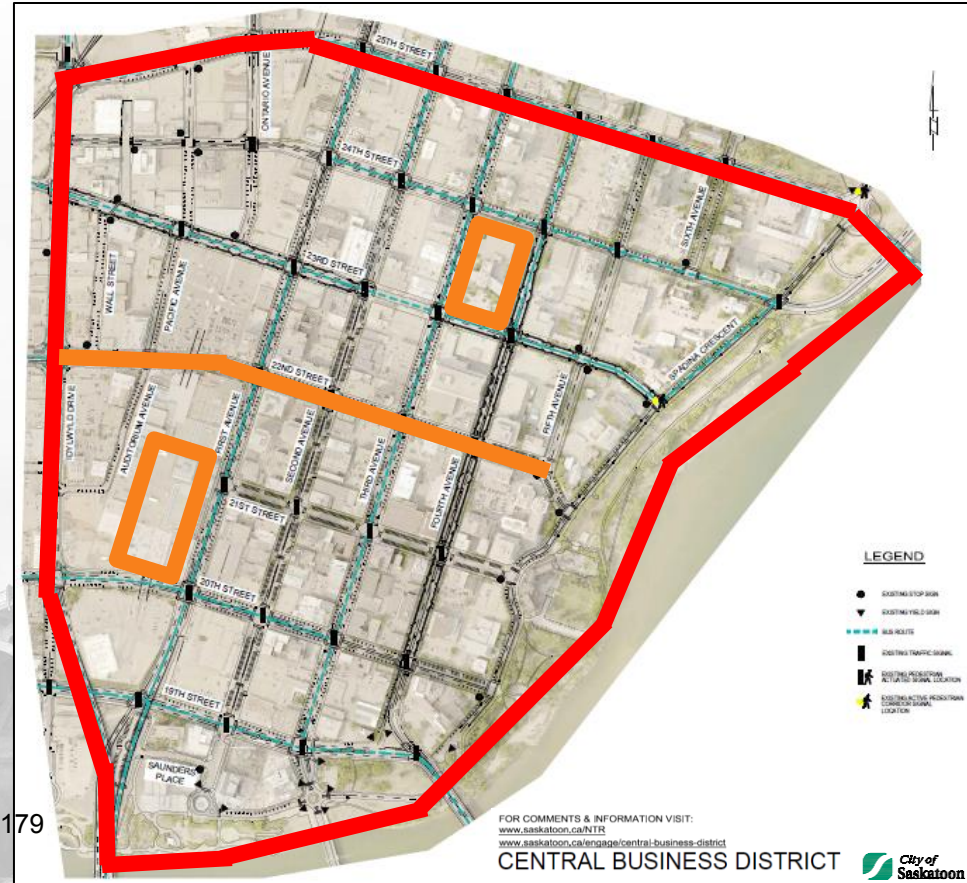
# Neighbourhood Traffic Review Central Business District Neighbourhood

April 13, 2021



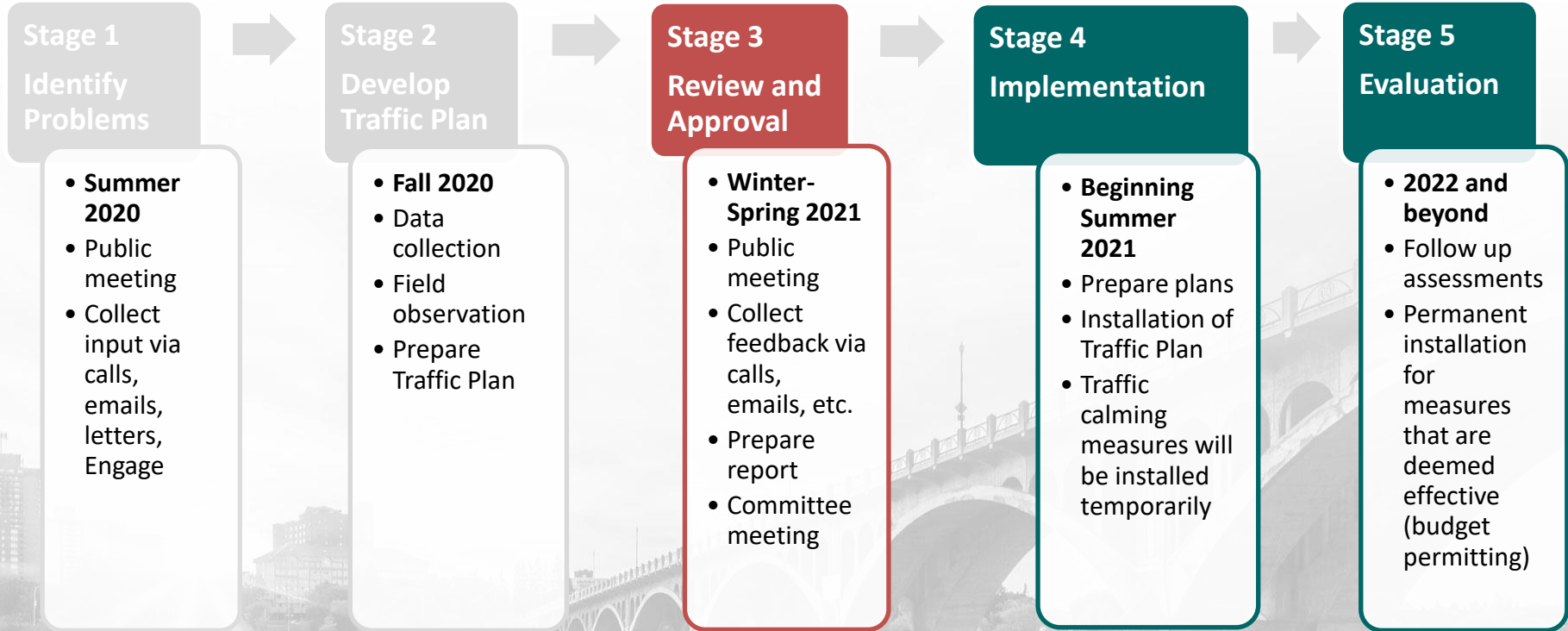
# Study Area

- Study Limits
  - Idylwyld Drive
  - South Saskatchewan River
  - 25<sup>th</sup> Street
- Local and Collector Roads





# Neighbourhood Traffic Review Schedule





# What We Heard

## A. Speeding / Shortcutting Concerns:

- 24<sup>th</sup> Street
- 5<sup>th</sup> Avenue
- Spadina Crescent

# What We Heard

## B. Pedestrian Concerns:

- 22<sup>nd</sup> Street & 5<sup>th</sup> Avenue
- 24<sup>th</sup> Street & 5<sup>th</sup> Avenue
- 24<sup>th</sup> Street & 6<sup>th</sup> Avenue
- Spadina Crescent & 23<sup>rd</sup> Street
- Spadina Crescent & 24<sup>th</sup> Street

# What We Heard

## B. Intersection Safety Concerns:

- 19<sup>th</sup> Street at 3<sup>rd</sup> Avenue, 4<sup>th</sup> Avenue
- 23<sup>rd</sup> Street at 5<sup>th</sup> Avenue
- 24<sup>th</sup> Street at 3<sup>rd</sup> Avenue, 6<sup>th</sup> Avenue, Pacific Avenue
- Spadina Crescent at 20<sup>th</sup> Street, 23<sup>rd</sup> Street, 24<sup>th</sup> Street, Delta Hotel cul-de-sac

# What We Heard

## C. Other Concerns:

- Road and sidewalk maintenance
- Winter road maintenance
- Vehicle noise

# What We Did

- Field observations
- Data collection:
  - 4 traffic volume / speed studies
  - 6 intersection / pedestrian counts
- Collision Analysis



# What We Propose

- Curb extensions
- Lane designation signs
- All-way stop
- Stop sign



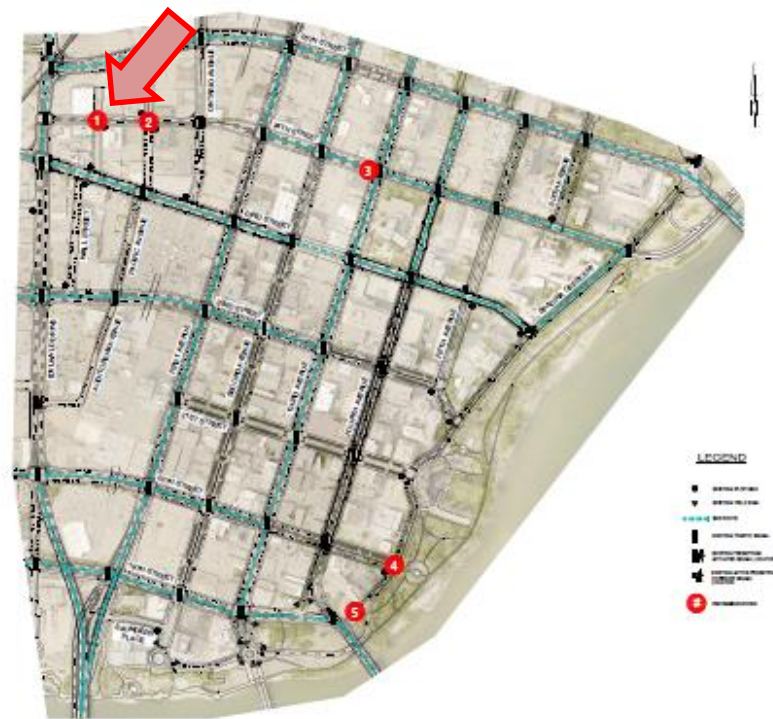
# Draft Traffic Plan

- 24<sup>th</sup> St & Wall St
  - Curb extensions on all corners of 24<sup>th</sup> St



187

Looking West



FOR COMMENTS & INFORMATION VISIT:

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

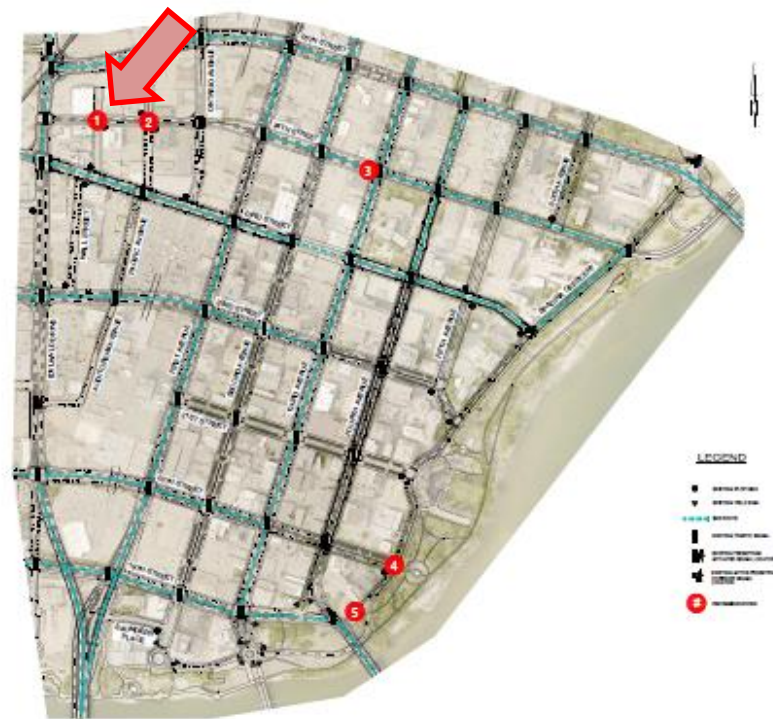
[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



# Draft Traffic Plan

- 24<sup>th</sup> St & Wall St
  - Curb extensions on all corners of 24<sup>th</sup> St



FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

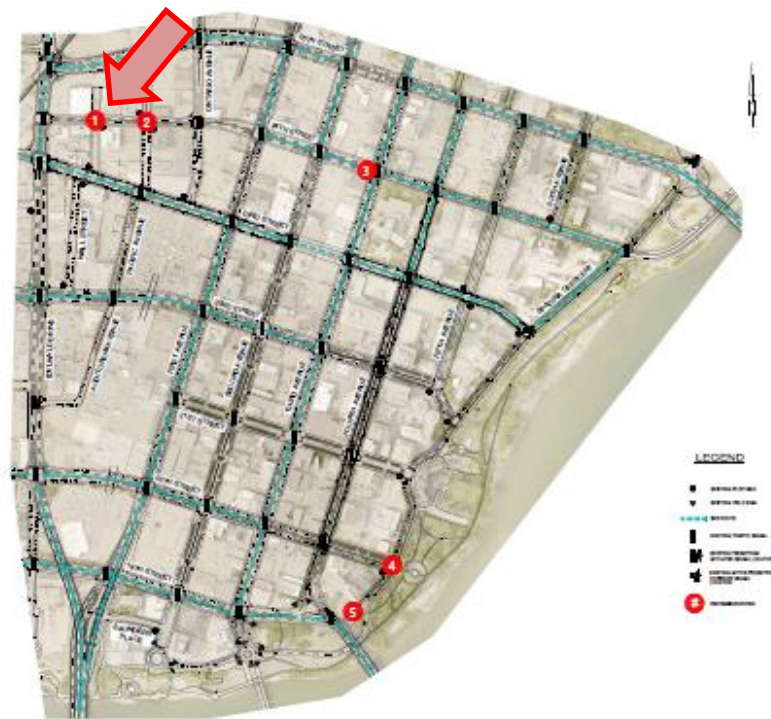
CENTRAL BUSINESS DISTRICT TRAFFIC PLAN





# Draft Traffic Plan

- 24<sup>th</sup> St & Wall St
  - Curb extensions on all corners of 24<sup>th</sup> St

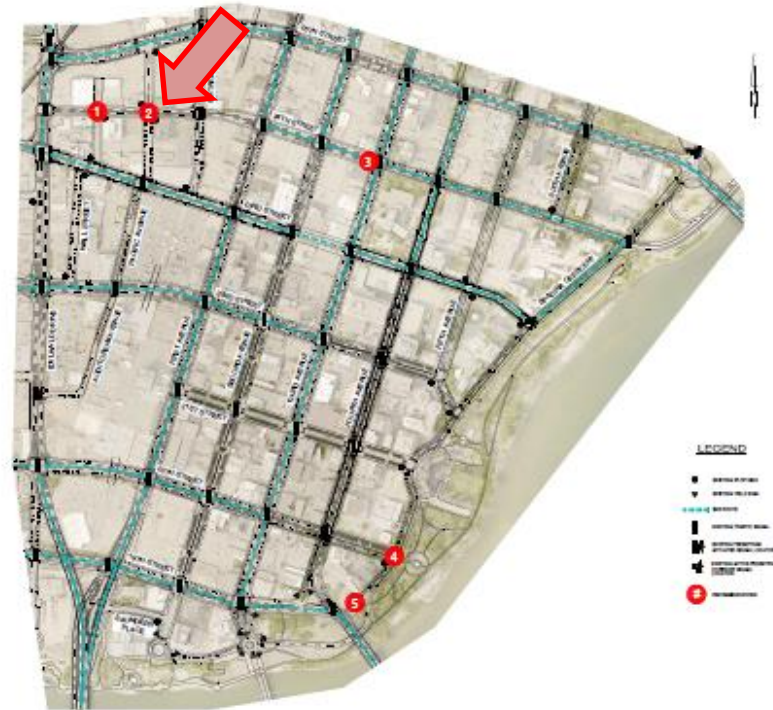


# Draft Traffic Plan

- 24<sup>th</sup> St & Pacific Ave
  - Permanent curb extensions on SW and SE corners on 24<sup>th</sup> St
  - Curb extensions on NW and NE corners on 24<sup>th</sup> St



Looking West



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

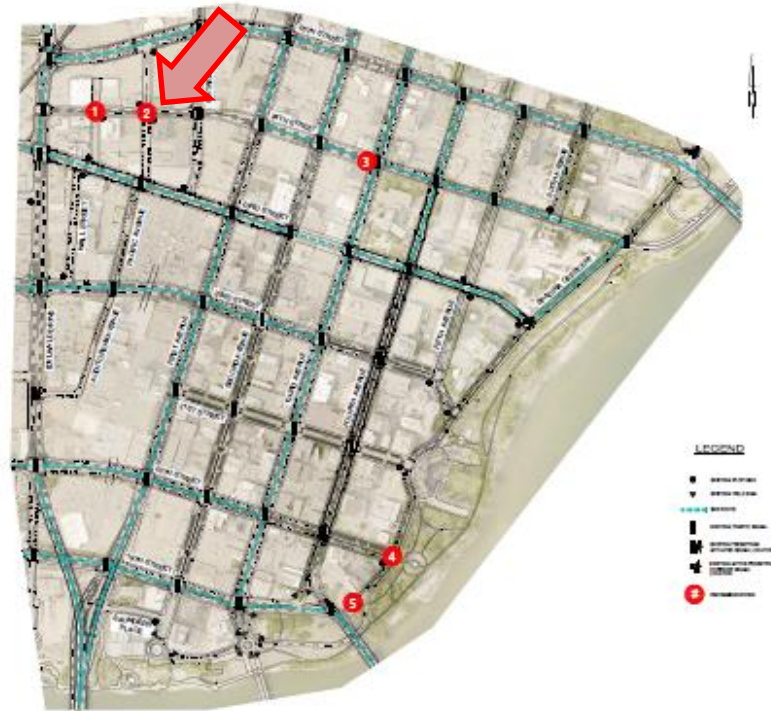
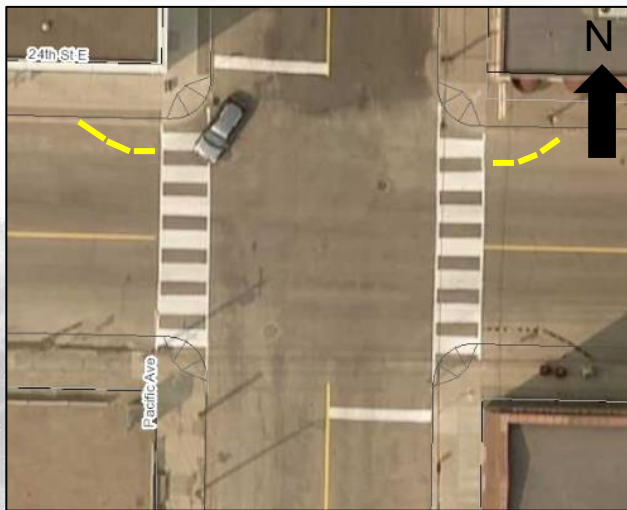
CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



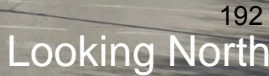


# Draft Traffic Plan

- 24<sup>th</sup> St & Pacific Ave
  - Permanent curb extensions on SW and SE corners on 24<sup>th</sup> St
  - Curb extensions on NW and NE corners on 24<sup>th</sup> St



- 

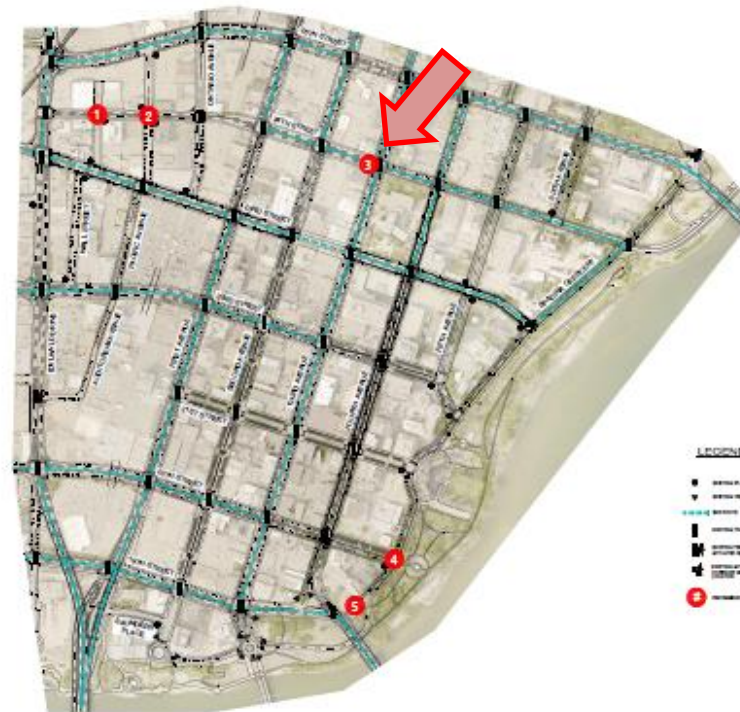


# CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



# Draft Traffic Plan

- 24<sup>th</sup> St & 3<sup>rd</sup> Ave
  - Overhead lane designation sign for northbound traffic on traffic signal arm
  - Lane designation sign for southbound traffic on west curb



FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

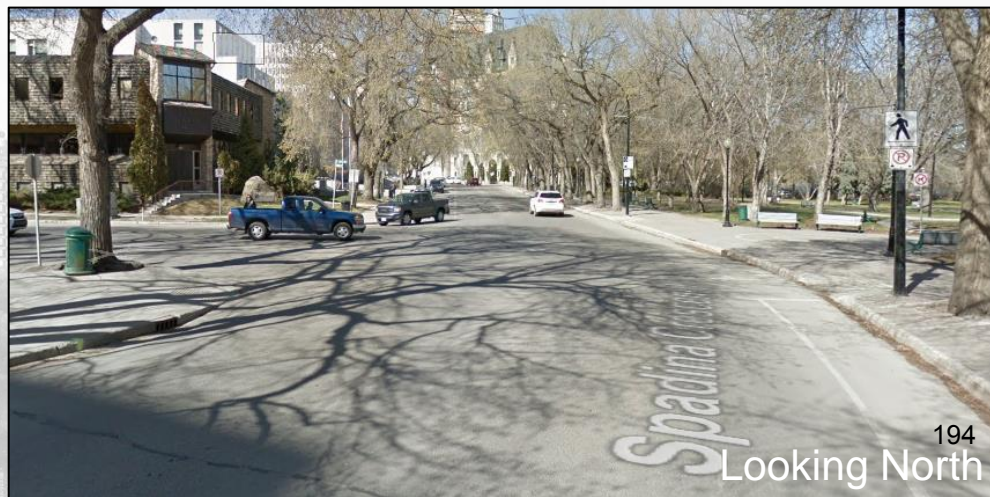
CENTRAL BUSINESS DISTRICT TRAFFIC PLAN





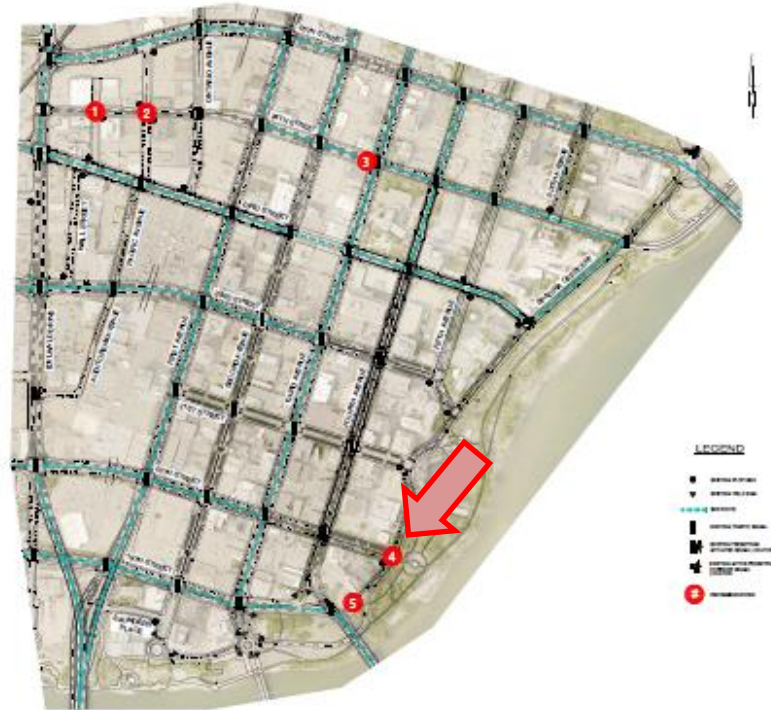
# Draft Traffic Plan

- Spadina Cres & 20<sup>th</sup> St
  - Three-way stop
  - Curb extension on NW corner on Spadina Cres



194

Looking North



FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



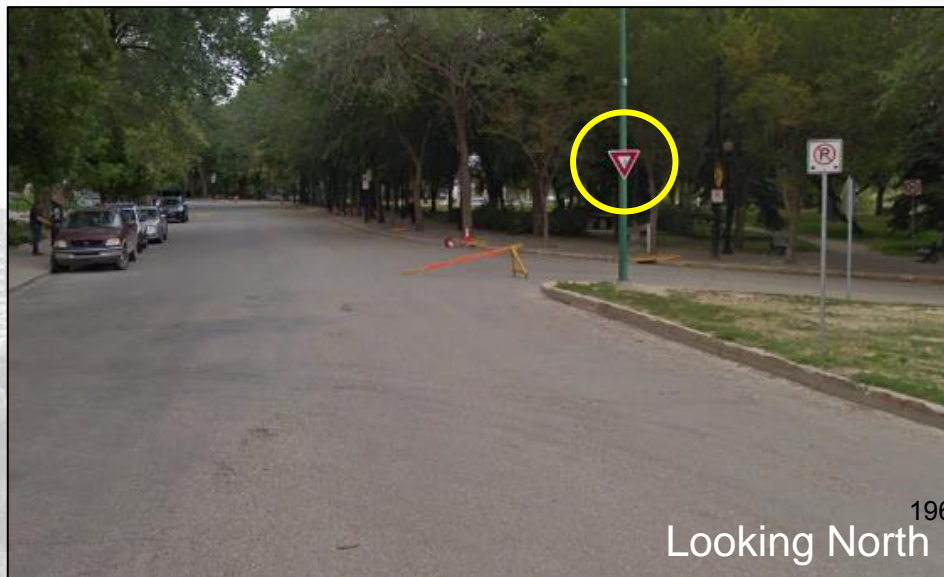
- 
- An aerial photograph of a basketball court, likely at a school or community center. The court is surrounded by trees and a fence. A green overlay is visible on the right side of the image, and the number '195' is printed in the bottom right corner.





# Draft Traffic Plan

- Spadina Cres & Delta Hotel cul-de-sac
  - Replace yield sign with stop sign



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

# CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



# Draft Traffic Plan

- Spadina Cres & Delta Hotel cul-de-sac
  - Replace yield sign with stop sign



FOR COMMENTS & INFORMATION VISIT:

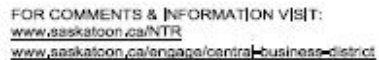
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN

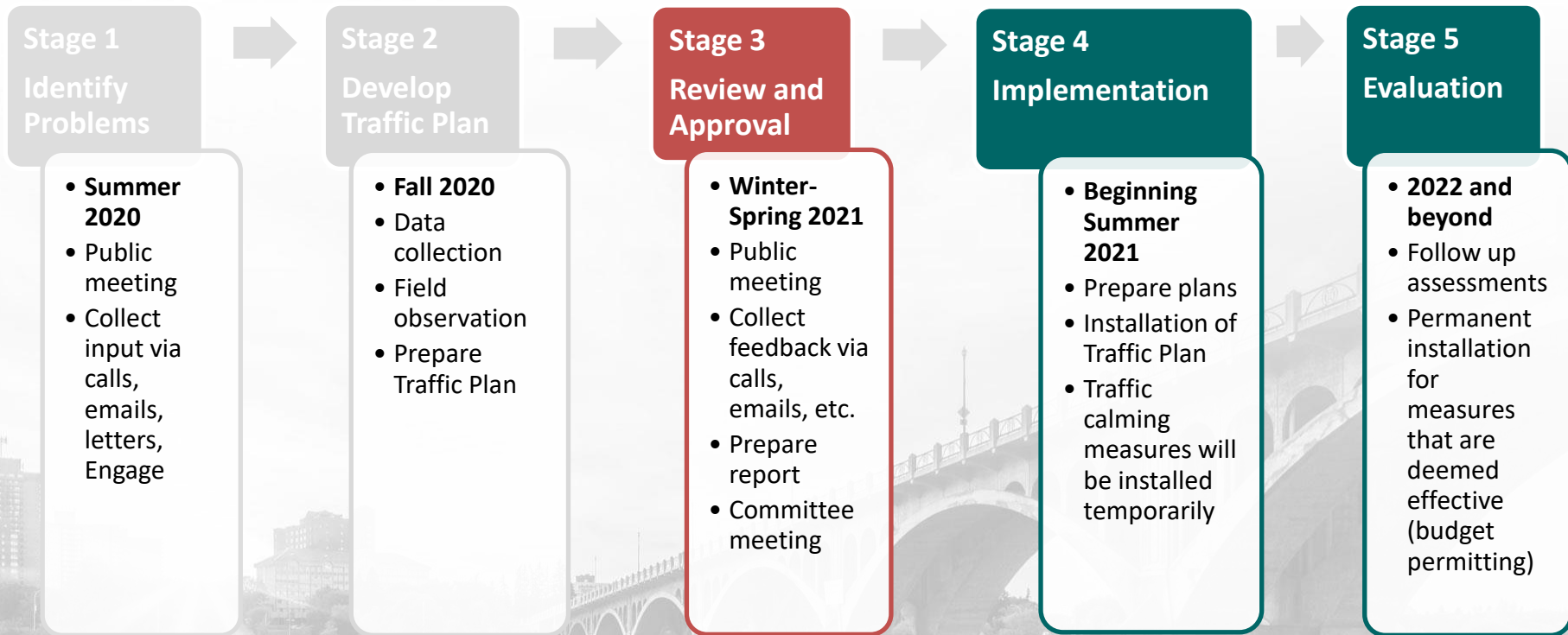


- 198





# Next Steps



# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Mariniel at 306-975-3463
- Email us at [ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)
- Send us a letter

Attn: Mariniel Flores, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5

The image shows two screenshots of the City of Saskatoon website. The top screenshot displays the 'Central Business District' page, which features a large banner image of a street scene with trees and a stop sign. The text on the page reads: 'Central Business District' and 'The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.' The bottom screenshot shows the 'Neighbourhood Traffic Reviews' page. It includes a sidebar with navigation links such as 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Winter Road Maintenance', 'Road Maintenance & Repair', 'Managing Traffic', 'Pavement Markings', 'Traffic Noise', 'Intersections', 'Merging Guidelines', 'Traffic Studies', and 'Neighbourhood Traffic Reviews'. The main content area is titled 'Neighbourhood Traffic Reviews' and contains text explaining the review process, including community meetings, assessments, and the submission of recommendations to City Council. It also lists measures that can be implemented, such as signage, traffic calming, and sidewalk improvements. A link to 'Subscribe to Traffic Review Notifications' is provided. At the bottom, it mentions that online discussions are posted on 'Shaping Saskatoon' and that residents can report traffic concerns by calling or completing a 'Community Traffic Issue report'.







#### LEGEND

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

FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

# CENTRAL BUSINESS DISTRICT TRAFFIC PLAN

## Central Business District Neighbourhood Traffic Review Recommended Improvements

Item	Location	Recommendation	Reason
1	24 <sup>th</sup> Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety
2	24 <sup>th</sup> Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection and pedestrian safety
		Curb extensions on northwest and northeast corners on 24 <sup>th</sup> Street	
3	3 <sup>rd</sup> Avenue and 24 <sup>th</sup> Street	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy
		Install lane designation sign for southbound traffic on west side of 3 <sup>rd</sup> Avenue	
4	20 <sup>th</sup> Street and Spadina Crescent	All-way stop	Improve intersection safety
		Curb extension on northwest corner on Spadina Crescent	
5	Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety

**For comments & information, visit:**

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

# Appendix H

## Decision Matrix



Item	Location	Recommendation	Reason	Comments	Decision
1	24th Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety	No comments received.	Carried.
2	24th Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection and pedestrian safety	No comments received.	Carried.
		Curb extensions on northwest and northeast corner on 24th Street			
3	3rd Avenue and 24th Street	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy	No comments received.	Carried.
		Install lane designation sign for southbound traffic on west side of 3rd Avenue			
4	20th Street and Spadina Crescent	All-way stop	Improve intersection safety	<p>The all-way stop will create more engine noise from stopping and accelerating.</p> <p>Creates more problems for pedestrians crossing to the park because of the line of cars waiting to stop and go from the all-way stop.</p>	<p>Carried.</p> <p>Based on the review of concerns and the collision history of the intersection, an all-way stop is recommended to improve intersection safety.</p> <p>A curb extension on the northwest corner on Spadina Crescent was recommended to improve pedestrian visibility around the parked vehicles because of the amount of pedestrian activity to and from the Meewasin trail system.</p>
		Curb extension on northwest corner on Spadina Crescent			
5	Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety	I have noticed no problems here.	<p>Carried.</p> <p>We received concerns regarding near misses at this intersection. These concerns were verified by field observations. A stop sign is recommended to replace the existing yield sign to improve intersection safety.</p>



# **Appendix I**

## **Additional Concerns Received After Presentation of Draft Plan**

Location	Comments	Decision
Spadina Crescent	Traffic noise.	<p>Vehicle noise has been an ongoing issue throughout the City. The existing <u>Traffic Noise Sound Attenuation Program</u> addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy.</p> <p>The Administration has retained a vehicle noise mitigation specialist to conduct research, complete a jurisdictional review, engage key stakeholders, prepare cost estimate, and recommend possible mitigation measures that could apply to the entire city which could be presented for the next budgeting cycle.</p>
	Traffic speeding both south and north on Spadina Crescent under the Broadway Bridge.	<p>The 85<sup>th</sup> percentile operating speed (i.e. speed at which 85 percent of drivers are travelling at or below) was measured and is summarized below:</p> <ul style="list-style-type: none"> <li>• Spadina Crescent between 22<sup>nd</sup> Street and 23<sup>rd</sup> Street is 52 km/h, and</li> <li>• Spadina Crescent between 3<sup>rd</sup> Avenue and Delta Hotel cul-de-sac is 47 km/h.</li> </ul> <p>Traffic calming is typically considered when the 85<sup>th</sup> percentile speed is 5 km/h or greater over the posted speed limit. The measured speeds are within the typical levels.</p>
	Excessive traffic on Spadina Crescent.	<p>The Average Annual Daily Traffic (AADT) on Spadina Crescent was measured and is summarized below:</p> <ul style="list-style-type: none"> <li>• Spadina Crescent between 22<sup>nd</sup> Street and 23<sup>rd</sup> Street) is 7,000 vehicles per day, and</li> <li>• Spadina Crescent between 3<sup>rd</sup> Avenue and Delta Hotel cul-de-sac is 5,850 vehicles per day.</li> </ul> <p>The measured traffic volumes are within the typical levels.</p>
	Spadina Crescent between 3 <sup>rd</sup> Avenue and 21 <sup>st</sup> Street should be permanently closed once the Permanent Outdoor Festival Site is in place.	<p>Road closures and the Permanent Outdoor Festival Site is beyond the scope of the Central Business District neighbourhood traffic review.</p> <p>These comments have been forwarded to Community Services for further consideration.</p>
	Residents' concern for noise should also be considered when designing the Permanent Outdoor Festival Site.	<p>These comments have been forwarded to Community Services for further consideration.</p>

Location	Comments	Decision
Spadina Crescent and 24 <sup>th</sup> Street	This intersection is confusing for drivers. Paint arrows on the road as people don't seem to see the lane designation signs.	Added to the Recommendation List.
5 <sup>th</sup> Avenue	Concerned with drivers practicing for their driver's exam and parallel parking solely on 5 <sup>th</sup> Avenue.	5th Avenue is not the only street used by drivers who are learning to parallel park.  Concerns regarding the frequency of driver training on 5th Avenue have been passed on to the school divisions to inform their instructors for the driver's education program.
5 <sup>th</sup> Avenue and 25 <sup>th</sup> Street	Traffic calming measures are proposed in the industrial area but not in the most residential dense area, such as 5 <sup>th</sup> Avenue and 25 <sup>th</sup> Street .	25 <sup>th</sup> Street and 5 <sup>th</sup> Avenue is a signalized intersection with adequate sightlines. 25 <sup>th</sup> Street is also a future <a href="#">Bus Rapid Transit</a> corridor; there may be changes to the intersection as part of that project.
General	Traffic signals timed incorrectly throughout the downtown.	As part of the City's response to the COVID pandemic, the majority of traffic signals in the downtown area were modified so that people do not have to push the pushbuttons to request a pedestrian walk light. This may cause some delay for motor vehicles because the pedestrian walk light is present for every phase.

# **Appendix J**

## Public Feedback

• 2 months ago

The engage notice I just received is a total waste of time, money and management. It tells us absolutely nothing other than there are five areas under the plan but not even a hint of what those plans are. Show us something to digest so we can join the discussion and speak intelligently on the proposal rather than just joining it to see what's being proposed and wasting other's time during the discussion.



Nathalie Baudais, City Transp. **Mod** • 2 months ago

We included the map to identify the locations where changes are proposed. We will be discussing the recommendations at the meeting on April 13th at 7pm, which you can assess via this link. I encourage you to attend the meeting to hear the recommendations and provide your feedback. We will post the recommendations to this webpage after the meeting. If you are unable to attend the meeting, you could review the materials and provide your comments via email, phone, or this disqus forum.



• 2 months ago

We just received the ENGAGE notice that is requesting feedback on the proposed traffic changes. Unfortunately the recommendations are not listed anywhere. The only reference is a map that is difficult to read. On this map there are 5 recommendation locations shown, but what are the changes? Also I do cannot find the recommendations online.

One issue that I do not see listed as a traffic issue is a noise problem of cars/trucks/motorcycles with loud exhausts, that sound like they are racing along Spadina Cres E under the University Bridge, and over the bridge as well, usually in the summer evenings. This problem has been getting worse every year.



Nathalie Baudais, City Transp. **Mod** • 2 months ago

We will be presenting the recommendations at the meeting on April 13th at 7pm. I encourage you to attend the meeting to hear the recommendations and provide your feedback on them at this time. We will post the recommendations to this page after the meeting. If you are unable to attend the meeting, you could review the materials and provide your comments via email, phone, or engage page.

Vehicle noise has been an ongoing issue throughout the City and is outside of the scope of the neighbourhood traffic review. To address noise for locations not eligible for traffic noise sound attenuation, we need to investigate traffic noise mitigation strategies that could apply to the entire City. At its Regular Council meeting on July 27th, Council approved funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program. With funding in place, we have retained a vehicle noise mitigation specialist to conduct the vehicle noise study. Findings will be present to Council once the study is complete.



• 2 months ago • edited

Pedestrian crossings in central business district.

The roundabout at 3rd avenue and Spadina.

Confusing enough for drivers, especially at peak traffic times. It IS perhaps the most

Dangerous pedestrian crossing in the District. Drivers simply do not yield for pedestrians.

Pedestrians intending to cross often must wait on the curb for traffic to slow, or for a break in traffic , or for a driver to acknowledge their presence.

Spadina Cres and 20th street.

All I can say is if you are a pedestrian wishing to cross 20th St at Spadina you better wait to be sure that drivers southbound on spadina and intendng to turn right onto 20th street are aware of your presence at the curb. I am surprised that no pedestrians have been struck at this corner.

Vehicles simply do not slow down at this intersection for pedestrians.

Flashing Amber at Spadina and 23rd street.

It was a great idea to install pedestrian activated flashing amber signals.



Now if you could only convince drivers to stop for a flashing amber.  
First try educating drivers to at least acknowledge they're there.  
6th Avenue and 24th street.  
In this area you have multiple seniors' residences.  
The visibility at this intersection is poor, due to cars parked along 24th street on the north side .  
What it means is that anyone wanting to cross must venture out into the roadway to see if it is clear to cross.  
The situation is exacerbated when transit buses sit at the curb idling.



Nathalie Baudais, City Transp. **Mod** • 2 months ago

Thank you for these comments. The Draft Traffic Plan will be discussed at the public meeting on April 13th and will be posted to this page after the meeting. We look forward to hearing your thoughts on the plan.



• 9 months ago

Traffic in 300 block 5th Ave North.

Traffic, heading east on 25th St. and turning rt. on to 5th Ave. tends to accelerate after making the turn. There are 8 (eight) driveways from 3 hi-rise( 20+ story) buildings and one low (6 story) entering on to 5th Ave in this one block area. There are vehicles parked on both sides of the streets. It is difficult for vehicles headed on 5th, and onto 5th Ave. to see the cross traffic to proceed and or exit the driveways .

5th Ave. and 23rd Street

Heading south on 5th Ave at 23rd St. it is very difficult to see traffic going east on 23rd. Because of the bicycle lane cars, are parked on the north/west side of the intersection in the line of vision. A driver is well in to the intersection before being able to observe oncoming traffic

5th Ave. snow removal:

Snow removal should be more frequent on 5th Ave. It is used as a collector route by many leaving the downtown area.

Sidewalks in the 200 block of 5th Ave North badly in need of repair 300 block was done in 2019.

Traffic light at 5th and 24th does not warrant operating 24/7. In previous years it used to go flashing red/yellow from midnight to about. 6:30/7:00 AM. There is no need to sit and wait without a car to be seen for sometimes several minutes. Not even The Star Phoenix is moving at those hours..



Nathalie Baudais, City Transp. **Mod** • 9 months ago

Thank you for your comments. We will include the 300 block of 5th Avenue and the intersection of 5th Avenue and 23rd Street as locations to review as part of the neighbourhood traffic review.

We will forward your concerns regarding snow removal to our colleagues at Roadways, Fleet and Support Services for consideration. Their existing service levels are included here:

[https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/public-works/roadways/snow-ice/snow\\_and\\_ice\\_management\\_service\\_level\\_july\\_24\\_2017.pdf](https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/public-works/roadways/snow-ice/snow_and_ice_management_service_level_july_24_2017.pdf)

The three-year asset preservation program shows that the roadway will be resurfaced in the 200 block of 5th Avenue North in 2021. The sidewalk should be repaired at the same time. Details on the program is shown at the following link:

<https://citysaskatoon.maps.arcgis.com/apps/View/index.html?appid=7fdbcf561f854589949c884911c35ca4>

## Flores, Mariniei

---

**To:** Web E-mail - Transportation  
**Subject:** RE: 1st Ave & 21st Street [REDACTED]

---

**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]  
**Sent:** Tuesday, May 26, 2020 10:07 AM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** 1st Ave & 21st Street [REDACTED]

Hello,

[REDACTED] is looking to speak to someone regarding pedestrian walk counts at the intersection of 1<sup>st</sup> Ave and 21<sup>st</sup> Street.

Thanks

**Customer Care Agent | tel 306.975.2476**  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: CITIZEN INQUIRY [REDACTED], downtown re: redesign of 6th Ave & need 3 way stop

---

**From:** TC - Councillor Correspondence  
**Sent:** Monday, July 20, 2020 9:18 AM  
**To:** Web E-mail - Councillor's Office <[Councillors.Office@saskatoon.ca](mailto:Councillors.Office@saskatoon.ca)>  
**Cc:** [REDACTED]  
**Subject:** RE: CITIZEN INQUIRY [REDACTED], downtown re: redesign of 6th Ave & need 3 way stop

Good morning,

Thank you for sharing these concerns; the concern regarding the three-way stop has been forwarded to Transportation for review and response.

Sincerely,

[REDACTED]  
Assistant to Director of Transportation  
Transportation & Construction Department  
City of Saskatoon | 222 3<sup>rd</sup> Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*

[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)  
*Follow us on Twitter or Facebook.*

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---

**From:** Web E-mail - Councillor's Office  
**Sent:** Monday, July 20, 2020 8:47 AM  
**To:** [REDACTED]  
[REDACTED]  
**Cc:** [REDACTED]  
**Subject:** CITIZEN INQUIRY [REDACTED], downtown re: redesign of 6th Ave & need 3 way stop

Good Morning Transportation and Construction,

Can you please **forward these to the appropriate departments for response to the Councillor who will then respond to the constituent.** Details of the call are as follows:

[REDACTED] Downtown, [REDACTED] (prefers call)

- Asked me to thank the Councillor for calling her back
- Would like to hear from the Councillor next week (week of July 27)
- When will 6<sup>th</sup> Ave be redesigned/changed between 24 & 25<sup>th</sup> St as the boulevard is wider than the street which causes traffic problems
- Desperately 3 way stop at 24<sup>th</sup> St & 6<sup>th</sup> Ave

It is my understanding from my two calls this morning that she asked the other Councillors' Assistant to share the same request with all Councillors last week but still wanted me to send it to Cllr Block this morning. Apologies if this is a duplicate.

[REDACTED]

Councillors' Assistant, Councillors' Office  
City of Saskatoon | City Clerk's Office 2<sup>nd</sup> Floor  
222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[Councillors.Office@saskatoon.ca](mailto:Councillors.Office@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 4, 2020 9:12 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Input for my residence 6TH AVENUE NORTH [REDACTED]

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your three-way stop request, shortcutting concerns, and suggestions on 6th Avenue have been noted and added to the project file. These will be investigated as part of the neighbourhood traffic review.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Metis  
mariniel.flores@saskatoon.ca  
www.saskatoon.ca

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

**From:** [REDACTED]  
**Sent:** Thursday, July 30, 2020 7:03 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Input for my residence 6TH AVENUE NORTH [REDACTED]

Hi,

Thank you for this opportunity to express my viewpoints. New at the attachment, so I will call next week to ensure you received it.



## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Friday, July 31, 2020 1:16 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic concerns on 24th st between 5th Avenue and 4th Avenue

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your concerns regarding buses stopping in front of [REDACTED] have been noted and added to the project file. We will also forward them over to our colleagues at Saskatoon Transit for consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Metis  
mariniel.flores@saskatoon.ca  
www.saskatoon.ca

If you receive this email in error, please do not review, distribute or copy the information.  
Please contact the sender and delete the message and any attachments.

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

**From:** [REDACTED]  
**Sent:** Thursday, July 30, 2020 2:41 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Cc:** [REDACTED]  
**Subject:** Traffic concerns on 24th st between 5th Avenue and 4th Avenue

This is in response to your letter regarding traffic concerns in my neighbourhood. We live at [REDACTED] - the corner of 5th Avenue and 24th St. It is a low rise condominium that actually fronts on 24th St. Over the past several months city buses have taken to stopping in front of the building and are there for sometimes up to 15 minutes. [sometimes even longer]. I went out and spoke to a driver on one occasion, and was informed by him that this is to be a regular stopping point from now on. I am assuming it is to get back on schedule. He was very accommodating but said I should call the office because it would be better coming from me than from him. The problem is that when they do stop, they are right below several balconies in the building. They for some reason increase their acceleration while stopped, and though at street level there is not much difference in the noise level, it is significantly more disruptive higher up. Even with all the windows closed it is very loud in our living room. More to the point, the fumes are sucked into the building and as you are aware, they are not pleasant. and on top of that I have COPD so these fumes present a health risk to me which I cannot escape unless I actually leave my home until it dissipates. Many times we have had to leave the comfort of our balcony and retreat into our home and still cannot fully escape those fumes. Another concern is that when the bus stops

out front - especially the larger accordion buses - they block the loading zone that is identified at the front of the building. Some residents have had to be let out around the corner because a city bus has the loading zone covered. We are a building of mostly senior citizens, many of whom have ambulatory difficulties. This section of the street is not a bus stop and buses stopping there create a noise and a health hazard in addition to illegally compromising a loading zone. If the bus were to stop just east of the intersection at 4th and 25th, they would be parking between two parking lots - no residents to inconvenience on a regular basis and no loading zone to block. If they were to stop just west of our building, again they would be between a parking lot and the HMCS Unicorn. Again no compromise to residents or loading zones. Yet they always stop directly in front of our building and race the engine creating even more noise and more fumes. I did call the transit office, and the first time - the day I spoke to the driver - I was informed that the decision to stop here was a miscommunication and would not continue to be a regular stop. No buses stopped there for a few weeks, and then recently it started all over again. I called the transit office again yesterday and gave the same spiel as before but this time with some resistance.

I know scheduling these buses must be an absolute nightmare, but so is living with COPD and I see no need why they have to stop right under my windows and balcony when there are other choices in the immediate vicinity where they can stop with far less intrusion into people's daily routines. It's rude and illegal when unconcerned vehicles stop at bus stops even if only for a few minutes. It's equally as rude and uncaring for buses to stop and fill homes with deadly fumes, loud racing engine noises and to block loading zones causing seniors with walking difficulties to have to triple their walking distance when there are so many other options for buses to stop that don't infringe on people's comfort in their homes.

Please make rescheduling these inappropriate and inconsiderate stops part of your traffic changes to this neighbourhood.

If you are willing to discuss this with some degree of concern I would appreciate a call at [REDACTED]

Thank you  
[REDACTED]

## Flores, Mariniei

---

**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Input for my residence 6TH AVENUE NORTH [REDACTED]

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

From: [REDACTED]  
Sent: Thursday, July 30, 2020 7:03 PM  
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
Subject: Input for my residence 6TH AVENUE NORTH [REDACTED]

Hi,

Thank you for this opportunity to express my viewpoints. New at the attachment, so I will call next week to ensure you received it.

## **6<sup>th</sup> Avenue North**

### **MAINTAIN/CONTINUE (1)**

Transit service on 24<sup>th</sup> Street

### **URGENT (2)**

Permanent 3-Way Stop at 6<sup>th</sup> Avenue and 24<sup>th</sup> Street

### **DETOURS (3)**

Traffic flowing from the West (Idylwyld) towards University Bridge create the detour at 4<sup>th</sup> Ave to 24<sup>th</sup> Street

Traffic flowing from the East (University Bridge) to West (Idylwyld) create detour at bottom of the bridge and exit under the University Bridge to Spadina

### **PROPOSAL (4)**

Lessen the middle boulevard by at least 3 feet on each side.

Or

Completely remove the middle boulevard

Allow left hand turn from University Bridge to 6<sup>th</sup> Avenue from 7PM to 6AM

- 
- (1) 6<sup>th</sup> Ave is a 98% residential area comprised of mostly/mainly seniors – they rely on the transit system
  - (2) Driver's on 6<sup>th</sup> Ave attempting to turn left find it very difficult to see the busy traffic on 24<sup>th</sup> and either waits a very long time resulting traffic backup on 6<sup>th</sup> or possibly be involved in an accident. Also, seniors crossing the street to get to the buses are finding it difficult to cross. (No one slows down)
  - (3) 4<sup>th</sup> Ave is a business area with 2 lanes and lights. They can then detour onto 24<sup>th</sup> Street. 25<sup>th</sup> Street from the bottom of the University Bridge to 6<sup>th</sup> Ave is a park on one side and very little need for access to the YWCA for commuters not living in this area.
  - (4) Ambulances and especially FIRETRUCKS must creep slowly on 6<sup>th</sup> Ave as not to scrape any vehicle not parked snugly by the sidewalk. All large vehicles that are parked : moving vans, delivery trucks, City of Saskatoon Vehicles, etc, have created difficulty for vehicles to go around them. The boulevard was intended to be a beautiful accent to the residential area but is very unattractive due to broken curbs and no grass as vehicles(including the large trucks) have to drive on the boulevard. Large potholes are created when the tires then drop to the street from the curb. Turning right from 25<sup>th</sup> Street in the winter can make you slide toward the boulevard.

Thank you for your kind consideration of my comments.

██████████

██████████ ████ █████

████████████████████████████████████████

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 4, 2020 9:12 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Input for my residence 6TH AVENUE NORTH [REDACTED]

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your three-way stop request, shortcutting concerns, and suggestions on 6th Avenue have been noted and added to the project file. These will be investigated as part of the neighbourhood traffic review.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Metis  
mariniel.flores@saskatoon.ca  
www.saskatoon.ca

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

**From:** [REDACTED]  
**Sent:** Thursday, July 30, 2020 7:03 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Input for my residence 6TH AVENUE NORTH [REDACTED]

Hi,

Thank you for this opportunity to express my viewpoints. New at the attachment, so I will call next week to ensure you received it.



## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Monday, August 10, 2020 10:59 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: excessive engine noise of several vehicles

Hello [REDACTED]

Thank you for providing the locations of your pedestrian safety concerns.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Saturday, August 8, 2020 12:30 PM  
**To:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Subject:** Re: excessive engine noise of several vehicles

Mariniel,

You wanted confirmation that about where my pedestrian safety concerns were. My safety in terms of vehicles coming to a screeching halt when I have the walk sign at a traffic light happened twice at 24th and Spadina. Also twice crossing at the lights on the corner of 24th and 4th and once crossing at the lights on 22nd and 1st Ave. on the Bayside of 1st. Ave. The incident that involved a police vehicle was at the pedestrian crosswalk on Spadina and 23rd. In each case my hand ended up touching the hood of the vehicle.

Thank you to the city for this undertaking.

[REDACTED]

On 2020-08-04 9:15 a.m., Flores, Mariniel wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Speed and pedestrian safety concerns will be investigated as part of the neighbourhood traffic review. Please confirm that your pedestrian safety concerns are at the intersection of Spadina Crescent and 24<sup>th</sup> Street.

Your comments regarding sidewalk condition on the west side of 5<sup>th</sup> Avenue between 23<sup>rd</sup> Street and 24<sup>th</sup> Street will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Friday, July 31, 2020 9:08 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** excessive engine noise of several vehicles

We are glad you are doing this survey.

We live in a highrise on 5th Ave. N. between 25th and 24th. For the last several months there are a number of (mostly cars) and a few motorcycles that have engines that exceed the normal car noise. Their drivers seem to enjoy driving around our area, most often over the speed limit, and making a disturbing amount of engine noise. We have lived downtown for 16 years now and this is the first spring and summer we have experienced this disturbing volume of noise.

Pedestrian safety has been a bit of a challenge in all the years we have lived here. Crossing Spadina at the bottom of 25th st. bridge can be hazardous as some vehicles are going pretty fast and turn left while you have the walk sign. This happens a lot at downtown intersections when vehicles want to make either a right turn (forgetting the pedestrian on the corner) and often on left turns. I have ended touching the hood of cars as they screech to a sudden stop about 5 times. One time it was a police vehicle at a pedestrian crosswalk.

On a different matter, we like to walk and do so daily. The sidewalks on the west side of the 5th Ave. between 24th and 23rd are in very bad repair and easy to trip on.

Thank you.

[REDACTED]

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Monday, August 10, 2020 1:22 PM  
**To:** [REDACTED]  
**Subject:** RE: excessive engine noise of several vehicles  
**Attachments:** RE: excessive engine noise of several vehicles

Hello [REDACTED]

Certainly. The e-mail is attached.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer  
Transportation, Transportation & Construction Department  
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:** [REDACTED]  
**Sent:** Monday, August 10, 2020 11:48 AM  
**To:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Subject:** Re: excessive engine noise of several vehicles

Mariniel,

The email you sent this morning got accidentally deleted when I was making sure of the spam emails were completely deleted. Could you please send it again. I hadn't read it yet.

Thanks,

[REDACTED]

On 2020-08-04 9:15 a.m., Flores, Mariniel wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.

- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Speed and pedestrian safety concerns will be investigated as part of the neighbourhood traffic review. Please confirm that your pedestrian safety concerns are at the intersection of Spadina Crescent and 24<sup>th</sup> Street.

Your comments regarding sidewalk condition on the west side of 5<sup>th</sup> Avenue between 23<sup>rd</sup> Street and 24<sup>th</sup> Street will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

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Transportation, Transportation & Construction Department  
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---

**From:** [REDACTED]  
**Sent:** Friday, July 31, 2020 9:08 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** excessive engine noise of several vehicles

We are glad you are doing this survey.

We live in a highrise on 5th Ave. N. between 25th and 24th. For the last several months there are a number of (mostly cars) and a few motorcycles that have engines that exceed the normal car noise. Their drivers seem to enjoy driving around our area, most often over the speed limit, and making a disturbing amount of engine noise. We have lived downtown for 16 years now and this is the first spring and summer we have experienced this disturbing volume of noise.



Pedestrian safety has been a bit of a challenge in all the years we have lived here. Crossing Spadina at the bottom of 25th st. bridge can be hazardous as some vehicles are going pretty fast and turn left while you have the walk sign. This happens a lot at downtown intersections when vehicles want to make either a right turn (forgetting the pedestrian on the corner) and often on left turns. I have ended touching the hood of cars as they screech to a sudden stop about 5 times. One time it was a police vehicle at a pedestrian crosswalk.

On a different matter, we like to walk and do so daily. The sidewalks on the west side of the 5th Ave. between 24th and 23rd are in very bad repair and easy to trip on.

Thank you.

[REDACTED]

## Flores, Mariniel

---

**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: 3rd Ave and 26th [REDACTED]

---

**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]  
**Sent:** Friday, July 31, 2020 1:00 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** 3rd Ave and 26th [REDACTED]

Good afternoon

[REDACTED] just called to voice her concerns about the corner of 3<sup>rd</sup> Ave and 26<sup>th</sup>. There is a lot of traffic that travels through this intersection at a high speed along with the amount of noise. If there is any way to slow this down it would be greatly appreciated. [REDACTED] can be reached at [REDACTED]

Thank you

### Customer Care Agent | tel 306.975.2476

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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## Flores, Mariniei

---

**From:** [REDACTED]  
**Sent:** Friday, July 31, 2020 4:25 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Re: Traffic concerns

Thank you for your prompt response. This is something that gives downtown owners and residents hope for improvement.

[REDACTED]  
[REDACTED]  
Envoyé de mon iPad/Sent from my iPad

On Jul 31, 2020, at 15:05, City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@saskatoon.ca](mailto:NTR@saskatoon.ca)> wrote:

Hello [REDACTED],

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Although this is beyond the scope of the neighbourhood traffic review program, we hope that the above actions will help us make progress on the vehicle noise issue throughout the City.

Regards

[REDACTED]  
[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

From: [REDACTED]

Sent: Friday, July 31, 2020 12:49 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

Subject: Traffic concerns

The question 'Do you have traffic concerns in your neighbourhood' needs to include the issue of noise which is not mentioned in your mailout. Vehicle traffic creates pollution including noise pollution and other kinds of pollution. We live in a highrise condo where we pay over 6000\$ a year in property taxes and there are often occasions when we cannot sit on our balcony because of the noise. The exhaust systems on all types of vehicles including motorcycles are modified to make them rumble, roar, etc.

When the time is right, we plan to sell our condo and move to another area, for one reason only: NOISE. We know of others who have done the same thing for the same reason.

The city supposedly has a noise bylaw but it is not monitored or enforced.

[REDACTED]

Envoyé de mon iPad/Sent from my iPad

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 4, 2020 9:54 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic Review

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your concerns at 23<sup>rd</sup> Street and Spadina Crescent have been noted and added to the project file.

Your comments regarding the Meewasin Trail will be forwarded to the Meewasin Valley Authority for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Saturday, August 01, 2020 11:17 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Traffic Review

I recently received a pamphlet regarding traffic. [REDACTED] and live on 23<sup>rd</sup> st. E. 500 block., next to Spadina. I would like to see the speed limit lowered slightly. Many people park on 23<sup>rd</sup>, and I am sure other adjoining streets so they can walk the trail and have to cross Spadina. There is a crossing light at this corner but still one does not always feel safe crossing because of the speed traffic that is approaching you at.

One other unrelated problem. Many people in my area, including myself, would like to walk the trail in this area. I find it too far between places to go down and come up from street level to first lower trail. There are stairs about mid point (just right), but no railing and risers are quite high. Could this be improved – at very little cost???

Sent from [Mail](#) for Windows 10



## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 4, 2020 9:55 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: NTR ENGAGE

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your shortcutting concerns on 24<sup>th</sup> Street have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

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---

**From:** [REDACTED]  
**Sent:** Sunday, August 02, 2020 10:43 AM

**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

**Subject:** NTR ENGAGE

To whom it May concern.

I received a letter a few days ago soliciting my thoughts on a Neighborhood Traffic Review. I tried to engage via the online process but found it to difficult so I am submitting my thoughts directly.

My name is [REDACTED] on 24th street and 5th Avenue. This area is very concentrated with numerous condo buildings some of which are occupied by Seniors. Just the local resident traffic already results in having heavy local traffic. In addition 24th street seems to attract a lot of motorcycle and sport type vehicle that simply drive through from Spadina into the downtown core. Our high density population in the area has already maxed out traffic flow and the extra traffic allows for extra traffic noise that is very disturbing. I believe that due to a high density of personal resident condo units on 24th street between 2nd ave and Spadina any none local traffic should flow to 25th or 22nd street where there are more commercial buildings.

Thank you!

[REDACTED]  
[REDACTED]

Sent from my Samsung Galaxy smartphone.

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Monday, August 10, 2020 10:23 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your concerns at the intersection of Spadina Crescent and 20<sup>th</sup> Street and along Spadina Crescent have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

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We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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[mariniel.flores@saskatoon.ca](mailto:mariniel.flores@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Thursday, August 06, 2020 10:01 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Traffic

I live at [REDACTED] Spadina Crescent E, Saskatoon, SK [REDACTED]

The traffic at the corner of Spadina and 20 th Street is excessive with unnecessary traffic that use the road as a speedway. There should be a 3 way stop sign. There is not a light or a sign to stop them. The last light on Spadina is I believe, on 24 th street

Also I hear a lot of sounds like racing at night. I believe this has been an overlooked area and would like to see more traffic control in this area.

Thank you for allowing Saskatoon citizens to have input on this matter.

Sincerely, [REDACTED]

--

Sent from Gmail Mobile

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: 25th St and 2nd Ave No.

---

**From:** [REDACTED]  
**Sent:** Friday, August 14, 2020 11:26 AM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** RE: 25th St and 2nd Ave No.

Hello.

Thanks for the reply but I just can't believe that they are allowed to tie up the back alley entrance for their customers. It's the only way to access their drive thru. Unless I am not seeing it right?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Sent:** August 14, 2020 11:08 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** RE: 25th St and 2nd Ave No.

**Avis:** Courriel Externe / **Caution:** External Email

Hello [REDACTED]

Thank you for providing your comments.

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets.



Your concern regarding a future development is beyond the scope of the Central Business District neighbourhood traffic review. Here is some information regarding the development review approval process for the Starbucks.

One of the conditions of approval of the development was for the developer to submit a Traffic Impact Study for the site. The study completed by an engineering consultant on behalf of the developer confirmed that the Starbucks drive-thru queues are expected to be managed entirely on their site.

We will continue to receive comments for the Central Business District through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Department

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:** [REDACTED]  
**Sent:** Thursday, August 6, 2020 4:13 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** 25th St and 2nd Ave No.

Hello.

I am really surprised that Starbucks got approval to have a drive-thru at this location in the new strip mall. They will be using the south alley entrance off of 25<sup>th</sup> St as access for their customers. This will potentially cause a line up on 25<sup>th</sup> St for vehicles waiting to turn into the drive-thru which could present some serious traffic concerns. This basically only allows for one entrance into the alley from the north side on 26<sup>th</sup> St. This alley is already busy with the surrounding Business's and apartments that use it for various things and I can see that at certain times we won't be able to get to our parking stalls as the alley will be blocked from both sides. Please bring this up at the Teams meeting on Aug 19<sup>th</sup>. I am available for a phone call to discuss prior to the meeting.

Thanks!

[REDACTED]

[REDACTED]

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 11, 2020 4:34 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Engage - Central business district.

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your comments have successfully been posted to the Engage Page.

Your traffic concerns along 5<sup>th</sup> Avenue have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Your comments regarding snow removal and sidewalks along 5<sup>th</sup> Avenue will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

### **Mariniel Flores, P.Eng. | tel 306.975.3463**

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---

**From:** [REDACTED]  
**Sent:** Thursday, August 6, 2020 8:42 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Engage - Central business district.

Tried to do this from the COS Engage webpage but don't know if it was successful – not exactly user friendly

Traffic in 300 block 5th Ave North.

Traffic, heading east on 25th St. and turning rt. on to 5th Ave. tends to accelerate after making the turn. There are 8 (eight) driveways from 3 hi-rise( 20+ story) buildings and one low (6 story) entering on to 5th Ave in this one block area. There are vehicles parked on both sides of the streets. It is difficult for vehicles headed on 5th, and onto 5th Ave. to see the cross traffic to proceed and or exit the driveways .

#### 5th Ave. and 23rd Street

Heading south on 5th Ave at 23rd St. it is very difficult to see traffic going east on 23rd. Because of the bicycle lane cars, are parked on the north/west side of the intersection in the line of vision. A driver is well in to the intersection before being able to observe oncoming traffic

#### 5th Ave. snow removal:

Snow removal should be more frequent on 5th Ave. It is used as a collector route by many leaving the downtown area.

Sidewalks in the 200 block of 5th Ave North badly in need of repair 300 block was done in 2019.

Traffic light at 5th and 24th does not warrant operating 24/7. In previous years it used to go flashing red/yellow from midnight to about. 6:30/7:00 AM. There is no need to sit and wait without a car to be seen for sometimes several minutes. Not even The Star Phoenix is moving at those hours..

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 25, 2020 3:34 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Regarding ENGAGE - Neighbourhood Traffic Concerns

Hello [REDACTED]

Sorry for the delayed response. Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

### **20<sup>th</sup> Street and Spadina Crescent**

Your concerns at 20<sup>th</sup> Street and Spadina Crescent have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

### **Vehicle Noise Concerns**

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

### **Cyclist Concerns**

Your concerns regarding cyclists have been noted. Please note that cyclists are allowed to ride on multi-use pathways and shared pathways and that children 13 and under are allowed to ride on sidewalks.

The painted bike lane on Spadina Crescent is not an all ages and abilities facility and some cyclists may not feel comfortable riding on the street since there is no physical barrier from traffic.

The City of Saskatoon has recently launched an education campaign to highlight some of the recent changes to the Bike Bylaw as well as reminding people about respectful / courteous riding. One of the messages in the campaign is to remind cyclists to "Slow down on shared pathways so others don't feel startled or endangered." Another message is to remind cyclists to "Use your bell when passing others".

### **Sidewalk Concerns**

Your comment regarding sidewalk condition on the west side of Spadina Crescent will be forwarded to our colleagues in Roadways, Fleet and Support Services and Asset Preservation for further consideration.

## Graffiti Concerns

Graffiti removal is handled by many different City Divisions and external agencies, depending on the property that has been vandalised. Please submit a graffiti report when you witness graffiti vandalism so that it can be repaired.

## Odour Concerns

There is a 1200mm sanitary sewer interceptor (very large trunk) that runs all along the river to the Waste Water Treatment Plant (WWTP). There are hundreds of manholes along this pipe and there is no proven or economical way to deal with the all odour along its length, as most sewer pipes drop into this interceptor with their sewage on the way to the WWTP. In order to try to mitigate the odour, Waste Operations has plugged 3 of the 4 holes on a manhole frame and cover, however as the system does still needs to “breathe” a little, we wouldn’t necessarily be able to plug all 4. Various devices have been inserted into the manholes, in the past, that were to help reduce odours but they are costly and were found ineffective as we still end up with complaints. They also caused maintenance concerns, with some even having fallen into the sewer pipes below causing blockages and backups.

Whereas I know this is not the area you are specifically mentioning, there has been an ongoing odour issues in the neighbourhood around Poplar Cres and Idylwyld Cres, and a pilot project is being tested to deal with these odours. I have included some information regarding this pilot project.

*What is included in the pilot?*

- *A portable pilot trailer with oxygen infusion equipment will be deployed upstream of the sewer that runs along Lorne Avenue.*

*How long with the pilot run for?*

- *The pilot project will run for one week starting at the end of September.*

*What can you expect to see or experience during the pilot?*

- *There will be a small, infrequent amount of activity in the neighbourhood, as manholes will be accessed for sampling and instrumentation installations.*

*Who is the contractor?*

- *Anue Water Technologies*

*Approximate time to review results?*

- *The results will be reviewed over the course of 2 months upon receiving the results and a cost-benefit analysis will be performed to determine whether to proceed further with procuring this technology or consider other means for odour attenuation.*

*What is the purpose of the oxygen diffuser and how does it work?*

- *Oxygen will be injected into the upstream sewage effluent in an effort to reduce the levels of hydrogen sulfide (H<sub>2</sub>S) gas. By monitoring the levels of H<sub>2</sub>S in the area of interest we will observe whether oxygenation is able to provide significant reductions in H<sub>2</sub>S and therefore the potential for odours.*

*If City proceeds with a full scale oxygen diffuser, when would that be complete?*

- *We do not currently have a timeline for construction of a full-scale system. There would be considerable planning required due to space and mechanical constraints at the Jasper Lift Station, where the equipment would be installed. Should the pilot be considered successful, we will develop a schedule for acquisition and construction which can be provided to interested residents.*

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. 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.

Thank you again for your email.



**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer

Transportation, Transportation & Construction Department

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

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---

**From:** [REDACTED]

**Sent:** Saturday, August 08, 2020 2:20 PM

**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

**Subject:** Regarding ENGAGE - Neighbourhood Traffic Concerns

As per the information sheet recently received in our mailbox, I wish to submit the following comments directly via email.

My concerns related to traffic in the Central Business District include:

**1. Visibility at the corner of 20th Street East and Spadina Crescent East.** Traffic trying to move onto Spadina from 20th Street has a stop sign. Since the reopening of the Traffic Bridge (Victoria Bridge) this intersection has become quite busy. I believe it is even busier than when the “old” bridge was open. Obviously people are utilizing this stretch of Spadina and the surrounding area, including the improved bridge, well. My concern is that with vehicles parked along the west side of Spadina it is very difficult to see clearly when trying to turn left onto Spadina from 20th Street. It is also a fairly busy area for pedestrians. The speed of some of the traffic tends to be excessive as well. With three large hotels in the near vicinity, I expect there are visitors to our city in this area who might also find this challenging due to the poor visibility. Though I hesitate to advocate them, in order to make the intersection safer for both motorists and pedestrians, the solutions I see are perhaps a three way stop at the intersection or, alternatively, implementing several car lengths of “no parking” on Spadina from the corner of 20th Street in both directions.

**2. The noise levels allowed for both cars and motorcycles.** This is an issue not only in the downtown core but in other places throughout the city (e.g. - 8th Street ). There are regularly times when I can’t hear TV or phone conversations due to the roar of a passing vehicle. As a pedestrian it also impacts me when I am out for a walk. While the interruptions are generally brief, they do become a problem when the frequency of them increases. I would definitely like to see more regulation - or more enforcement if this is already regulated. Which brings me to my next point.

**3.** As a person who currently walks roughly an hour each day (due to the limited availability of my preferred activities of drop in classes in the gym and the pool at Lakewood Civic Centre as well as George Ward pool), I continue to be both frustrated and startled with the **folks who choose to ride their bikes on the sidewalks even when there is a bike path** right beside them (as there is along Spadina Crescent East basically from the Broadway Bridge to the University Bridge). I understand that cyclists and walkers need to “share the path” in places, although there again, as a child growing up in this city in the 1960s, I was taught that bikes were vehicles, belonged on the road and I needed to learn how to do so safely and within the rules of the law. This included giving the right of way to larger vehicles and also pedestrians, using hand signals to indicate turns, stopping at stop signs and NOT RIDING ON SIDEWALKS. As a 7 year old with my first bike I had no trouble

negotiating my way safely through city streets and fail to understand why this is too hard for people to do nowadays.

4. When we do have to share a path...like the Meewasin Trail or a bridge sidewalk... it would sure be nice if **all cyclists would warn pedestrians when they approach from behind, slow down somewhat and pass on the left at a safe distance**. After too many close calls with speeding bicyclists who appear out of nowhere and cut by very closely, I find I am becoming rather paranoid and find myself looking over my shoulder every few seconds to see if any bikes are behind me. This doesn't add much enjoyment to my walks. Sometimes I can hear a cyclist approaching but I do appreciate those who ring a bell or speak as they come close so I can ensure I stay out of their way. I can only wonder how much more concerning it must be to those who are even older than myself and/or have reduced hearing. They often don't even have the advantage of sometimes hearing a bike coming from behind them.

5. Is there any chance of having the **sidewalk that runs toward the Broadway Bridge on the west side of Spadina Crescent** (i.e. - not the Meewasin Trail side of the street) and **right through to the Traffic Bridge added to the list of those needing repair**? It is crumbling and dangerous.

6. The amount of **graffiti** in our city is disconcerting and seems to be increasing all the time. If there is a flat surface of any size or shape, some idiot has to come along and tag it. I'd love to see a more aggressive campaign to catch the perpetrators and have them scrubbing all the things they have defaced until our bridges, signposts, historic plaques, memorial benches, picnic tables, artwork, etc. look as respectable as they once did. I can't help but think that if I were a visitor to Saskatoon all the graffiti would make me think the city was a lot less beautiful than it could be. To some, I think graffiti can also imply an area is more crime-ridden and less safe.

7. Finally, there is a **foul odour** (probably from the sewer) persisting beneath the Broadway Bridge. Again, while I don't spend a lot of time there as I walk by, it would sure be nice if something could be done to rectify the situation.

Thank you for the opportunity to express my concerns via email as I will not be available to join the Microsoft Teams Live Event, do not have a Disqus, Twitter or Google account and do not wish to use my Facebook Account to do so. I recognize that keeping a city the size of Saskatoon running smoothly and "shining" is a very large task perhaps made a little more efficient by welcoming the input of those who live and work in each neighbourhood.

[REDACTED]  
[REDACTED]  
Saskatoon, SK  
[REDACTED]  
[REDACTED]

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, August 11, 2020 4:36 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Roads

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Your comments regarding road and sidewalk condition along 3<sup>rd</sup> Avenue will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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-----Original Message-----

From: [REDACTED]

Sent: Sunday, August 09, 2020 8:58 AM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Roads

From where we live on 3rd Ave. n, the streets get noisy, especially at night . We understand this a fairly heavy traffic area. Our main concern is the CONDITION of the road and sidewalks. There are many potholes along the avenue, and not pleasant driving at all. This is a busy area being close to the downtown, and attention is greatly needed. Would be an asset to the City Park district. It is also a City Transit Route. We love living here, and enjoy the city....oh and can I add a little request....a proper grocery store please 😊. Stay safe.....

Sent from my iPad

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Thursday, August 13, 2020 9:49 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Transportation concerns: spadina cres east

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Your speeding concerns along Spadina Crescent have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27<sup>th</sup>, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

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Transportation, Transportation & Construction Department  
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---

**From:** [REDACTED]  
**Sent:** Tuesday, August 11, 2020 8:37 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Transportation concerns: spadina cres east

Good evening ... I am an owner of and reside in a beautiful riverview condominium on spadina. I hope to live downtown and frequent the businesses of the central district for decades to come. I am happy to pay my taxes for this privelege. However, the unbridled and unmuffled engines of motorbikes and hotrods below me are not only an irritant but a safety issue as well. I do not know how many near accidents I witness as these yahoos speed through the underpass (they love the echoing sound of their engines in the tunnel!) and enter bicycle and pedestrian traffic along spadina.

Unfortunately, I could not attend the on-line meeting this evening; however, i would be happy to forward my months of emails to Cynthia Block documenting this activity.

( BTW: tonite is no exception as the rumble of motorbikes and hotrods parade along the park below us for several hours now. This has to stop! )

My solution: to once again close the connector between the traffic circle at the base of the traffic bridge and the underpass of the Broadway bridge needs to be closed to motor traffic. Replace this connector with a pedestrian walkway to enhance the beauty and safety of our park experience as well as the living experience of those of us who reside downtown.

This connector was closed to motor traffic for the years it took to rebuild the Traffic Bridge ... and didn't cause any difficulties to traffic patterns. So let's do so again. PERMANENTLY.

If you can offer a better solution please tell me.

[REDACTED]

[REDACTED]  
[REDACTED]

[REDACTED]

[REDACTED]

## Flores, Mariniel

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Wednesday, August 12, 2020 8:41 AM  
**To:** Flores, Mariniel  
**Subject:** FW: Further to large vehicles blocking the street on 6th Ave N  
**Attachments:** 20200804\_175642.jpg

FYI.

[REDACTED]  
[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Wednesday, August 12, 2020 6:12 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Fwd: Further to large vehicles blocking the street on 6th Ave N

Just one example of the UPS truck parked close to the sidewalk, but it is still difficult going around it due the the boulevard.

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

Subject: Other pic  
Date: Sun, 9 Aug 2020 14:23:06 -0600  
From: [REDACTED]  
[REDACTED]







## Flores, Mariniel

---

To: Flores, Mariniel

Subject: RE: Call from [REDACTED]

Concerns are:

- Spadina Crescent (Victoria Bridge to University Bridge – northwest direction)
  - Walking along sidewalk and e-bikes are not yielding to pedestrians
  - E-bikes shouldn't be allowed on sidewalk since they are technically vehicles
- Spadina Crescent & north of Bessborough Hotel
  - Observed for 48 minutes. 1 cyclist in bike lane. 27 on the sidewalk. Why aren't they using the bike lane instead?
- Spadina Crescent (3<sup>rd</sup> Ave to 25<sup>th</sup> St)
  - Excessive noise especially from Harley Davidson motorcycles
  - Police should be stationed under Broadway Bridge where they can hand out a lot of tickets
- 19<sup>th</sup> St & 4<sup>th</sup> Ave (or all the ends of the bridges – Victoria Bridge)
  - Speeding
  - Noise
  - Police should be stationed there to ticket
- Under Broadway Bridge
  - Narrow sidewalk
  - Many seniors walk and are uncomfortable by speeding vehicles who seem to be too close to pedestrians – no buffer for pedestrians (particular speeding in westbound direction)
- General
  - Drug impaired endangering pedestrians downtown. Police unit very responsive. Likes bike unit.
  - Graffiti vandalism problem downtown
  - Cyclists should use their horn/bell when passing or be courteous since there are also hearing impaired pedestrians
  - Please to hear that there is a revised Bike Bylaw and Vehicle Noise Study
  - Looks forward to follow-up from 1<sup>st</sup> meeting

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Department

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

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## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: Engage Saskatoon

---

**From:** [REDACTED]  
**Sent:** Wednesday, August 12, 2020 10:31 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Engage Saskatoon

To Whom It May Concern,

My wife and I have lived in downtown Saskatoon for over 20 years and love living here.

However, here are some of our concerns as per your Neighbourhood Traffic Review:

- Traffic noise: A lot of motorcycles use Spadina Crescent and the Broadway Bridge . Many of them are excessively loud, This also applies to many pick up trucks and cars with modified exhaust systems. A more proactive approach to enforcement of controlling this unnecessary noise would be appreciated. The city has a noise bylaw in place. Let's see it get used more often.
- Another concern is the lack of a pedestrian crosswalk at 4th Avenue South and 19th street at the base of the Broadway Bridge, Many people are jaywalking to get across to the south walkway on the bridge, or to events in Friendship Park. Why wait until someone gets injured or killed before something is done about this. I am gratified to see the city taking such an aggressive stance on taking care of graffiti downtown. The new Traffic Bridge seems to be a place where these so called "artists" leave their messages, and they are painted over in just a matter of days.
- Of course, a really big issue is the location of the Lighthouse right across from the beautiful Cinema - what were you thinking? We have learned to never walk on that side of 20th St. and warn all our family and guests to do the same. It is absolutely the worst eyesore in the entire downtown.
- Some cities are choosing to shut down certain areas to make them traffic free on certain days of the week. The new Traffic Bridge would be an excellent choice to shut down on weekends for example and make it an iconic biking/walking space. Plus it is close to all the tourist amenities which would make it a real draw for people to visit the art gallery, etc.

Thank you for the opportunity to have some input.

Sincerely,

[REDACTED]



## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Thursday, September 3, 2020 11:32 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: engage

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your comments regarding traffic have been noted and added to the project file. Your comments regarding the skating rink will be forwarded to our colleagues in Parks. Here is an update on some ongoing work that is related to a couple of the concerns that you raised.

### Vehicle Noise Concerns

Vehicle noise has been an ongoing issue in the City. A vehicle noise report was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program.

### Cyclist Concerns

Your concerns regarding cyclists have been noted. Please note that cyclists are allowed to ride on multi-use pathways and shared pathways and that children 13 and under are allowed to ride on sidewalks.

The City of Saskatoon has recently launched an education campaign to highlight some of the recent changes to the Bike Bylaw as well as reminding people about respectful / courteous riding. One of the messages in the campaign is to remind cyclists to "Slow down on shared pathways so others don't feel startled or endangered." Another message is to remind cyclists to "Use your bell when passing others".

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. 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.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer

Transportation, Transportation & Construction Department  
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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-----Original Message-----

From: [REDACTED]  
Sent: Wednesday, August 19, 2020 11:10 AM  
To: City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
Subject: engage

Please receive my concerns

7 block  
To City of Saskatoon ENGAGE

Thank you for opportunity to contribute. I live on Spadina Crescent East.

The section from Bessborough to 25 th Street seems to be used for some drivers to prove how to rev up. We do have a noise bylaw but it is really unenforcible, is it? Maybe we should several speed bumps? Close enough to stop revving inbetween? Or close this section from Friday evening to Sunday evening. It is favoured by young families for walks.

There are bike lanes in this section. The lovely wide sidewalk is used by elderly people of whom many live in this area. The use walkers. Very young children like to run on their family walks. Bicycles should not use the sidewalk. A sign should be put up and ever so often a police presence be there to give tickets. After a while cyclists will learn it is not worth the fines.

A section of the walking trail under Broadway Bridge is a disaster waiting to happen. The path narrows at the area where it bends. This is a completely blind spot at a place that slopes and cyclist find themselves going at speed into a blind area.. Put in bollards ?

The skating rink was listed by Readers Digest as one of the finest in Canada. The public toilet reeks. Is it connected to the sewer? If the toilet does not belong to the City, then the owners a committing a public nuisance and we ought to help them make this area nice.

Thank you for receiving this. [REDACTED]  
[REDACTED]

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, September 1, 2020 3:01 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Central Business District Review

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your suggestions have been noted and added to the project file.

The Downtown All Ages and Abilities (AAA) Cycling Network has been endorsed by Council as 3rd Avenue, 23rd Street and 19th Street. Council deferred implementation decisions until additional engagement can be completed. We are planning to proceed with that work in 2021.

The [Projected 2019-2021 Asset Preservation Plans](#) shows 5<sup>th</sup> Avenue between 23<sup>rd</sup> Street and 25<sup>th</sup> Street on the 2020 preservation list.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. 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.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Friday, August 28, 2020 2:50 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Central Business District Review

Hello Mariniel,

I'm sorry I missed the August 12 meeting. A few comments.

I live downtown and that's where I want to be. A few suggestions:

I'd like to see 21st Street between The Bess and the shopping mall turned into a pedestrianized street. This could attract additional development and make 21st street more of a destination.



I'm of a certain age and am not at my best driving at night. It would be nice if the overhead road signs and the street lights were placed so that the street name is illuminated. This could be done for downtown, but would be a good thing everywhere. Other cities do it.

I can walk everywhere, but downtown is a pain for cyclists. There should be an effective cycling network through downtown.

Small item: the sidewalk on the east side of the 200 block 5th Avenue is a disgrace. It's a testament to why asphalt overlay was such a dumb idea.

Cheers,

[REDACTED]

[REDACTED]

[REDACTED]

SASKATOON, SK

[REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Monday, August 31, 2020 4:19 PM  
**To:** Flores, Mariniel  
**Subject:** FW: CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc.  
[REDACTED]

For CBD

[REDACTED]  
[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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---

**From:** [REDACTED]  
**Sent:** Monday, August 31, 2020 4:07 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc. [REDACTED]

Good afternoon [REDACTED]

Thanks for bringing your concern forward, we are looking into this type of issue however we are still very early on in this process, please see the information below:

At its Regular Business Meeting on May 25, 2020, City Council resolved that:

1. That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
2. That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
3. That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020; and
4. That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Business Meeting on July 27, 2020, City Council resolved that:

1. That the budget allocations as shown in the attached Final Reallocation List be approved; and that the Administration be directed to take appropriate action to deliver the initiatives.

The budget allocations for the Municipal Economic Enhancement Program, as presented on July 27, included the provision for \$50,000 to retain a consultant to research, review, engage stakeholders, cost estimate, and ultimately recommend detailed mitigation measures for the City of Saskatoon.

Once funding is confirmed by the province, we will proceed with retaining a consultant.

I have asked our Senior Engineer to include your concerns in the Neighborhood Traffic Review, in the meantime, as noted by Councillor Block, this may be a good place for our Enforcement folks to spend some time, schedules permitting. Please contact them on their direct line (306 975-8068) when you are noticing issues, they may be able to assist.

Regards,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Friday, August 21, 2020 9:37 AM  
**To:** [REDACTED]  
**Subject:** RE: CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc. [REDACTED]

Good Morning [REDACTED], and thank you for your email.

I am so sorry this noise issue continues in your neighbourhood. Please know that that I have had numerous meetings with police, spoken to many residents in the downtown, and just recently Council voted to prioritize a new noise reduction plan. With current technology, police are not able to effectively enforce the bylaw. The new plan aims to find that technology so the bylaw can be upheld.

Further, there is a Neighbourhood Traffic Review underway for the downtown. By way of this email I am asking our administration to review your concerns, add them to the formal review process and also advise about next steps. I am also following up with Saskatoon Police so they are aware of this ongoing problem.

I really want to see our downtown thrive, and in order to do that we must ensure that this core neighbourhood has good quality of life, including quieter streets.

Please let me know if you have further questions.

Warm Regards,  
Cynthia

Stay up to date by subscribing to e-updates: [www.cynthiablockward6.com](http://www.cynthiablockward6.com)

Cynthia Block  
Councillor - Ward 6  
City of Saskatoon  
222 3rd Ave North  
Saskatoon, Sk. S7K 0J5

---

**From:** Web NoReply  
**Sent:** Thursday, August 20, 2020 10:09 AM  
**To:** [REDACTED]  
**Subject:** CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc.

--- Replies to this email will go to [REDACTED] t ---

Submitted on Thursday, August 20, 2020 - 10:08

Submitted by user: Anonymous

Submitted values are:

First Name [REDACTED]  
Last Name [REDACTED]  
Address [REDACTED]  
Email [REDACTED]  
Confirm Email [REDACTED]  
Phone [REDACTED]  
Other Phone  
City Saskatoon  
Province Sk  
Your Message  
Inquiry Category Request a service  
Subject Loud, speeding vehicles on Spadina Cresc.  
Message

We are so disappointed that nothing has been done to stop the horribly loud vehicle noise and excessive speeding along Spadina Crescent. This is not the first time I've complained to the Transportation department and now to you personally and it's probably not the last. We accept the fact that Spadina is an ambulance route to RUH so speed bumps are not appropriate, but certainly Cameras and decibel measuring devices would do the job.  
Can you tell me what recourse and elderly man has against being hit by bicycles on the sidewalks? It's such a shame to live in our beautiful Downtown core and fear for ones safety when out walking.  
There must be a solution to these problems.

[REDACTED].

Attachment

The results of this submission may be viewed at:

[REDACTED]



## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Thursday, September 3, 2020 3:03 PM  
**To:** Flores, Mariniel  
**Cc:** [REDACTED]  
**Subject:** Re: traffic Noise level

Dear Mariniel,

I am impressed with your immediate and detailed response to my concerns. I will be following news about this issue. Thank you.

[REDACTED]  
Sent from my iPhone

On Sep 3, 2020, at 1:04 PM, Flores, Mariniel <[Mariniel.Flores@saskatoon.ca](mailto:Mariniel.Flores@saskatoon.ca)> wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your comments have been noted and added to the project file.

Vehicle noise has been an ongoing issue in the City. A vehicle noise report was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. 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.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer

Transportation, Transportation & Construction Department  
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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-----Original Message-----

From: [REDACTED]  
Sent: Thursday, September 03, 2020 8:47 AM  
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
Subject: traffic Noise level

I appreciate the opportunity to voice my concerns through the Neighbourhood Traffic Review.

We have a [REDACTED] condo at [REDACTED] Spadina Cres. Frequently there are Harley Davidson motorcycles with intentionally loud (after market) exhaust systems that stop at the light intersection at 24th and Spadina, then accelerate loudly as they drive away. The noise is excessive to the point that we are unable to enjoy the view of the beautiful river valley from our balcony or when walking on the river paths for much of the time.

We believe Saskatoon has done an exceptional job of the park system along the river. It is very unfortunate that full enjoyment of the parks by tourists and residents is spoiled by a few individuals through their "juvenile" behaviour to display "power" by needless excessive noise. This is an issue that I think needs to be addressed.

Sincerely,

[REDACTED]

Sent from my iPhone

## Flores, Mariniel

---

**To:** Flores, Mariniel  
**Subject:** RE: Nutana Park Traffic Review [REDACTED]

---

**From:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Sent:** Thursday, September 24, 2020 1:49 PM  
**To:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Subject:** Note to Self: RE: Nutana Park Traffic Review [REDACTED]

Other:

- 3<sup>rd</sup> Ave & 19<sup>th</sup> St - Westbound traffic signal head on overhead wire is not visible. It blends in with the surroundings. Suggest yellow border around it. – I will include in my CBD NTR. Will be addressed as part of the BRT Project.
- Added Lane Sign – More education for drivers so they don't treat it as a yield sign. Suggest SGI send a refresher sheet with this type of information to drivers.

### **Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Department  
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:** City of Saskatoon - Customer Care Centre [<mailto:customer care@saskatoon.ca>]  
**Sent:** Thursday, September 24, 2020 9:59 AM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Nutana Park Traffic Review [REDACTED]

Hello Mariniel,

[REDACTED] called today with several questions pertaining to the Nutana Park Neighbourhood Traffic Review. I could not locate any information online for this specific area. He asked to speak with you directly, so if you could call him back a [REDACTED], it would be greatly appreciated.

Thank you,

[REDACTED]

### **Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customer care@saskatoon.ca](mailto:customer care@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Monday, November 2, 2020 11:45 AM  
**To:** Councillors Support  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic pattern measurement [REDACTED]

Good morning.

This has been added to the project file.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[mariniel.flores@saskatoon.ca](mailto:mariniel.flores@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** Councillor Support <[CouncilSupport@saskatoon.ca](mailto:CouncilSupport@saskatoon.ca)>  
**Sent:** Friday, October 30, 2020 2:20 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Cc:** Councillors Support <[CouncilSupport@saskatoon.ca](mailto:CouncilSupport@saskatoon.ca)>  
**Subject:** FW: Traffic pattern measurement [REDACTED]

Good afternoon Mariniel,

Can you please add these notes to the Central Business District NTR as per Councillor Blocks request (below).

Thank you!

[REDACTED]  
[REDACTED]  
Corporate Service Delivery Coordinator, Service Saskatoon  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Sent:** Friday, October 30, 2020 11:55 AM  
**To:** [REDACTED]  
**Cc:** Councillors Support <[CouncilSupport@saskatoon.ca](mailto:CouncilSupport@saskatoon.ca)>  
**Subject:** RE: Traffic pattern measurement [REDACTED]

Thanks for your note, [REDACTED], and your support.

By way of this email I am asking our administration to add this email to the file, as we look to address traffic issues in the downtown.

Warm Regards,

Cynthia

Stay up to date by subscribing to e-updates: [www.cynthiablockward6.com](http://www.cynthiablockward6.com)

Cynthia Block

Councillor - Ward 6

City of Saskatoon

222 3rd Ave North

Saskatoon, Sk. S7K 0J5



---

**From:** [REDACTED]  
**Sent:** Tuesday, October 27, 2020 12:37 PM  
**To:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Subject:** Traffic pattern measurement

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Good afternoon cynthia, today on my weekly walk to the francis morrison to drop off and pickup books, along beautiful spadina I noticed car- counter strips in front of the courthouse.

Now I know a traffic report is coming out this spring and car-counting is a necessary element in that report. HOWEVER, counting cars on spadina in the fall&winter rather than the busy spring&summer will yield spurious results at best!

PLUS, counter strips do not report noise or speeding or revving motors ... all of which require the traffic modifications i have previously suggested.

I look forward to seeing evidence of inclusion of these issues by city traffic engineers' research&assessment as well.

Thanks for your time, cynthia.

Wishing u the best in your bid for re-election.

[REDACTED]

## Flores, Mariniel

---

**From:** Web E-mail - Sustainability  
**Sent:** Thursday, July 15, 2021 11:06 AM  
**To:** [REDACTED]  
**Cc:** Flores, Mariniel; Web E-mail - Sustainability  
**Subject:** RE: Feedback about the traffic

Good morning,

Thank you for your comments and we apologize for the lateness of this response.

The City currently monitors CO2 emissions through its greenhouse gas inventory, which is an annual total of CO2 or equivalent emissions produced in Saskatoon. In 2016 and 2017, the City completed GHG Emissions Inventories and high-level results of these are included in the Low Emissions Community Plan. This plan was presented to City Council and outlines a variety of actions that the City can take to reduce our emissions. These actions include common practices like increasing the usage of renewable energy technologies and encouraging more public and active transportation in the place of single use passenger vehicles. More information can be found here: [www.saskatoon.ca/lowemissions](http://www.saskatoon.ca/lowemissions).

This inventory and plan specifically looks at the emissions that contribute to global warming and not those that impact the quality of the air we breathe, even though they are sometimes from the same source. Implementation of the Low Emissions Community Plan actions will have a co-benefit of improving air quality in our community. But there are some things that affect air quality that are out of the City's direct control (the burning of fossil fuels for electricity for example).

Other levels of government are responsible for monitoring and reporting day to day air quality that impact health. The provincial government has a network of air quality stations. You can find out more about their program, including current and historical air quality data here: <http://www.environment.gov.sk.ca/air/>. Environment Canada reports daily air quality through the Air Quality Health Index, which looks specifically at the risk to health caused by air quality. You can find Saskatoon's daily report here: [https://weather.gc.ca/airquality/pages/skaq-002\\_e.html](https://weather.gc.ca/airquality/pages/skaq-002_e.html). Saskatoon is also a member of the Western Yellowhead Air Management Zone (WYAMZ): <http://wyamz.ca/>, which also monitors air quality.

Further, the City does not have any municipal air quality regulation that would address situation such as chemical smells. The province does not regulate odor, so unless the complainant or the city chooses to monitor the situation and determine the specific source and chemical causing the problem, and it turns out that the chemical is one of those that is regulated by the province, there is no recourse there.

<https://www.saskatoon.ca/environmental-initiatives/environmental-dashboard/air/air-quality>

Regards,

### Sustainability Department

City of Saskatoon | 222 3<sup>rd</sup> Avenue North | Saskatoon, SK S7K 0K1  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Thursday, March 25, 2021 3:25 AM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Feedback about the traffic

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Thank you for the chance to write a traffic feedback

The road traffic situation in Saskatoon is not so bad as in the other cities. Many places have more cars, but it's pleasant to be on the streets of these cities anyway, because cars do not disturb you at all. In Saskatoon the situation is Very different, the problem is in cars, but not in traffic. I've never seen such bad cars even in 3-rd world countries. Diesel pickup trucks, old diesel vans, and etc. These are chemical attacks on the wheels. Too many people here cut off their filters, and there is no control over it.

As a result it is REALLY unpleasant to walk in the city. Because every 3-4 minutes you hear : "TRRRRRR" and the air smells absolutely awful (because of such cars). There is no way to escape this intoxicating smell, I often have headaches after. It is so bad that all these gases do not dissipate even after 50 meters, and you feel it even in Kiwanis and Kinsmen parks when walking. Even in 2-nd world cities it is not typical to feel an awful intoxicating smell every 3-4 minutes in the city. It is a typical feature of 3-rd world cities, just the cities from which people try to run away.

I am sorry if it is the wrong address to write a concern, maybe you could resend my message to another e-mail in such case. This place is a huge disappointment. You just never expect when you come to Canada to live like that.

I've been to so many countries, but before Saskatoon I could never imagine that working near the roads can be so awful. I tried pm 2.5 masks, even a small wet towel to breathe through, nothing works. These smells are so potent, nothing helps at all.

Sorry for being honest, this issue just has been bothering me for all the last year, I know other people who can't imagine their future life in Saskatoon because of the same issue.

Have a good day. Best regards.

---

[REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Monday, April 19, 2021 11:25 AM  
**To:** Flores, Mariniel  
**Subject:** RE: Proposed Treaffic chagnes for the Central Business District

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Great! I appreciate the confirmation.

Thank you.

[REDACTED]

Sent from my Galaxy

----- Original message -----

**From:** "Flores, Mariniel" <Mariniel.Flores@Saskatoon.ca>  
**Date:** 2021-04-19 10:02 a.m. (GMT-06:00)  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** RE: Proposed Treaffic chagnes for the Central Business District

Hello [REDACTED]

Your assumption is correct. Our colleagues in Saskatoon Transit have confirmed that there are also no changes planned in the number of buses running and/or cycle times of the buses running on 24<sup>th</sup> Street.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Division

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:** [REDACTED]  
**Sent:** Wednesday, March 31, 2021 11:33 AM  
**To:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** RE: Proposed Treaffic changes for the Central Business District

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Mariniel

Thank you for your prompt response. I am happy to hear that there are no changes planned to the existing bus routes. I assume this also means no changes planned in the number of buses running and or the cycles times of the buses running on 24<sup>th</sup> street . If my assumption is not correct Please advise.

Thank you!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** Flores, Mariniel [<mailto:Mariniel.Flores@Saskatoon.ca>]  
**Sent:** Tuesday, March 30, 2021 11:36 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Proposed Treaffic changes for the Central Business District

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The bus routes shown on the map are for existing routes; there are no changes planned to the existing bus routes as part of the Central Business District neighbourhood traffic review.

The draft traffic plan will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Division

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

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---

**From:** [REDACTED]  
**Sent:** Thursday, March 25, 2021 3:47 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Proposed Treaffic chagnes for the Central Business District

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Hello Mariniel

[REDACTED] I was able to log on to the engage web site and was able to get a view of the proposed traffic changes map. I am concerned that it appears that 24<sup>th</sup> street is proposed as a Bus route.

Questions:

Are you able to confirm how many buses will be traveling in both directions on a daily basis?

Are you able to confirm where the bus stops will be set up on 24<sup>th</sup> street?

I will look forward to your reply and further discussions. Please feel free to contact me direct via my cell phone number below.

Thank you!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 31, 2021 9:09 AM  
**To:** Flores, Mariniel  
**Subject:** Re: Proposed Traffic Changes

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Thanks so much, Mariniel. Greatly appreciated.

Kind regards,  
[REDACTED]

On Tue, Mar 30, 2021 at 11:39 AM Flores, Mariniel <[Mariniel.Flores@saskatoon.ca](mailto:Mariniel.Flores@saskatoon.ca)> wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The draft traffic plan showing locations where changes are proposed is attached. The recommendations will be discussed in detail at the upcoming public meeting on Tuesday, April 13<sup>th</sup> and then posted to the project [Engage Page](#).

We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Division

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---

**From:** [REDACTED]  
**Sent:** Sunday, March 28, 2021 5:58 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Proposed Traffic Changes

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Ms. Flores,

I've been reviewing the information regarding the proposed traffic changes in the downtown area, the leaflet provided in the mail dated March 22, 2021.

The map is very difficult to read, and the online version is not much better. Is it possible for you to send me a pdf that can be enlarged?

I live in the downtown district as do my parents, and we'd like to know for certain what we are looking at.

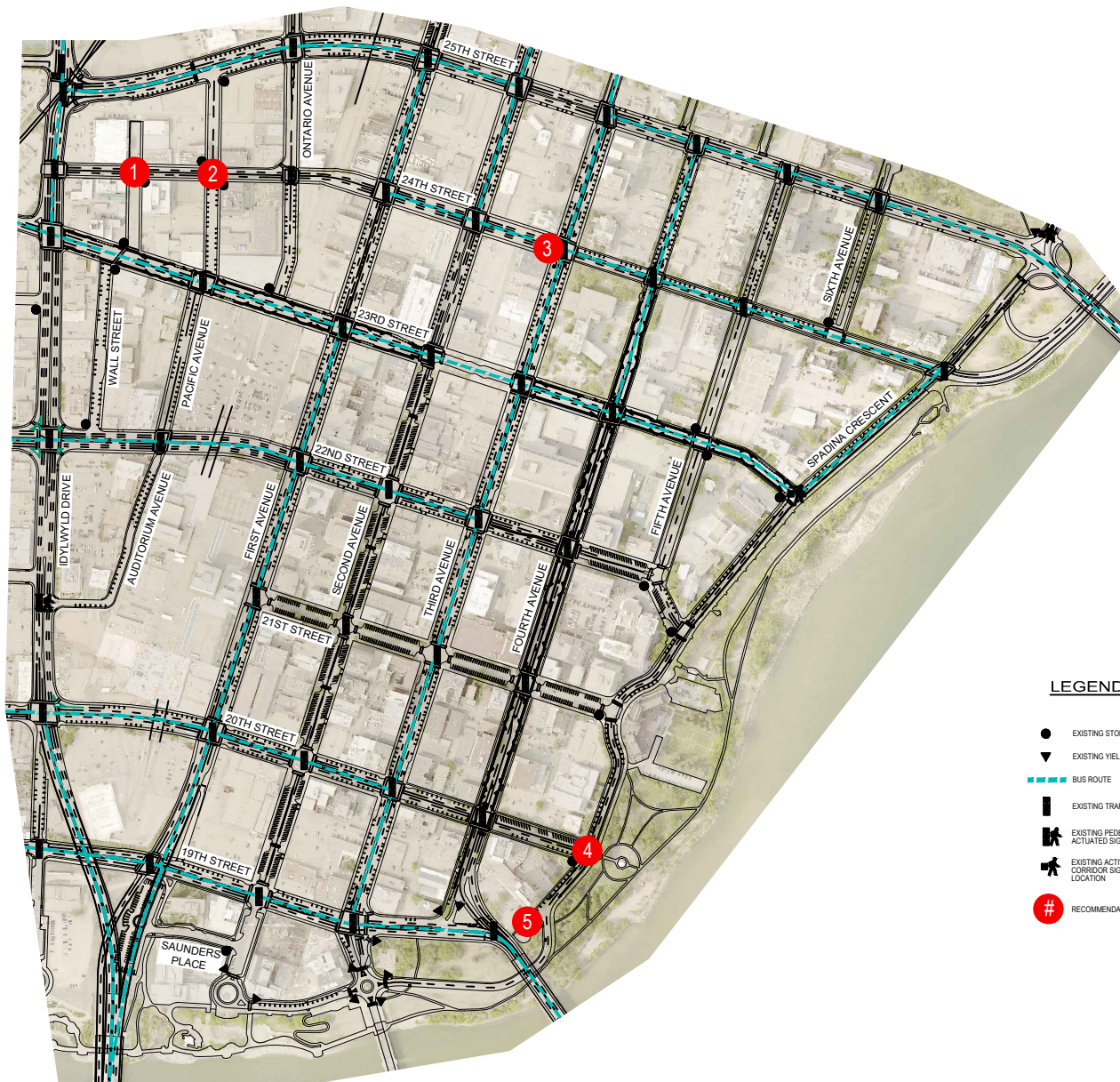
One big problem with traffic downtown the last few years has been the increased number of driver-ed schools that use the downtown streets to practice parallel parking. This is pretty much non-stop - it often starts @ 7 am, and goes till 11 pm. I often try to avoid my own street of [REDACTED] 5th Avenue North as traffic can be delayed significantly with up to ~4 vehicles in one city block, all parallel parking - very slowly, I might add. I will use 22nd Street East, turning left at the one way stop, onto 5th Avenue North, to avoid parallel parking issues as much as possible, which often means detouring to do this.

With proposed one-way streets (again, it's hard to verify 100% where these are proposed without seeing a map where all is visible), this would be a big issue.

Thank you for your consideration in this matter.

Kind regards,

A solid black rectangular box used to redact a signature.



#### LEGEND

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- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⬮ EXISTING TRAFFIC SIGNAL
- ⬮ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬮ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

# CENTRAL BUSINESS DISTRICT TRAFFIC PLAN

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Thursday, April 8, 2021 10:28 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Feedback on traffic changes

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets. The [Permanent Outdoor Festival Site](#) is beyond the scope of the neighbourhood traffic review. These comments have been forwarded to Community Services for further consideration.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Division  
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-----Original Message-----

**From:** [REDACTED]  
**Sent:** Monday, April 5, 2021 10:31 AM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Feedback on traffic changes

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Hi

The issue that I would like to comment on is the proposal to construct a festival site in Friendship Park. It is my understanding that this year round festival site is proposed to be established across the street from my home. It seems clear to me that a festival site needs to be set away from people's homes. A buffer area is required between homes and festival sites. I think most people would relate to the negative impact of a festival site across the street from their bedroom.

I suggest that this proposed location is not fair to the people who live adjacent and a more appropriate location could be found.

Thanks

[REDACTED]

Sent from my iPhone



## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Thursday, April 8, 2021 10:35 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic Planning

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets.

Your concern regarding Victoria Bridge is beyond the scope of the Central Business District neighbourhood traffic review. Vehicle noise has been an ongoing issue throughout the City. The Administration has retained a consultant to research, review, engage stakeholders, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise for streets that are not eligible for the Traffic Noise Sound Attenuation Program.

Your comments regarding parking in River Landing will be forwarded to our colleagues for further consideration.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

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---

**From:** [REDACTED]  
**Sent:** Tuesday, March 30, 2021 5:23 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Traffic Planning

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Hi Mariniel,

I would like to ask that the Victoria Bridge have some speed bumps or some speed limits for cars wanting to race down at all hours of the day and night.

I wish the road along the river had parking on both sides. So many people want to take advantage of Riverlanding etc. Maybe there could be a parking space so people could walk down from there to the river.

That's all for now,  
Thank you for the opportunity.



## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Monday, April 12, 2021 8:48 AM  
**To:** [REDACTED]  
**Cc:** Flores, Mariniel  
**Subject:** Traffic Planning

Good Morning [REDACTED]

Thank you for your email regarding traffic planning and parking in and around River Landing.

We are pleased that so many people wanting to take advantage of River Landing. It certainly has been a shining star in our city. We certainly realize that the popularity of this destination would require parking. Thought and consideration was taken to find the balance in having adequate parking for the popularity of this destination. The south side of Spadina Crescent's no parking rational was two-fold: one, to try not to impede the view of the river, and two, to ensure pedestrian access and safety along the promenade. We have balanced that out with having on-street parking on other streets, the River Landing Parkade, and a parking lot underneath Sid Buckwold Bridge.

Thank you again for your feedback, it is really appreciated.

Have a good day.

[REDACTED]

[REDACTED]  
[REDACTED]  
River Landing Project Manager  
Planning and Development, Community Service Division  
City of Saskatoon | 222 3<sup>rd</sup> Avenue North | Saskatoon, SK S7K 0J5  
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[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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- BUS ROUTE
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- ⬮ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
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- # RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/central-business-district](http://www.saskatoon.ca/engage/central-business-district)

# CENTRAL BUSINESS DISTRICT TRAFFIC PLAN

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Thursday, April 8, 2021 10:30 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: CBD Traffic Review

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets.

Your comments regarding the sidewalk along 5<sup>th</sup> Avenue between 23<sup>rd</sup> Street and 24<sup>th</sup> Street will be forwarded to our colleagues in Roadways, Fleet and Support Services for further consideration. The [asset preservation plans for 2020-2022](#) show that there are plans to resurface this block of 5<sup>th</sup> Avenue in 2021.

The [Downtown All Ages and Abilities \(AAA\) Cycling Network](#) has been endorsed by Council as 3rd Avenue, 23rd Street and 19th Street. Council deferred implementation decisions until additional engagement can be completed. We are currently developing the plans for additional engagement; timing has not yet been determined.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Friday, April 2, 2021 2:21 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** CBD Traffic Review

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Hello Mariniel,

I don't have any deep concern re downtown neighbourhood traffic although I support any steps that would make the downtown more walkable. For the moment that would include fixing the disgusting sidewalks on 5th across from the S-



P. In the longer term I would like to see vehicle traffic removed from 21st street. I look forward to your specific bike lane proposal. Although I am not much of a cyclist, I believe it is important to be able to get around downtown by bike without putting one's life at risk.

Regards,

[REDACTED]

[REDACTED]

SASKATOON, SK

[REDACTED]

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, April 20, 2021 1:41 PM  
**To:** [REDACTED]  
**Subject:** RE: Central Business District NTR

Hello [REDACTED]

Thank you for confirming. The materials have been posted at [saskatoon.ca/engage](https://saskatoon.ca/engage). I've pasted the links below as well.

*On April 13, 2021, an online meeting was held to discuss the [Draft Traffic Plan](#) and [Recommendations](#) for The Central Business District. Please review the [meeting minutes](#) and [recording](#) for additional details.*

If you have any comments or feedback, please feel free to send them my way.

Have a good day.

Regards,

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Thursday, April 15, 2021 4:58 PM  
**To:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Subject:** Re: Central Business District NTR

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Mariniel, yes, and thank you. I look forward to the link.  
[REDACTED]

On 15 April 2021, at 3:06 pm, "Flores, Mariniel" <[Mariniel.Flores@saskatoon.ca](mailto:Mariniel.Flores@saskatoon.ca)> wrote:

Good afternoon.

Thank you for the call. Please let me know if you have received this e-mail and I will send a link to the meeting recording, recommendations, and meeting minutes when they have been finalized.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Division

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

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## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Monday, May 17, 2021 10:07 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Neighbourhood Traffic Review - Central Business District [REDACTED]

Good morning, [REDACTED]

Thank you for your comments. Your comments regarding the Permanent Outdoor Festival Site have been forwarded to Community Services for further consideration.

Regards,

**Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Wednesday, May 12, 2021 2:46 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Re: Neighbourhood Traffic Review - Central Business District [REDACTED]

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hello mariniel, I have now had time to review the documents via the link. Thanks for forwarding. I will forward to the Renaissance Condo Board as well.

And I am impressed with the plan for the festival site. I still have concerns about noise and traffic ... not so much parking as most of us who live in this area have underground parking. But I do look forward to seeing its completion and the resulting increase in use of our downtown.

However, I would like to encourage the City Planning Department to permanently close the spadina connector between Traffic Bridge and the boat launch. It is not a big loss to downtown motorists and bikers. They can easily access the downtown core or cross to the university bridge without it along 4th avenue. (as they did when the police blocked off that area for the anti-masker rallies at the memorial these past few weeks)

This would make the whole area safer for pedestrians and for bicyclists ... especially in light of the desire to make this festival area a go-to place when the festivals are not in session!

Thanks to you and your department for your hard work.



“ Evolution, gravity, change, and the dynamic transformation of field into forest move me. A warbler migrating over hundreds of miles of land and ocean to sing in the same tree once again is as miraculous to me as any dividing sea. J. Drew Lanham

---

**From:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Sent:** Tuesday, May 11, 2021 2:53 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** RE: Neighbourhood Traffic Review - Central Business District [REDACTED]

Hello [REDACTED]

Traffic data was collected on Spadina Crescent in October 2020. We did not collect traffic in the summer as we were waiting for traffic volumes to normalize and for the first Central Business District Neighbourhood Traffic Review Meeting to occur. The first public meeting for the neighbourhood traffic review was held on August 12, 2020 and the comment period was open for a month after that date. As you can imagine, travel patterns changed significantly last year due to the pandemic. We monitored traffic data each month to assess when it would be appropriate to collect data. Towards the fall, traffic volumes were approaching pre-pandemic levels so it was appropriate to collect data at that time.

This [link](#) includes a description of the proposed Permanent Outdoor Festival Site and a high-level discussion of the proposed concept plan. Your comments have been forwarded to Community Services for further consideration.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer  
Transportation, Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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**From:** [REDACTED]  
**Sent:** Tuesday, May 4, 2021 2:37 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Re: Neighbourhood Traffic Review - Central Business District [REDACTED]

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specifically when was this traffic data collected at 20th and Spadina? the only time I saw a counter was last fall weeks after the peak time of May to Oct. Even then I laughed at the timing of collection.

As for the issues connected to the traffic bridge connector ... I would hope that this stretch of road would be permanently (and thus driving down noise and traffic under Broadway bridge and along all of Spadina) closed once the festival venue is in place. And I hope that residents' concerns for noise would also be taken into account when designing this venue.

yours

■

“ Evolution, gravity, change, and the dynamic transformation of field into forest move me. A warbler migrating over hundreds of miles of land and ocean to sing in the same tree once again is as miraculous to me as any dividing sea. J. Drew Lanham

---

**From:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>

**Sent:** Monday, May 3, 2021 2:58 PM

**To:** ■

**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>; City of Saskatoon - Customer Care Centre <[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)>

**Subject:** RE: Neighbourhood Traffic Review - Central Business District ■

Hello ■

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

#### Spadina Crescent and 20<sup>th</sup> Street

We received concerns from drivers regarding difficulty turning between gaps in traffic and limited visibility around parked vehicles. Based on the review of these concerns and the collision history of the intersection, an all-way stop is recommended to improve intersection safety.

A curb extension on the northwest corner on Spadina Crescent was also recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

#### Spadina Crescent

As part of the neighbourhood traffic review, traffic data was collected at two locations on Spadina Crescent. The results are summarized in the table below.

Roadway	Average Annual Daily Traffic (AADT) (vehicles per day)	85 <sup>th</sup> percentile speed (km/h)
Spadina Crescent (22 <sup>nd</sup> Street to 23 <sup>rd</sup> Street)	7,000	52
Spadina Crescent (3 <sup>rd</sup> Avenue to Delta Hotel cul-de-sac)	5,850	47

Traffic calming is typically considered when traffic volumes are higher than the typical range or the 85<sup>th</sup> percentile speed is 5 km/h or greater over the posted speed limit. The measured traffic volumes and speeds are within the typical levels.

The City has recently recommended a [Permanent Outdoor Festival site](#) on Spadina Crescent between 20<sup>th</sup> Street and 3<sup>rd</sup> Avenue. This project includes additional modifications for this stretch of Spadina Crescent, which are outside of the scope of the Neighbourhood Traffic Review.

#### Spadina Crescent and the Delta Hotel cul-de-sac

We received concerns regarding near misses at this intersection. These concerns were verified by field observations. A stop sign is recommended to replace the existing yield sign to improve intersection safety.

#### Vehicle Noise

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. We have retained a vehicle noise mitigation specialist to conduct research, complete a jurisdictional review, engage key stakeholders, prepare cost estimate, and recommend possible mitigation measures that could be presented for the next budgeting cycle.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be considered as the traffic plan is finalized.

Thank you again for your email.

#### **Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Division

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:** City of Saskatoon - Customer Care Centre <[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)>

**Sent:** Wednesday, April 28, 2021 8:31 PM

**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

**Subject:** FW: Neighbourhood Traffic Review - Central Business District [REDACTED]

Hello,

Please see comments below.

Thank you  
[REDACTED]

#### **Customer Care Agent | [tel 306.975.2476](tel:306.975.2476)**

Service Saskatoon Customer Care Centre

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

[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

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

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---

**From:** [REDACTED]  
**Sent:** Wednesday, April 28, 2021 5:24 PM  
**To:** [customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
**Subject:** Re: Neighbourhood Traffic Review - Central Business District [REDACTED]

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My comments: the all-way stop will simply encourage the motorbikes to loudly gun their motors as they 'stop and go' FROM 3 DIRECTIONS instead of the one that exists presently. Disturbing both residents and park goers.

PLUS you create more problems for pedestrians crossing to the park because of lines of cars waiting to stop&go.

READ THIS: The big safety issue is caused by the connector from the traffic bridge, under broadway bridge and onto spadina. This connector encourages a circuit of joy-riders on a part of spadina with very poor sightlines that disturb the neighborhood and pose risks to park users everyday until dark, all spring thru fall. Your SOLUTIONS DID NOTHING TO ADDRESS THIS.

YOUR SOLUTIONS ARE TOTALLY IGNORING THE SAFETY ISSUES CAUSED BY THIS CONNECTOR!

As for the cul de sac: I live above the cul de sac and have noticed no problems there ever ... yield sign or stop sign. Your solution is to a non-problem.

I am very discouraged by your efforts.

Were any efforts made to truly study the traffic-pedestrian interface here?

The only time I saw a traffic counter was last November in front of the court house. Wrong place. Wrong time.

[REDACTED].

[REDACTED]

---

**From:** City of Saskatoon <[ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)>  
**Sent:** Wednesday, April 28, 2021 4:39:34 PM  
**To:** [REDACTED]  
**Subject:** Neighbourhood Traffic Review - Central Business District

# NEIGHBOURHOOD TRAFFIC REVIEWS

## Central Business District - Neighbourhood Traffic Review

Hello,

On April 13, a community meeting was held for the Central Business District to engage residents and hear about their transportation concerns. If you were unable to attend or would like to revisit what was discussed, please review the [presentation](#) and [meeting minutes](#). The meeting materials are also available online at [saskatoon.ca/NTR](https://saskatoon.ca/NTR) and the [City Engage page](#).

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a [Draft Traffic Plan](#) that proposes changes to the way traffic moves around your neighbourhood. We would appreciate the opportunity to get your thoughts on our draft plan.

The draft plan has been posted to [Saskatoon.ca/engage](https://Saskatoon.ca/engage) and [Saskatoon.ca/ntr](https://Saskatoon.ca/ntr) for your review and comment. We also prepared a brief [video](#) which provides an overview of the process, comments received, and draft traffic plan recommendations. We would appreciate hearing your thoughts of our draft plan. The comment period will be open until May 14, 2021.

We look forward to hearing from you!

Regards,

Mariniel Flores, Transportation Engineer  
306-975-3463  
City of Saskatoon

Email sent to: [dlelke@hotmail.com](mailto:dlelke@hotmail.com)

City of Saskatoon  
222-3rd Ave N |  
Saskatoon, Saskatchewan | S7K 0J5 | Canada |  
306-975-2476 | [customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

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## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Tuesday, May 4, 2021 10:19 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Central business district #5

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

### Vehicle Speeds

The posted speed limit on Spadina Crescent between 3<sup>rd</sup> Avenue and 25<sup>th</sup> Street is 50 km/h.

The 85<sup>th</sup> percentile operating speed (i.e. the speed at which 85 percent of drivers are travelling at or below) was measured at two locations on Spadina Crescent. The results are summarized below.

- Spadina Crescent (22<sup>nd</sup> Street to 23<sup>rd</sup> Street) = 52 km/h
- Spadina Crescent (3<sup>rd</sup> Avenue to Delta Hotel cul-de-sac) = 47 km/h

Devices are typically considered if the 85<sup>th</sup> percentile operating speed is 5 km/h or greater over the posted speed limit. The measured speeds are below this threshold.

The City has recently recommended a Permanent Outdoor Festival site on Spadina Crescent between 20<sup>th</sup> Street and 3<sup>rd</sup> Avenue. This project includes additional modifications for this stretch of Spadina Crescent, which are outside of the scope of the Neighbourhood Traffic Review.

### Vehicle Noise

Vehicle noise has been an ongoing issue throughout the City. The Administration has retained a consultant to research, review, engage stakeholders, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise for streets that are not eligible for the Traffic Noise Sound Attenuation Program.

### Spadina Crescent and the Delta Hotel cul-de-sac

We received concerns regarding near misses at this intersection. These concerns were verified by field observations. A stop sign is recommended to replace the existing yield sign to improve intersection safety.

### Spadina Crescent and 20<sup>th</sup> Street

We received concerns from drivers regarding difficulty turning between gaps in traffic and limited visibility around parked vehicles. An all-way stop was recommended to improve intersection safety. Based on the review of these concerns and the collision history of the intersection, an all-way stop is recommended to improve intersection safety.

A curb extension on the northwest corner on Spadina Crescent was recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be considered as the traffic plan is finalized.

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**  
Transportation Engineer

Transportation, Transportation & Construction Division  
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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-----Original Message-----

From: [REDACTED]  
Sent: Monday, May 3, 2021 11:48 AM  
To: Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
Subject: Central business district #5

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The recommended solution for the cup de sac will not accomplish anything concerning traffic noise. The real concern is traffic speeding both south and North on Spadina as they travel under the Broadway bridge. This is also an area where excessive engine noise is created due to acceleration and echos created under the bridge and continuing down the street towards the delta Bessborough. Although the all way stop at 20th will increase pedestrian safety it may create more engine noise as people feel the need to accelerate quickly leaving the stop sign just as they do when heading up the Broadway bridge from the lights on 19th.

Individuals with the loud exhaust systems tend to frequent this area due to the enjoyment they receive from the echoes created from the confines of downtown buildings.

Restricting functions directly on the sidewalk at 20th and Spadina would ease some of the pedestrian traffic concerns.

Regards

[REDACTED]

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: Feedback on traffic changes [REDACTED]

---

**From:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Sent:** Thursday, May 6, 2021 9:09 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Feedback on traffic changes [REDACTED]

Hi [REDACTED] and thank you for your email –

The NTR is still in the public engagement phase, so the report back to the community has not been drafted at this point. As the funding for the festival site project has not been approved, I'm not sure how the NTR will be considering traffic around Friendship Park. By way of this email I am asking our administration to provide a response to both of us.

Further, please note there will be public engagement with all affected property owners when Council decides to move forward with the festival site project. Council has been clear that it does not want it built on the back of property tax. However, should there be future opportunities through funding from other levels of government, Council has endorsed a robust public engagement with affected neighbours.

Warm Regards,  
Cynthia

---

**From:** [REDACTED]  
**Sent:** Monday, May 3, 2021 6:36 PM  
**To:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Subject:** Fwd: Feedback on traffic changes

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Hi Cynthia

I am forwarding an email with the response. I sent this to the group working on the traffic review. They are not addressing the festival site. I have not had any useful response regarding the plan to build a festival site across the street from my house.

It seems there has been no concrete interest in this issue.

I hope you can address this issue

Thanks  
[REDACTED]

Sent from my iPhone

Begin forwarded message:

**From:** "Flores, Mariniel" <[Mariniel.Flores@saskatoon.ca](mailto:Mariniel.Flores@saskatoon.ca)>  
**Date:** April 8, 2021 at 10:27:36 AM CST  
**To:** [REDACTED]

**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@saskatoon.ca](mailto:NTR@saskatoon.ca)>

**Subject: RE: Feedback on traffic changes**

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets. The [Permanent Outdoor Festival Site](#) is beyond the scope of the neighbourhood traffic review. These comments have been forwarded to Community Services for further consideration.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Division  
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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-----Original Message-----

From: [REDACTED]  
Sent: Monday, April 5, 2021 10:31 AM  
To: Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
Subject: Feedback on traffic changes

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Hi

The issue that I would like to comment on is the proposal to construct a festival site in Friendship Park. It is my understanding that this year round festival site is proposed to be established across the street from my home. It seems clear to me that a festival site needs to be set away from people's homes. A buffer area is required between homes and festival sites. I think most people would relate to the negative impact of a festival site across the street from their bedroom. I suggest that this proposed location is not fair to the people who live adjacent and a more appropriate location could be found.

Thanks

[REDACTED]  
Sent from my iPhone

## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Monday, May 17, 2021 10:14 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews; Block, Cynthia (City Councillor); [REDACTED]  
**Subject:** RE: Spadina 'connector'

Good morning, [REDACTED]

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets. Road closures is beyond the scope of the Central Business District neighbourhood traffic review.

Your comments have been forwarded to the appropriate department for further consideration.

Thank you for your e-mail.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer  
Transportation, Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Metis*  
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[www.saskatoon.ca](http://www.saskatoon.ca)

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---

**From:** [REDACTED]  
**Sent:** Friday, May 14, 2021 9:06 AM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Cc:** [REDACTED]  
**Subject:** Spadina 'connector'

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Good morning, Mariniel.

I wished to clarify a term that I have come to use over the past year of conversation with city hall concerning pedestrian-bicycle-traffic interface safety issues on spadina south of the Bessborough.

The term being: 'spadina connector'.

For me the spadina connector is that short portion of spadina between traffic bridge circle and the boat launch. The portion that will eventually run through the new Friendship Park Festival venue.

It seems to me that this is an unnecessary roadway for downtown traffic. It is similar to allowing cars to take a shortcut through a park!



Closing the connector works! As evidenced by those closures when traffic was appropriately rerouted to 4th ave. For example: freedom rallies, july 1 celebrations and traffic bridge restructure.

\*\*\*\* Please, in the re-design of friendship park, do consider opening this 'connector' for venue setup and takedown traffic only. Keeping it closed otherwise. \*\*\*\*

This modification would significantly reduce the safety issues brought on by the pedestrian-vehicular traffic interface @ meewasin park south of the Bessborough.

Sincerely

[REDACTED]

Downtown resident

[REDACTED]



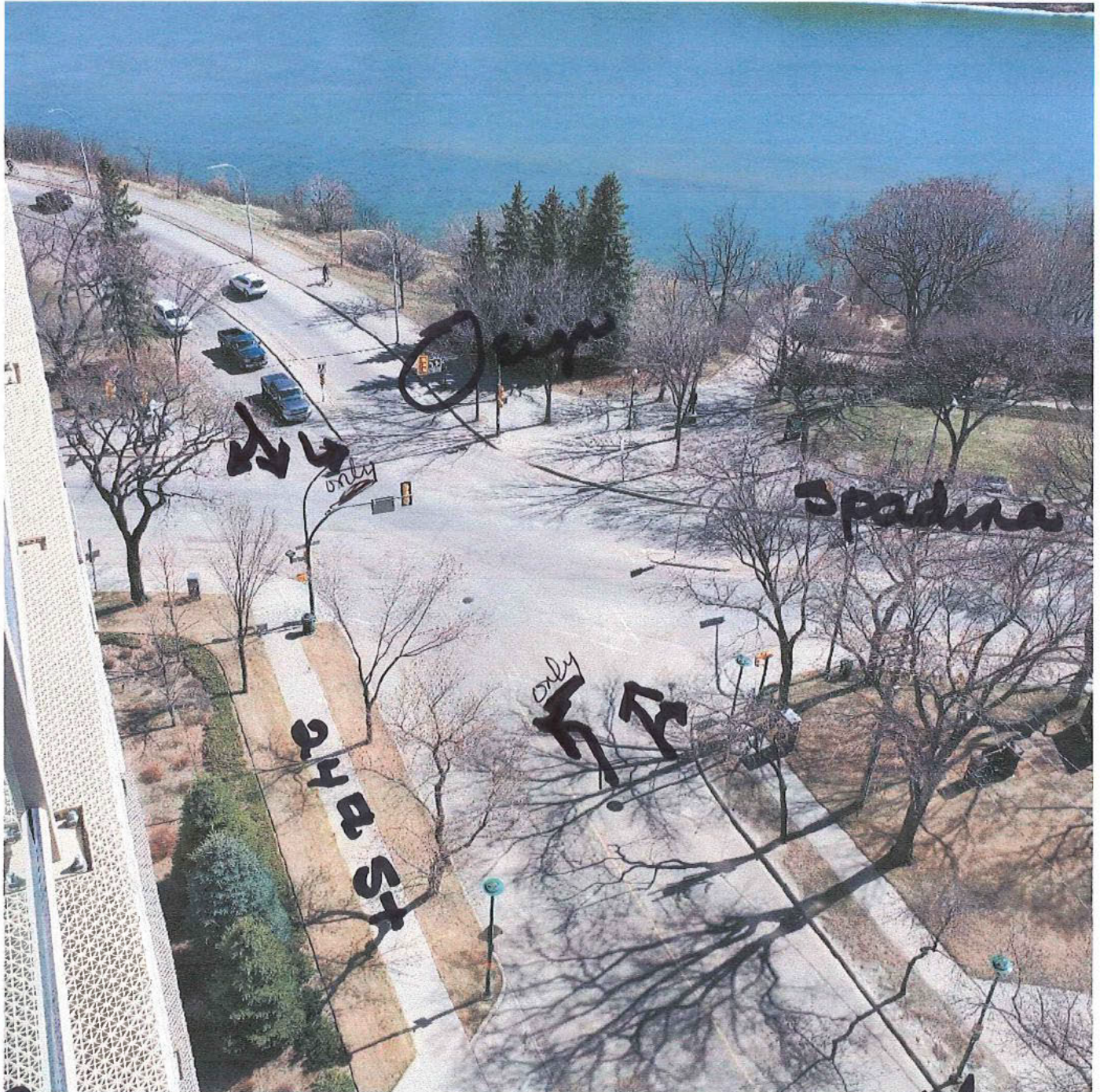
(No Subject)

From: [REDACTED]

To: [REDACTED]

Date: Tuesday, May 11, 2021, 03:55 p.m. CST

While the city is  
painting lines & lanes  
this intersection is  
confusing for drivers



Please paint arrows on the  
Road as people don't seem to  
see the sign



## Flores, Mariniel

---

**From:** Flores, Mariniel  
**Sent:** Wednesday, August 12, 2020 2:17 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Report a Traffic Issue Help Required 12 August 2020

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

To post comments on the Engage Page, you will need to sign up / log in with your Disqus, Facebook, Twitter or Google account.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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---

**From:** [REDACTED]  
**Sent:** Wednesday, August 12, 2020 1:19 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Report a Traffic Issue Help Required 12 August 2020

Hi!

I am trying to post a request on the Report a Traffic Issue site, but am being asked for a password. See screen capture below. I don't know what password or app is being referred to. Can you help me out?

Many thanks. [REDACTED]

ALAN PROFFER, COUNCILOR, CITY OF SASKATOON  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5

## Report a Traffic Issue

You can also use the [Report a Traffic Issue application](#) to submit your traffic concerns. This app includes an interactive map for identifying the location of your traffic concerns, and provides up-to-date information on road restrictions.

1 Comment City of Saskatoon  Disqus' Privacy Policy

 Login -

 Recommend

 Tweet

 Share

Sort by Best -



12 August 2020

Poor road surface 300 Block 6th Ave. North

The condition of the roadway and curbs in the 300 block of 6th Avenue North is poor to the point of being a safety hazard: rough, broken surface, many potholes and subsidence areas. This has been the case for several years and has not had any maintenance whatsoever. It is exacerbated by private and City maintenance and service trucks and vehicles driving over the curb and / or using the wide boulevard to turn around or park equipment, summer and winter. Each side of this single block of road needs upgrading on an urgent basis.



LOG IN WITH



OR SIGN UP WITH DISQUS 

## Flores, Mariniel

---

**To:** Flores, Mariniel  
**Subject:** RE: 5th Ave N & 23rd 4-way stop

----- Original message -----

**From:** [REDACTED]  
**Date:** 2018-06-27 3:29 PM (GMT-05:00)  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** RE: 5th Ave N & 23rd 4-way stop

Good afternoon [REDACTED]

Thanks for the email and thanks for letting us know. I will mention this to our Senior traffic Engineer when she returns and see what can be done. There are a number of criteria that must be met before placing a 4 way stop, I will ask that she take a look.

Regards,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

**From:** [REDACTED]  
**Sent:** Thursday, June 21, 2018 9:00 PM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** 5th Ave N & 23rd 4-way stop

I'm ABSOLUTELY loving the Four-way stop at 5th & 23rd. I'm hoping its permanent!

Traffic is moving faster than without the 4-way.

Thanks

[REDACTED]



**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: 24th and 5th Beg Button

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

From: Block, Cynthia (City Councillor)  
Sent: Tuesday, February 26, 2019 7:49 AM  
To: [REDACTED]  
Subject: RE: 24th and 5th Beg Button

Hi [REDACTED], and thanks for following up on this -

By way of this email I am asking our administration to provide a response to this concern. (I will refer admin to Twitter to view the comments)

Further, I am wondering if administration has given consideration to having a Neighbourhood Traffic Review for the downtown. These have proven to be very helpful in identifying concerns for all modes of travel in areas throughout the city. As we strive for a more robust residential demographic for our downtown, it would seem to be a great way to get the current neighbours involved in helping to identify the mobility challenges.

Thanks again for your note, Rory.

Cynthia

Stay up to date by subscribing to e-updates: [www.cynthiablockward6.com](http://www.cynthiablockward6.com)

Cynthia Block  
Councillor - Ward 6  
City of Saskatoon  
222 3rd Ave North  
Saskatoon, Sk. S7K 0J5

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

From: [REDACTED]  
Sent: Monday, February 25, 2019 6:05 PM  
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>  
Subject: 24th and 5th Beg Button

Hello Cynthia,  
Regarding the comment I posted on [REDACTED] tweet regarding beg buttons, the one on 24th and 5th should for sure be looked at with all of the condos in the surrounding areas.

Thanks,  
[REDACTED]  
Sent from my iPhone

**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: TASK: Pedestrian device review 22nd & 5th

---

**From:** [REDACTED]  
**Sent:** Friday, August 10, 2018 [REDACTED]  
[REDACTED] [gcbreisebois@gmail.com](mailto:gcbreisebois@gmail.com)  
**Cc:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** RE: Pedestrian Crossing Lights Required [REDACTED]

Good afternoon,

Thanks for the email and thanks for bringing this to our attention. I will ask our engineering section to check in on this location. In the meantime this sounds like a great place for our Enforcement folks to spend some time, schedules permitting. I will put in the request. You may also contact them on their direct line (306 975-8068) when you are noticing issues.

Regards,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

**From:** [REDACTED]  
**Sent:** Thursday, August 9, 2018 8:54 AM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** Re: Pedestrian Crossing Lights Required [REDACTED]

Thank you for your email.

Your concern has been forwarded to the Transportation department to provide followup and determine the necessary course of action.

Regards,

Customer Service Centre

---

Submitted on Thursday, August 9, 2018 - 08:45  
Submitted by user: Anonymous

Submitted values are:

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Confirm Email: [REDACTED]

Neighbourhood where you live: Don't know / Unsure

Phone Number: [REDACTED]

==Your Message==

Service category: Sidewalk

Subject: Pedestrian Crossing Lights Required

Message:

Hello,

I have to cross the street (on foot) at the intersection of 22nd Street East and 5th Avenue everyday, and everyday I see vehicles who do not obey the stop sign that is located on the corner of the James Hotel. I, as well as others, have come VERY close to being struck by vehicles who I don't think even realize they must stop there, especially when a pedestrian is crossing. My request is to please install flashing lights to indicate a pedestrian crossing before someone gets hurt or worse. The winter months tend to be worse as well because of limited daytime hours.

Employees who work downtown tend to arrive to work in the dark and leave in the dark, increasing the risk of an accident. It is an extremely busy pedestrian crossing and I am sure the Saskatoon Police could give out a minimum of 15 traffic tickets per day for incomplete stops. Please consider this option seriously in the near future. I appreciate your time.

Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: No

[REDACTED]

## Flores, Mariniei

---

**From:** [REDACTED]  
**Sent:** Wednesday, May 8, 2019 5:21 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Screenshot 2019-05-07 at 4.53.03 PM  
**Attachments:** Image-1.jpg

Hello [REDACTED],  
[REDACTED] passed this email over to me to provide a response.

We completed a review of the intersection of 24<sup>th</sup> Street & Pacific Avenue last year. Based on the collision history from in the SGI collision database and our field observations, there are sight line issues for northbound through traffic. In an effort to improve sightlines, we installed temporary curb extensions and moved the stop bar.

The CBD Neighbourhood Traffic Review is planned for next year. As part of the review, we will assess whether the temporary measures have improved the situation. If effective, we will recommend for permanent installation. If not (as this citizen claims), we will consider further action, such as restricting northbound through movements, making Pacific Avenue a right-in / right-out street (south of 24<sup>th</sup> Street), etc.

Regards,  
[REDACTED]

[REDACTED]  
[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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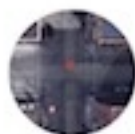
---

**From:** [REDACTED]  
**Sent:** Tuesday, May 7, 2019 4:53:42 PM  
**To:** [REDACTED]  
**Subject:** Screenshot 2019-05-07 at 4.53.03 PM

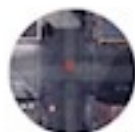
Is there more going on here, or just more eyes on street?

All

Mentions

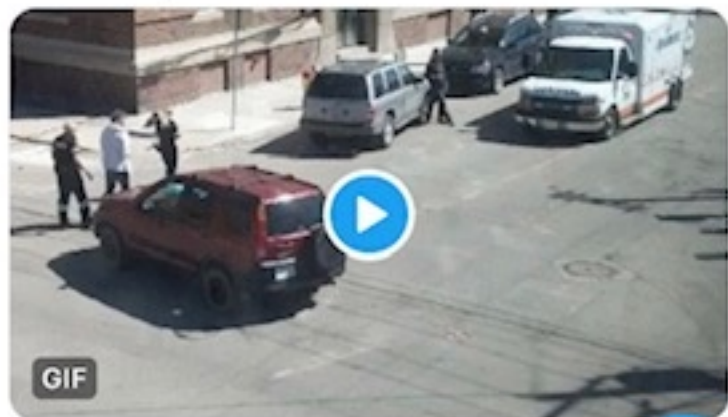
**24th and Pacific** [redacted] · 1h ▾

We've had numerous close calls over the past several months. The larger signs haven't particularly helped, @CynthiaBlockSk. This view is blocked by the buildings and parked cars. We need a light.

[Show this thread](#)**24th and Pacific** [redacted] · 1h ▾

Second actual accident in 8 days, this time with an ambulance visit. @CynthiaBlockSk @charlieclarkye @SaskatoonPolice

Here's a pic of the aftermath.

[Show this thread](#)

305





## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Thursday, September 12, 2019 3:00 PM  
**To:** [REDACTED]  
**Subject:** RE: Cross walks and 3 way stop sign needed

We will review the all-way stop at 20th & Spadina as part of the CBD NTR.

[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Métis  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Friday, May 31, 2019 10:38 AM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation <Transportation@Saskatoon.ca>  
**Subject:** RE: Cross walks and 3 way stop sign needed

Good morning [REDACTED]

Thank you for the email, I do remember the scramble corner downtown from years ago, worked pretty darn good if I remember correctly although the vehicle traffic was a lot less back then. I will forward your suggestion along to our engineering section for review. I will update you with any new information I receive on this one.

Have a great day,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Monday, May 27, 2019 9:27 PM  
**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>  
**Subject:** Cross walks and 3 way stop sign needed

Item 1:

I believe that traffic flow and pedestrian safety at some intersections would benefit by the use of scramble corners .

Many years ago Saskatoon did utilize scramble corners.

As a driver I know it is difficult to make a left or a right turn when pedestrians are crossing - and I am always looking for someone running across the intersection.

As a pedestrian I see that I am impeding traffic flow which results in fewer vehicles getting through the intersection and often a vehicle stuck in the middle of the intersection.

I am not suggesting that all intersections be scramble corners but feel there are a few that it would work at.

Item 2:

I believe that due to high volumes of traffic that there should be a three way stop at the intersection of 20 th street and Spadina Crescent.

Kind regards

[REDACTED]

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: Traffic safety

---

**From:** [REDACTED]  
**Sent:** Friday, June 07, 2019 2:32 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** RE: Traffic safety

Good afternoon [REDACTED]

Thank you for the email. I will forward your concern/suggestion to our Engineering section for review. I will update you with any new information I receive on this one.

Have a great day,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Monday, June 3, 2019 9:58 AM  
**To:** Web E-mail - Service Saskatoon <[Service.Saskatoon@Saskatoon.ca](mailto:Service.Saskatoon@Saskatoon.ca)>  
**Subject:** Traffic safety

Submitted on Monday, June 3, 2019 - 09:58  
Submitted by user: Anonymous  
Submitted values are:

First Name: [REDACTED]  
Last Name: [REDACTED]  
Email: [REDACTED]  
Confirm Email: [REDACTED]  
Neighbourhood where you live: Central Business District  
Phone Number: ([REDACTED])

==Your Message==


Service category: General or All Other Inquiries  
Address: [REDACTED]  
Subject: Traffic safety  
Message:

I have a concern with the visibility of a yield sign in 400 block of Spadina Cres E at the base of the Broadway Bridge . There is a yield sign for drivers exiting the cul de sac and continuing straight ahead on Spadina Cres E . However I daily hear horns blaring from vehicles coming from under the bridge , who have the right of way , as vehicles leaving the cul de sac do not look and yield to vehicles on their right side . Drivers seem to be focused on yielding to on coming traffic going towards the bridge on Spadina Cres E . I witnessed two incidents yesterday from my condo windows .

I am wondering if the signage could be larger , or perhaps a stop sign ?

The cu de sac is used a lot by drivers wanting to reverse direction or turn as they look for parking on Spadina Cres E .

Thanks for looking into this potential accident site .

  
Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: Yes



**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail [REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, April 27, 2020 12:19 PM  
**To:** [REDACTED]  
[REDACTED]

**Subject:** RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail [REDACTED]

Good Afternoon [REDACTED],

Thanks for contacting us, it sure does sound like the addition of the police cruiser helped a lot. If you see a need for them again you can also contact the traffic enforcement team on their direct line at (306) 975-8068.

The Transportation Division Senior Engineers are actively looking into the possibility of closing some roadways to vehicle traffic. We hope to have some options ready to look at as early as next week. I will pass your concerns and suggestions along and will provide an update when I have new information.

Regards,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** Block, Cynthia (City Councillor) [<mailto:Cynthia.Block@Saskatoon.ca>]  
**Sent:** Friday, April 24, 2020 8:53 AM  
**To:** [REDACTED]  
[REDACTED]

**Subject:** RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail [REDACTED]

Thanks, [REDACTED].

I am adding this to the file for our administration.

Stay up to date by subscribing to e-updates: [www.cynthiablockward6.com](http://www.cynthiablockward6.com)

Cynthia Block



Councillor - Ward 6  
City of Saskatoon  
222 3rd Ave North  
Saskatoon, Sk. S7K 0J5

---

**From:** [REDACTED]  
**Sent:** Friday, April 24, 2020 8:50 AM  
**To:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Subject:** Re: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail

Thanku cynthia. Another story.

Wednesday evening, earth day a stream of vehicles (about 100 ) paraded (making sure they kept below the speed limit) down spadina under broadway bridge over victoria and round. [REDACTED] i saw that they started somewhere beyond university bridge ... this went on forever it seemed. Round and round.

Finally I phoned the police who then used a very smart technique to stop the parade: they placed a cruiser in front of the parade at several intervals and slowed all these vehicles to a crawl thereby dissuading the entire parade. It was brilliant to watch!

Check it out through records at the station.

(And i did phone to thank them. )

A version of wednesday, tho' not yet organized as this parade obviously was, occurs every weekend, all afternoon and evening AND now, weekdays as well. With addition of numerous motorbikes.

I know my suggestion would prevent 'the parade'. I hope we can make it happen soon.

Thnx for following this thru, Cynthia. Please keep me informed on progress. And if u need my assistance ... i am here.

[REDACTED]

[REDACTED]

---

**From:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Sent:** Friday, April 24, 2020, 8:33 a.m.  
**To:** [REDACTED]  
**Cc:** TC - RF Councillor Enquiry  
**Subject:** RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail

Hi [REDACTED], and thank you so much for this email.

I agree that we have more work to do to make space for pedestrians during this time, though I was not aware of the

concerns you have raised.

By way of this email I am asking our administration to look into the matter and provide a response to both of us.

Thanks again for letting me know. Stay well and safe.

Warm Regards,  
Cynthia

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Cynthia Block  
Councillor - Ward 6  
City of Saskatoon  
222 3rd Ave North  
Saskatoon, Sk. S7K 0J5

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

From: [REDACTED]  
Sent: Wednesday, April 22, 2020 3:09 PM  
To: Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
Subject: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail

Submitted on Wednesday, April 22, 2020 - 15:08  
Submitted by user: Anonymous

First Name: [REDACTED]  
Last Name: [REDACTED]  
Address: [REDACTED]  
Email: [REDACTED]  
Phone: [REDACTED]  
Other Phone:  
City: Saskatoon  
Province: Sask  
Councillor: Ward 6 - Cynthia Block

=== Message ===

Subject: Vehicle-pedestrian interface: meewasin trail

Message:

Hello cynthia.

I too, am an avid and daily meewasin trail walker. I agree with you that the maintainance of this spectacular walkway for all of us walkers and joggers and strollers is a huge boon to a vital downtown saskatoon. And as a downtown resident i have a vested interest in sending my observances and suggestions for your consideration.

As you know Spring has Sprung. And with it the speedway that goes from the circle at the base of the Victoria Bridge to the speed bumps at the Bess has OPENED!! Cars, trucks, motorbikes (often in parade) gun their engines and race up to each other along the park as they run circles from bridge to bridge. Getting attention seems to be their objective. Noise as well as fuel pollution plus the annoyance of the many who wish to enjoy a quiet family stroll in the park are the obvious outcomes.

However the danger to Mothers in strollers, Oldsters with walkers, Middle-aged joggers and walkers, all of whom need to cross in the midst of these engine-yahoos to get to the meewasin, is appalling. I watch from my condo's windows above. There is going to be a serious accident here.

I believe that if the roadway between the victoria bridge and below the broadway bridge

were closed to all but pedestrian and bicycle traffic this would discourage the entire circle speedway. (Much as the manner of road planning on the opposite bank has made access to bridges for vehicle parades less appealing.) And immediately make the park so much safer to access, quieter (more parklike) and encourage even more use. This modification need not interfere with hotel access nor with bus lanes nor with parking lot access beside la renaissance nor Meewasin office access.

To gain evidence of this speedway, a suggestion: place a surveillance camera with both sound and video for 2 weeks on the speedway. Collect data.

I sincerely hope the city gives this suggestion consideration OR explain to me why this cannot be.

Thanku

Attachment:

**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: Report from [REDACTED]

---

**From:** Block, Cynthia (City Councillor)  
**Sent:** Monday, June 15, 2020 7:03 AM  
**To:** [REDACTED]  
**Subject:** RE: Report from [REDACTED]

Hi [REDACTED]

I am going to ask our Transportation folks to provide a response to both of us.

I'm glad we are making progress to slow down the speeders downtown.

Cynthia

Stay up to date by subscribing to e-updates: [www.cynthiablockward6.com](http://www.cynthiablockward6.com)

Cynthia Block  
Councillor - Ward 6  
City of Saskatoon  
222 3rd Ave North  
Saskatoon, Sk. S7K 0J5

---

**From:** [REDACTED]  
**Sent:** Sunday, June 14, 2020 4:36 PM  
**To:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Subject:** Report from [REDACTED]

Good morning cynthia

We wanted to send our thanks for the narrowing of the traffic roadway below us. As traffic engineers recognize, creating areas of greater friction tends to slow traffic and we hope this is the outcome on spadina between la renaissance and the bessborough.

However, an area that continues to raise safety and noise concerns AND that is not addressed by this modification is the underpass below us.

The vehicle and motorbike traffic continues to use the underpass's curve in the road as a place to accelerate; even though sight distance is greatly compromised. Going north one cannot see pedestrians or bicycles travelling near the park until right upon them. The west sidewalk under the bridge is a true danger to use as southbound drivers do not see walkers until they are upon them. And at sunset the glare off the nutrien building can completely blind a southbound driver ... particularly when focused on aggressive rather than defensive driving.

The only solution is to close that part of spadina to vehicle traffic. Speedbumps will not take care of sightline or glare issues. The road was closed for 3 years while the traffic bridge was being re-built. Why is this not the solution of least resistance??

I await your response.

Thanku cynthia

[REDACTED]  
[REDACTED]

[REDACTED]



## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Wednesday, August 5, 2020 4:26 PM  
**To:** [REDACTED]  
**Cc:** Flores, Mariniel  
**Subject:** RE: Traffic Concerns

Hello [REDACTED]

Thank you for providing your comments regarding traffic issues in the City Park neighbourhood. Here are some details on the different areas of concern that you raised.

### **Accessible Ramps**

The City of Saskatoon is committed to ensuring that the City can be accessed, understood and used to the greatest extent possible by all people regardless of their age, ability or disability, in the most independent and natural manner possible without the need for adaptation, modification, assistance or specialized devices. The installation of pedestrian ramps at all corners of an intersection for all crossing directions, except where crossings are prohibited, ensure that the City achieves a barrier free and interconnected network of accessible facilities for all residents of Saskatoon.

The installation of missing pedestrian ramps is now being completed at all intersections when there adjacent roadway work, as approved by City Council at its [Regular Business Meeting in August 2019](#). There are some intersections in City Park that were not completed during the roadway construction because the construction was completed prior to the change in delivery for missing ramps. These missing ramps will be installed through the missing ramps program. Please let us know if there are specific intersections needed for disabled users.

### **Sidewalk Preservation**

Sidewalks along the planned [roadway preservation program](#) locations are at the top of the priority list for the sidewalk preservation program. By working to have both sidewalks and roadways addressed at the same time allows the city to rejuvenate the streets as a whole and take advantage of efficiencies and minimize costs.

Sidewalks that are outside the planned preservation program locations are prioritized according to severity and safety implications. Citizens who have concerns about the safety of sidewalk infrastructure are requested to contact the Customer Care Centre at [306-975-2476](tel:306-975-2476).

City Council at its [Regular Business Meeting in July 2020](#), resolved that an additional \$4 million dollars allocated to sidewalk preservation and \$1 million dollars allocated to missing accessible ramps be included in the funding application for Municipal Economic Enhancement Application

### **Decorative Painting**

Decorative crosswalk painting is approved through [Council Policy C07-027 – Decorative Crosswalks Policy](#). There is no current program for permanent sidewalk painting.

Thank you again for your email  
[REDACTED]

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To whom it may concern:

- Making sure people of disabilities can get around in my area. Such as cuts in the sidewalks for wheelchairs, and electric cords for cars not on sidewalks in the winter.
- Uncracked sidewalks so wheelchairs and walkers and sight impaired people do not stumble.
- Permeant art on the sidewalks to get more people engaged to walk.

2  
317

## Flores, Mariniel

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**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Wednesday, August 12, 2020 9:40 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Re latest Engage notice

Hello [REDACTED]

Thank you for your inquiry about the timing of construction for the Spadina Crescent closure.

The work is depending on the completion of the Dundonald Avenue realignment, which is now slated for completion by the end of August.

As such, the Spadina Crescent project is anticipated to begin in September.

Regards,

[REDACTED]

[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Métis  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Monday, August 10, 2020 8:54 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Cc:** [REDACTED]  
**Subject:** Re latest Engage notice

There is no mention of the closure of Spadina Crescent west .at the end of the 1300 block.  
Previous information provided at the meeting, stated that it was postponed again , for completion By Sept 1st, 2020.  
Is this still going to happen ?

[REDACTED]

Sent from my iPad

**Flores, Mariniel**

**From:** [REDACTED]  
**Sent:** Friday, May 14, 2021 10:59 AM  
**To:** [REDACTED]  
**Subject:** FW: Letter to Cynthia Block, city counsellor for Downtown. [REDACTED]

Just for information on the NTR no response is needed.

**From:** Councillor Support <CouncilSupport@saskatoon.ca>  
**Sent:** Thursday, May 13, 2021 2:48 PM  
**To:**

**Cc:** Councillors Support <[CouncilSupport@saskatoon.ca](mailto:CouncilSupport@saskatoon.ca)>

**Subject:** RE: Letter to Cynthia Block, city counsellor for Downtown. [REDACTED]

Hi [REDACTED] and thanks for your email.

I hope you are aware of the Downtown Neighbourhood Traffic review that is currently underway. These are good suggestions for our administration to consider in the process, and by way of this email I am asking them to append them to the file.

As for the festival site, as this is an unfunded project at this time, our administration will not be dealing with anything specific around traffic at this location, however my understanding is that they are considering it in a general manner to ensure the NTR report considers the potential impact.

By way of this email I am asking our administration to review your questions and provide a response to both of us.

As for a meeting, I am always happy to meet with residents and actually host Coffee with Your Councillor most months during a calendar year. (outside of Covid) If something specific is required for your building, I am open to that, as well. Note that the technical questions around traffic calming, pedestrian crossings etc should be addressed in the NTR, and I look forward to hearing your feedback.

Warm Regards,  
Cynthia

---

**From:** [REDACTED]  
**Sent:** Tuesday, May 11, 2021 10:06 AM  
**To:** [REDACTED]  
**Subject:** Fw: Letter to Cynthia Block, city counsellor for Downtown.

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Cynthia Block, Councillor, Downtown Ward 6, Saskatoon.

Dear Ms Block,

Recently, the board of La Renaissance condominium corporation, 424 Spadina Crescent E., discussed concerns about noise and traffic along the 400 block of Spadina Crescent East.

Speed : there are no intersection lights or stop signs between 3rd Ave. and 24th St., so a free flow of traffic can lead to increased speeds. There is a slow section at 21st St. in front of the Bessborough hotel. Most motorists obey the speed limit but the few that don't create risk and noise, particularly under Broadway Bridge. There are no controlled crosswalks designated between 3rd Ave. and 20th St. So Safety of pedestrians crossing is an issue, and it is a common sight to see.

Noise: Besides the noise of traffic there is concern about the proposed festival site with significant music and loud speakers potentially directed towards our building which is a downtown residence. How will this be ameliorated? Will residential noise restrictions for time (No noise after 10 PM) and volume (dB) be put in place?



Possible answers :

Will there be any consideration for increased enforcement of these issues? Any chance of putting up speed lights and flashing lights at a new crosswalk?e.g.near Broadway Bridge .

Follow up: When health restrictions for meetings are appropriate, I am sure we could provide a meeting space in our lobby for you to present issues and answer questions, perhaps early October if you wish to tentatively plan. A Wednesday late afternoon or early evening might be best.

Respectfully,

[Redacted signature]

[Sent from Yahoo Mail for iPhone](#)

## Flores, Mariniel

---

**From:** Block, Cynthia (City Councillor)  
**Sent:** Tuesday, May 11, 2021 9:00 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Neighbourhood Traffic Review - Central Business District

Ok, it's starting to make more sense now. Thanks for the additional info.

Mariniel, could you please look into this other process and provide a response about if/how this work will be incorporated?

Thanks, cb

---

**From:** [REDACTED]  
**Sent:** Tuesday, May 11, 2021 8:57 AM  
**To:** Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>; Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** RE: Neighbourhood Traffic Review - Central Business District

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From the email below. I can't remember if they were representing the university or the city (I think we all assumed both), but this input should for sure be taken into account. It was a really constructive group from representatives all across and living downtown.

**From:** [REDACTED]  
**Date:** October 24, 2020 at 5:46:48 PM CST  
**Subject:** Downtown Focus Group

Hello – we hope this note finds you well.

In July you completed our online survey on how to make downtown Saskatoon a more desirable place to live. Thank you. At the end of the survey you indicated your interest in participating in a focus group discussion to further explore this topic, and provided us with your first name and email address to reach out to you.

We plan to hold one-hour focus groups in November using *Zoom (Pro)*, a digital meeting software. Participants would be sent an honorarium payment of \$75 by *Interac e-Transfer* shortly after the focus group ends.

If you would still be willing to participate in a focus group, please let [REDACTED] know by emailing her at [REDACTED] or simply by replying to this email. To help us organize participants into different focus groups, please indicate in your reply which of the following two categories best describes you:

- A) I want to continue living in Downtown Saskatoon
- B) I want to move out of Downtown Saskatoon to another part of the city

Sincerely,

[REDACTED]

---

From: Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
Sent: Tuesday, May 11, 2021 8:51 AM  
To: [REDACTED] Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
Subject: [EXT] RE: Neighbourhood Traffic Review - Central Business District

**WARNING:** This email originated from outside of the organization. Exercise caution when viewing attachments, clicking links, or responding to requests.

Hi [REDACTED]

Can you please clarify which project you provided paid input? If I understand correctly, there may be two parallel processes, and we need to figure out how to link them.

Thanks, cb

---

From [REDACTED]  
Sent: Monday, May 10, 2021 11:35 AM  
To: Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>; Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
Subject: RE: Neighbourhood Traffic Review - Central Business District

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Thanks for the reason why these weren't considered, but a whole group of downtown residents that got paid for their time to provide comments seems to not have their input submitted into this traffic review. See my comments below as you mention "comments from residents" got a lot of the noted actions below, but the review seems to have missed the comments from the group I participated and got paid in:

---

From: Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
Sent: Monday, May 10, 2021 10:14 AM  
To: [REDACTED]  
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
Subject: RE: Neighbourhood Traffic Review - Central Business District

Hello [REDACTED].

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. All comments that have been received as part of the Neighbourhood Traffic Review are part of the project file and will be documented in the report. The focus of the meeting on April 13, 2021 (video

recording) was to discuss the locations that had recommended revisions; we did not discuss all of the concerns that we had received which would not be addressed as part of the Neighbourhood Traffic Review.

The first Neighbourhood Traffic Review meeting was held on August 12, 2020. I am unsure which meeting that you attended in December since it was not a part of the Neighbourhood Traffic Review program.

#### Traffic Signal Operations

As part of the City's response to the COVID pandemic, the majority of traffic signals in the downtown area were modified so that people do not have to push the pushbuttons to request a pedestrian walk light. This may cause some delay for motor vehicles because the pedestrian walk light is present for every phase.

- **This is really great and I hope it's permanent, but why wouldn't timing be adjusted to account for change in pedestrian times? The timing issue was noted in our group as a problem prior to Covid – the meeting the city paid us to participate in was right when Covid started. Were these consultations included in this report or was that a waste of our time?**

#### Learner Drivers

We have passed on similar concerns regarding the frequency of driver training on 5<sup>th</sup> Avenue to the school divisions to inform their instructors for the driver's education program. Although it may feel this way, 5<sup>th</sup> Avenue is not the only street used by drivers who are learning to parallel park.

- **Why isn't this noted in the traffic review since it's a traffic related issue, and are any other actions being taken? This is the most population dense block in the city so it should make sense that its noted?**

#### Curb Extensions

Curb extensions are used to reduce vehicle speeds, reduce crossing distance for pedestrians, increase visibility of pedestrians and prevent parking close to an intersection. Curb extensions can be used on all roadways which have on-street parking.

24<sup>th</sup> Street at Wall Street and at Pacific Avenue are unsignalized intersections with high pedestrian activity and on-street parking. Based on concerns received from residents, site and sightline observations and collision data, curb extensions are recommended at these intersections.

25 Street and 5<sup>th</sup> Avenue is a signalized intersection with adequate sightlines. 25<sup>th</sup> Street is also a future [Bus Rapid Transit](#) corridor so there may be changes to the intersection as part of that project.

- **How is pedestrian activity calculated? The uncontrolled intersections closer to the most resident dense area of downtown along 5th would probably have more pedestrian activity. Especially with population/traffic about to dramatically increase with the Baydo project.**

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be considered as the traffic plan is finalized.

- **I didn't see a link on the Engage page other than for this email to communicate. Is there not a form? Lots of folks wouldn't waste time sending an email like myself haha.**
- **My overall misunderstanding with this review is that the city seems to have prioritized recent complaints for this traffic review instead of analyzing the whole downtown; being proactive and actually analyzing downtown – especially the most population/traffic/crime dense blocks in the city along 5<sup>th</sup> Avenue by tenfold to any other blocks in the city.**

Thank you again for your email.

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Division

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

*Treaty 6 Territory & Homeland of the Metis*

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**From:** [REDACTED]  
**Sent:** Wednesday, April 28, 2021 5:09 PM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Cc:** Block, Cynthia (City Councillor) <[Cynthia.Block@Saskatoon.ca](mailto:Cynthia.Block@Saskatoon.ca)>  
**Subject:** RE: [EXT] Neighbourhood Traffic Review - Central Business District

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Mariniel,

Just emailing some comments in regards to the video about the downtown traffic review study - <https://www.youtube.com/watch?v=8ZCpxgHFFLc>. It wasn't clear on the website links below on where to provide comment, but the video and email mentioned we have until mid-May to provide comments so I thought I'd send a response as a downtown resident. I got invited to a city run online group meeting with a group of Saskatoon residents a few months ago and someone from the city back in the winter discussing downtown issues, and I didn't see any of the comments addressed in the video noted here.

Two of the main issues noted in that call related to:

- traffic lights timed incorrectly throughout the downtown
- how residents on fifth ave – the most population dense street in the city, are the only residents dealing with drivers practicing for their drivers example parallel parking solely on fifth ave – sometimes 5 cars at a time practicing throughout the street. How SGI needs to variate where they do parallel parking tests throughout the city.

I didn't see any of those comments and others noted in this study and just wanted to make sure those consultations were included – we even got paid to participate in that discussion by the city. I was also curious to know why the traffic calming pedestrian barriers noted in the video are solely being proposed for the industrial area, but not in the most residential dense area of Saskatoon – 25<sup>th</sup> and 5<sup>th</sup>?

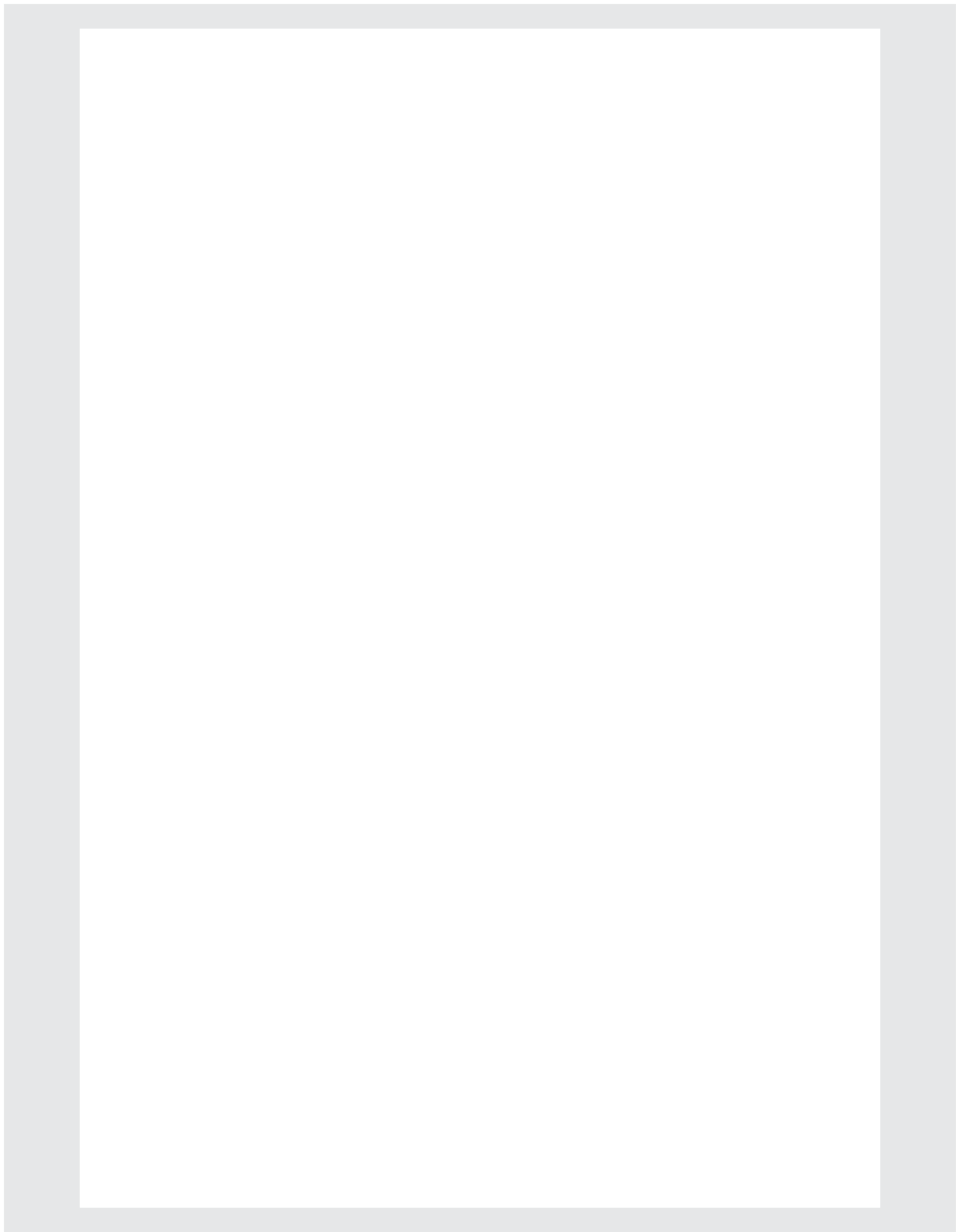
Thanks,

---

**From:** City of Saskatoon <[ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)>  
**Sent:** Wednesday, April 28, 2021 4:40 PM  
**To:** [REDACTED]  
**Subject:** [EXT] Neighbourhood Traffic Review - Central Business District

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Regards,  
Mariniel Flores, Transportation Engineer  
306-975-3463  
City of Saskatoon

Email sent to: [rory.nussbaumer@nutrien.com](mailto:rory.nussbaumer@nutrien.com)

City of Saskatoon  
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■

## **Tabled Report – Residential Speed Limit Review – Speed Limit and Eligible Streets**

### **ISSUE**

In order to provide additional time for City Council and the public to receive and review information regarding the residential speed limit review, this information report provides a decision report on speed limits and eligible streets intended to be provided to the Standing Policy Committee on Transportation on September 7, 2021. In essence, this process is intended to 'table' the issue for one month while making the information public.

### **BACKGROUND**

None

### **CURRENT STATUS**

None

### **DISCUSSION/ANALYSIS**

None

### **FINANCIAL IMPLICATIONS**

None

### **OTHER IMPLICATIONS**

None

### **NEXT STEPS**

1. At the Standing Policy Committee on Transportation meeting to be held on September 7, 2021, the attached decision report (Appendix 1) will be provided.

### **APPENDICES**

1. Decision Report – Residential Speed Limit Review – Speed Limit and Eligible Streets

### **Report Approval**

Written by: Jay Magus, Director of Transportation

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Tabled Report – Residential Speed Limit Review – Speed Limit and Eligible Streets.docx

## DECISION REPORT

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# Residential Speed Limit Review – Speed Limit and Eligible Streets

## ISSUE

As per the revising speed limits on residential streets project roadmap that was provided in March 2021, and building on the background information and feedback summary that was provided in June 2021, this report provides recommendations to the posted speed limit on residential streets and which streets should be eligible.

## BACKGROUND

### History

Since 2013, the Administration has been working closely with local residents, community associations, and area Councillors to complete 75 Neighbourhood Traffic Reviews (NTRs), with another 10 currently underway. The most common concern raised by residents is speed of vehicles on neighbourhood streets.

At its Regular Business Meeting held on October 22, 2018, City Council considered the Posted Speed Limit Review report, and resolved:

- “1. That the Administration develop a detailed framework for revising posted speed limits on neighbourhood streets;
2. That the Administration develop a detailed framework for revising posted speed limits in school and playground zones; and
3. That the Administration report on options for addressing speeding and safety in areas of high concentration of seniors.”

At its meeting held on March 1, 2021, the Standing Policy Committee on Transportation received an information report for the Residential Speed Limit Review – Project Roadmap. At its meeting held on June 7, 2021, the Standing Policy Committee on Transportation received an information report for the Residential Speed Limit Review – Background Information and Feedback Summary. Additional Council and Committee referrals related to this issue are included in Appendix 1.

### Current Status

Posted speed limits are governed by Bylaw No. 7200, The Traffic Bylaw, which states that the posted speed limit is 50 km/h, with exceptions being specifically listed within Schedule 4. The speed limit is 50 km/h for most residential areas except for Montgomery Place.

### City of Saskatoon's Current Approach





The recommended maximum allowable speeds for new and modified roadways are based on road classification, adjacent land use, driver behaviour and familiarity, and safety concerns. The goal is to establish a reasonable and safe speed limit that is appropriate for a particular roadway based on its design and classification.










## OPTIONS

### Speed Limit Options

A detailed assessment of three options assessed for speed limits in residential areas is provided below:

Legend: Relative Impact Between Options

	None		Little		Some		Most
-----------------------------------------------------------------------------------	------	-----------------------------------------------------------------------------------	--------	-----------------------------------------------------------------------------------	------	-------------------------------------------------------------------------------------	------

Criteria		Speed Limit Options		
		Option 1 50 km/h	Option 2 40 km/h	Option 3 30 km/h
Traffic Safety	Driver and Vehicle Response <sup>1</sup>	No change.	Improves safety by reducing the distance travelled before a driver can react, increasing the field of vision, and reducing stopping sight distance; however, there may be a larger speed differential.	Significantly improves safety by reducing the distance travelled before a driver can react, increasing the field of vision, and reducing stopping sight distance; however, there may be a larger speed differential.
				
	Anticipated Collisions <sup>2 3</sup>	No change.	Less collisions anticipated to occur on streets with reduced speed limit.	Significantly less collisions anticipated to occur on streets with reduced speed limit.
				
	Risk of Severe Injury or Fatality <sup>4</sup>	No change. At 50 km/h the risk of severe injury or death is 85% for pedestrians, 80% for head-on collisions, 40% for opposing turning collisions, and 8% for rear-end collisions.	At 40 km/h the risk of severe injury or death is lowered to approximately 55% for pedestrians, 45% for head-on collisions, 20% for opposing turning collisions, and <5% for rear-end collisions.	At 30 km/h the risk of severe injury or death is lowered to approximately 25% for pedestrians, 15% for head-on collisions, 9% for opposing turning collisions, and 2% for rear-end collisions.
				

<sup>1</sup> [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, Section 5.1 of Appendix 1













<sup>2</sup> SWOV Fact Sheet, The relationship between speed and crashes, Leidschendam, the Netherlands April 2012, [https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf)

<sup>3</sup> World Health Organization Fact Sheet, 2004, [https://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf](https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf)

<sup>4</sup> [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, Section 5.3 of Appendix 1



## Residential Speed Limit Review – Speed Limit and Eligible Streets

Criteria		Speed Limit Options		
		Option 1 50 km/h	Option 2 40 km/h	Option 3 30 km/h
Traffic Operations	Driver Expectation	Meets driver expectation. Continues current practice.	Initially will be against driver expectation but with time and education drivers will adjust as has happened in other jurisdictions.	Initially will be against driver expectation but with time and education drivers will adjust as has happened in other jurisdictions.
				
	Travel Time	No change.	Slightly increased travel time for trips along streets with reduced speed limit.	Increased travel time for trips along streets with reduced speed limit.
				
Quality of Life	Equity for Multiple Modes <sup>5</sup> <sup>6</sup>	No change.	Reducing speeds in neighbourhoods makes the road system safer. Increased safety is also perceived, removing a major barrier to people walking or cycling, and can encourage increased physical activity levels.	Reducing speeds in neighbourhoods makes the road system safer. Increased safety is also perceived, removing a major barrier to people walking or cycling, and can encourage increased physical activity levels. Streets with operating speeds of 30 km/h could be considered bikeways.
				
	Vehicle Noise <sup>7</sup> <sup>8</sup>	No change.	Improved quality of life because lower operating speeds would result in lower levels of vehicle noise.	Significantly improved quality of life because lower operating speeds would result in significantly lower levels of vehicle noise.
				










<sup>5</sup> Safe speed: promoting safe walking and cycling by reducing traffic speed, Dr. Jan Garrard, November 2008  
[https://www.healthyactivebydesign.com.au/images/uploads/Partners/Resources/Publications/Safe\\_Speed\\_Report\\_Dec\\_202008.pdf](https://www.healthyactivebydesign.com.au/images/uploads/Partners/Resources/Publications/Safe_Speed_Report_Dec_202008.pdf)

<sup>6</sup> Measuring Transport Equity, Karen Lucas and Karel Martens, 2019 [https://books.google.ca/books?id=l-GaDwAAQBAJ&pg=PA162&lpg=PA162&dq=speed+limit+and+community+cohesion&source=bl&ots=d1XnFuuVUd&sig=ACfU3U2k3geqKnOVjy\\_Blm3Cz3\\_k70Cjdg&hl=en&sa=X&ved=2ahUKEwidsNaZz7XxAhXX7Z4KHVvLBS8Q6AEwEHoECBQQAw#v=onepage&q=speed%20limit%20and%20community%20cohesion&f=false](https://books.google.ca/books?id=l-GaDwAAQBAJ&pg=PA162&lpg=PA162&dq=speed+limit+and+community+cohesion&source=bl&ots=d1XnFuuVUd&sig=ACfU3U2k3geqKnOVjy_Blm3Cz3_k70Cjdg&hl=en&sa=X&ved=2ahUKEwidsNaZz7XxAhXX7Z4KHVvLBS8Q6AEwEHoECBQQAw#v=onepage&q=speed%20limit%20and%20community%20cohesion&f=false)

<sup>7</sup> Noisy Speeding: Impact of Speed on Noise Level, Camea Technology,  
<https://www.cameatechnology.com/articles/noisy-speeding-impact-of-speed-on-noise-level/>

<sup>8</sup> Speed distribution Influence in Road Traffic Noise Prediction, Gerardo Iannone, Claudio Guarnaccia, Joseph Quartieri, Environmental Engineering and Management Journal, March 2013,  
[https://www.researchgate.net/publication/256646360\\_Speed\\_distribution\\_influence\\_in\\_road\\_traffic\\_noise\\_prediction](https://www.researchgate.net/publication/256646360_Speed_distribution_influence_in_road_traffic_noise_prediction)

## Residential Speed Limit Review – Speed Limit and Eligible Streets

Criteria		Speed Limit Options		
		Option 1 50 km/h	Option 2 40 km/h	Option 3 30 km/h
	Perception of Safety	No change.	Improved quality of life because perception of safety would likely increase.	Improved quality of life because perception of safety would likely increase more.
				
Community Support	Survey Feedback <sup>9</sup>	No change in speed limit was the most preferred option for respondents from the public open house survey regardless of street type. No change in speed limit was the most preferred option for respondents from the statistically representative survey for collector and arterial streets.	There were more respondents who supported a reduction in speed limit to 40 km/h out of those who supported a reduction in speed limit.	There was some support for a speed limit reduction to 30 km/h, the highest of these respondents supported the change for local streets.
				
	Neighbourhood Traffic Review Input	Will not address ongoing safety concerns for streets where speeding has not been verified by traffic data.	May address some of the safety concerns for streets where speeding has not been verified by traffic data.	May address some of the safety concerns for streets where speeding has not been verified by traffic data.
				

### Options for Street Eligibility

Option A: Street Classification - Eligibility would be established according to the approved street classification for the street as shown in the Saskatoon Transportation Master Plan. Street classifications that could be eligible for the speed limit reduction are local and collector streets.

Option B: Street Function - Eligibility would be established according to the adjacent land use and function for the street. Streets with residential land use, on-street parking, driveways, and frontage would be eligible for the speed limit reduction.

<sup>9</sup> [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, page 10 of Appendix 2

## Residential Speed Limit Review – Speed Limit and Eligible Streets

Criteria		Street Eligibility Options	
		Option A Street Classification	Option B Street Function
Safety	Conflict points	Local and collector streets in residential areas have a high number of intersections and driveways.	Streets with residential land use have a high number of intersections and driveways.
		√	√
	Anticipated Compliance	Compliance may vary depending on the street design; however, applying speed limits to local and collector streets only will be more straightforward and easier to understand so better compliance is anticipated. Many local streets are already operating below the 50 km/h speed limit. <sup>10</sup>	Compliance may vary depending on the street design; however, applying speed limits to streets with residential land use will be highly dependent on signage and adjacent street context so compliance may be lower.
		√	
	Driver Expectation	Meets driver expectation because the lower speed limit would align with typical street design. Local and collector streets also aligns with community amenities in most neighbourhoods (i.e. schools, parks, libraries, etc.).	May not meet driver expectation if the street design is not indicative of a lower speed limit (i.e. multi-lane arterial streets or short segments of residential land use).
		√	
Quality of Life	Liveable Streets	Local and collector streets in residential neighbourhoods	All streets with residential properties with frontage, on-street parking, and driveways.
		√	√
Community Support	Survey Feedback	No change in speed limit was the most preferred option for respondents from the public open house survey regardless of street type.	No change in speed limit was the most preferred option for respondents from the public open house survey regardless of street type.
		No change in speed limit was the most preferred option for respondents from the statistically representative survey for arterial and collector streets.	No change in speed limit was the most preferred option for respondents from the statistically representative survey for arterial and collector streets.
		Approximately half of respondents from the statistically representative survey and a third of public open house survey supported a lower speed limit for local streets.	
		√	
	Neighbourhood Traffic Review Input	Will not address ongoing safety concerns for arterial streets with adjacent residential land use.	May address some of the safety concerns for arterial streets with adjacent residential land use.
			√

The street classification map for the City of Saskatoon can be found [here](#).

<sup>10</sup> [Residential Speed Limit Review – Background Information and Feedback Summary \[File No. CK 6320-1\]](#), Standing Policy Committee Meeting, June 7, 2021, Section 3, Table 1 of Appendix 1.

### **RECOMMENDATION**

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

1. That Option 2 – 40 km/h Speed Limit for residential neighbourhoods be approved in principle;
2. That Option A – Street Classification be approved in principle to determine street eligibility for the speed limit reduction in residential neighbourhoods; and
3. That the 40 km/h speed limit in residential neighbourhoods be approved in principle for local streets and collector streets.

### **RATIONALE**

The recommendation is based on a balanced approach between quantitative and community values criteria. An example of a quantitative criteria is traffic safety impacts, while examples of community values include quality of life and perception of safety. The recommendation is also consistent with very recent decisions by the cities of Calgary and Edmonton to lower their residential speed limit to 40 km/h.

Specifically, a 40 km/h speed limit is recommended because:

- It will improve traffic safety resulting in less severe injuries and fatalities.
- It will improve quality of life by lowering vehicle noise and increasing the perception of safety within neighbourhoods.
- Driver compliance for 40 km/h is anticipated to be attainable since it aligns well with the existing operating speeds on local streets and results in very little change to travel time.
- Provides equity for people walking and cycling and can encourage physical activity.

Collector streets were included as:

- They have similar characteristics as local streets in terms of pedestrian activity, driveways, parking, and single-family homes. They do have higher traffic volumes and are quite often transit routes.
- The anticipated impact to driving times on collector streets is minimal and is outweighed by the safety benefits.
- Including collector streets will be easier to implement.

The option of using street classification was recommended because:

- Easier for drivers to understand.
- Will meet driver expectations.
- Aligns well with typical street design so is anticipated to have better compliance than the street eligibility option.
- Easier to implement because it would not result in varying speed limits along a corridor.

A triple-bottom line assessment was completed and is included in Appendix 2.

Impacts to Transit will be provided as part of the implementation strategy, after direction is received regarding the posted residential speed limit, potential changes to the school zones, and potential inclusion of playground zones, senior zones, and/or bikeways. Saskatoon Transit comments are included in Appendix 3.

Emergency services can exceed the posted speed limit when responding to emergencies. However, if the posted speed limit is reduced on arterial streets, which are the primary response routes, there may be a greater impact. If the decision of City Council is to lower the posted speed limits on arterial streets, then through the implementation strategy greater commentary on the impacts to emergency services would be provided.

### **FINANCIAL IMPLICATIONS**

Detailed financial implications of implementing speed limit revisions, playground zones, changes to school zones, and consideration of senior zones will be refined as decisions are made and more certainty is known. At this point order of magnitude cost estimates are provided below, with some considerations yet to be decided.

	50 km/h	40 km/h	30 km/h
Local and Collector Streets	None	\$400,000 - Signs required on arterial streets, and on local and collector streets in non-residential areas  Or, \$500,000 - Signs required at all neighbourhood entrances in residential areas	\$400,000 - Signs required on arterial streets and local and collector streets in non-residential areas.  Or, \$500,000 - Signs required at all neighbourhood entrances in residential areas
Local Streets Only	None	\$600,000 - Signs required on arterial and collector streets, and on local streets in non-residential areas  Or, also \$600,000 - Signs required on all local streets in residential areas	\$600,000 - Signs required on arterial and collector streets and local streets in non-residential areas  Or, also \$600,000 - Signs required on all local streets in residential areas

These cost estimates do not reflect potential future changes regarding school zones, playground zones, senior zones, and bikeways.

Cost estimates for education and awareness campaigns, and operational impacts will follow as part of the implementation strategy.

Funding considerations will be provided as part of the implementation strategy, after direction is received regarding the posted residential speed limit, potential changes to the school zones, and potential inclusion of playground zones, senior zones, and/or



bikeways.

### **LEGAL IMPLICATIONS**

Option B – Street Function may require a partial re-write of the Traffic Bylaw. There could also be legal implications due to the difficulty of enforcing and prosecuting tickets issued under this option.

### **ADDITIONAL IMPLICATIONS/CONSIDERATIONS**

There are no privacy, social, or environmental implications identified with this report.

### **COMMUNICATION ACTIVITIES**

The following stakeholder meetings have occurred since June:

1. External on July 6, 2021 - Representatives from Medavie Health Services West, Saskatchewan Health Authority, Saskatoon Council on Aging, Greater Saskatoon Catholic Schools, and Saskatoon Public Schools. Regrets received from Saskatoon Safety Council representative, and Saskatchewan Government Insurance.
2. Internal on July 13, 2021 - Representatives from Sustainability, Roadways, Fleet and Support, Planning and Development, Community Standards, Saskatoon Transit, Saskatoon Fire Department, Parks, Saskatoon Police Service and Transportation.

### **NEXT STEPS**

1. Prepare 'approval in principle' reports, if and as required, to address speed limits for schools, playgrounds, areas with a high concentration of seniors, and streets designated as neighbourhood bikeways.
2. Prepare a final report for final approval. This final report will present for final approval all components of the residential speed limit review, including but not limited to:
  - posted speed limits;
  - which streets the posted speed limit will be applicable to;
  - school zones;
  - playground zones;
  - senior zones;
  - impacts to transit;
  - financial considerations;
  - a schedule and process for implementation; and,
  - required bylaw revisions.

Following this approach of several staged 'approvals in principle' reports, closing with a 'final report' for final approval that brings all the information together at the end of the project, provides flexibility if project components have to be revisited, if further information is required, and provides information for consideration and 'approvals in principle' in manageable components.

The planned project schedule is included as Appendix 4.

## APPENDICES

1. Council History
2. Triple Bottom Line Assessment
3. Saskatoon Transit Feedback
4. Anticipated Residential Speed Limit Review Project Schedule

### Report Approval

Written by: Mariniel Flores, Transportation Engineer  
Nathalie Baudais, Senior Transportation Engineer

Reviewed by: David LeBoutillier, Engineering Manager, Transportation  
Jay Magus, Director of Transportation

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Residential Speed Limit Review – Speed Limit and Eligible Streets.docx

## Council History

At its meeting held on April 16, 2018, the Standing Policy Committee on Transportation considered the matter from Jeff Siemens – Sidewalk and Roadway Concerns (File No. CK 150-1) and resolved, in part:

1. That the Administration report on the possibility of implementing a program to address the roadway safety concerns around facilities for seniors and people with disabilities.

At its Regular Business Meeting held on May 28, 2018, City Council considered the response to the A. Iwanchuk (April 4, 2017) Neighbourhood Traffic Reviews inquiry (Files CK 6320-1 and TS 6320-1) and resolved, in part:

2. That the Administration report back on how posted limits on residential streets may be achieved, including a review of other municipalities with regards to posted speed limits, and how school zones and playground zones are being considered.

At its meeting held on September 10, 2018, the Standing Policy Committee on Transportation considered the Traffic Calming Policy (files CK 6320-0 and TS 6350) and resolved, in part:

2. That the Administration report further on options for the speed component of the technical warrant requirements to deal with the residents' perceptions and geometric design differences of residential streets.

At its meeting held on January 13, 2020, the Standing Policy Committee on Transportation considered the Traffic Enforcement – Complaint report (File No. CK 5300-1) and resolved,

That the information be received and appended to the file on Speed Limit Review on Residential Streets.

At its meeting held on March 2, 2020, the Standing Policy Committee on Transportation, considered the Briarwood Neighbourhood Traffic Review report (File No. CK 6320-1) and resolved,

That at the appropriate time, while the Administration is reviewing the posted speed limit residential review, that the Briarwood Community Center be included for consideration as a playground zone.

At its meeting held on June 1, 2020, the Standing Policy Committee on Transportation considered the Traffic Safety on Spadina Crescent report (File No. CK 375-2) and resolved,

That the information be received, and the letters appended to the appropriate ongoing files.

## Triple Bottom Line Review – Residential Speed Limit Review - Speed Limits & Eligible Streets

### Process and Methodology

Administration used the City of Saskatoon's Triple Bottom Line (TBL) Decision Making Tool to comply with *Council Policy C08-001 - Triple Bottom Line*.

When conducting a TBL analysis, it is appropriate to compare and/or evaluate multiple options. As such, the following options were reviewed:

1. 50 km/h Speed Limit (Business As Usual)
2. 40 km/h Speed Limit
3. 30 km/h Speed Limit

In conducting the analysis, the Administration relied on the expertise of the Project Team and Subject Matter Experts from the Transportation, Sustainability, and Planning and Development Departments, as well as consulted the following information:

- Residential Speed Limit Review – Background Information and Feedback Summary [File No. CK 6320-1], Standing Policy Committee Meeting, June 7, 2021, Section 5.1 of Appendix 1
- SWOV Fact Sheet, The relationship between speed and crashes, Leidschendam, the Netherlands
- April 2012,  
[https://safety.fhwa.dot.gov/speedmgt/ref\\_mats/fhwasa1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf](https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/Resources3/08%20-%20The%20Relation%20Between%20Speed%20and%20Crashes.pdf)
- World Health Organization Fact Sheet, 2004,  
[https://www.who.int/violence\\_injury\\_prevention/publications/road\\_traffic/world\\_report/speed\\_en.pdf](https://www.who.int/violence_injury_prevention/publications/road_traffic/world_report/speed_en.pdf)
- Noisy Speeding: Impact of Speed on Noise Level, Camea Technology,  
<https://www.cameatechnology.com/articles/noisy-speeding-impact-of-speed-on-noise-level/>
- Speed Distribution Influence in Road Traffic Noise Prediction, Gerardo Iannone, Claudio Guarnaccia, Joseph Quartieri, Environmental Engineering and Management Journal, March 2013,  
[https://www.researchgate.net/publication/256646360\\_Speed\\_distribution\\_influence\\_in\\_road\\_traffic\\_noise\\_prediction](https://www.researchgate.net/publication/256646360_Speed_distribution_influence_in_road_traffic_noise_prediction)
- Safe Speed: Promoting Safe Walking and Cycling by Reducing Traffic Speed, Dr. Jan Garrard, November 2008  
[https://www.healthylivebydesign.com.au/images/uploads/Partners/Resources/Publications/Safe\\_Speed\\_Report\\_Dec\\_202008.pdf](https://www.healthylivebydesign.com.au/images/uploads/Partners/Resources/Publications/Safe_Speed_Report_Dec_202008.pdf)
- Measuring Transport Equity, Karen Lucas and Karel Martens, 2019  
[https://books.google.ca/books?id=I-GaDwAAQBAJ&pg=PA162&lpg=PA162&dq=speed+limit+and+community+cohesion&source=bl&ots=d1XnFuuVUd&sig=ACfU3U2k3geqKnOVjy\\_Blm3Cz3\\_k70Cjdg&hl=en&sa=X&ved=2ahUKEwidsNaZz7XxAhXX7Z4KHVvLBS8Q6AEwEHoECBQQAaw#v=onepage&q=speed%20limit%20and%20community%20cohesion&f=false](https://books.google.ca/books?id=I-GaDwAAQBAJ&pg=PA162&lpg=PA162&dq=speed+limit+and+community+cohesion&source=bl&ots=d1XnFuuVUd&sig=ACfU3U2k3geqKnOVjy_Blm3Cz3_k70Cjdg&hl=en&sa=X&ved=2ahUKEwidsNaZz7XxAhXX7Z4KHVvLBS8Q6AEwEHoECBQQAaw#v=onepage&q=speed%20limit%20and%20community%20cohesion&f=false)

- Vehicle-Based Road Dust Emissions Measurements, <https://www3.epa.gov/ttn/chief/conference/ei12/fugdust/kuhns.pdf>.

This review is meant as a high level assessment to identify the initiative's environmental, social, economic, and governance outcomes, as well as to identify opportunities to achieve even greater sustainability benefits. The results are meant to support ongoing decision making, rather than be relied upon as a fixed sustainability evaluation.

### **Caveats and Limitations:**

- Some TBL areas were considered out of scope, including items that were not contingent on and/or influenced by the initiative:
  - Renewable Energy
  - Conservations of Resources
  - Clear Air, Water, and Land
  - Waste Reduction and Diversion
  - Storm Water Management
  - Sustainable Food System
  - Heritage, Arts, and Culture
  - Innovation
  - Sustainable Procurement
  - Skills and Training
  - Roles, Responsibilities and Rewards

### **Results & Findings**

Overall, the results of Administration's TBL review indicate that:

- Option 3 would achieve greater TBL benefits than the other proposed options.
- There are additional opportunities that could be explored to enhance the TBL outcomes of the initiative (see the "For Further / Future Consideration" sections later in this document).

A summary of results for each TBL principle and indicator are included in the subsequent section of this document. To provide context, a numerical description of the outcomes are shown in the following table:

<b>TBL Score</b>	<b>TBL Outcome</b>
Below 0%	Not Meeting Expectations
0-19%	Needs Improvement
20-39%	On-Track
40-59%	Meeting Expectations
60-79%	Exceeding Expectations
Above 80%	Leading the Way



**Principle: Environmental Health and Integrity****TBL Outcome - by Principle:**

Option 1 – 50 km/h Speed Limit (Business As Usual):

Option 2 – 40 km/h Speed Limit:

Option 3 – 30 km/h Speed Limit:

Not meeting expectations

Not meeting expectations

Needs improvement

**TBL Outcomes - by Indicator:**

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Renewable Energy			
Conservation of Resources			
Climate Change Mitigation and Adaptation			
Green Buildings and Sustainable Land Use		<ul style="list-style-type: none"> <li>No Impact / Not Applicable: Changes would be applied across the city so it is unlikely to affect changes to infill</li> </ul>	<ul style="list-style-type: none"> <li>No Impact / Not Applicable: Changes would be applied across the city so it is unlikely to affect changes to infill</li> </ul>
Sustainable Transportation		<ul style="list-style-type: none"> <li>No Impact / Not Applicable: May affect arterials or collectors where the transit routes are</li> </ul>	<ul style="list-style-type: none"> <li>Positive Impact: All streets become bike-friendly with a 30 km/hr speed limit</li> <li>No Impact / Not Applicable: May affect arterials or collectors where the transit routes are</li> </ul>
Healthy Ecosystems	<ul style="list-style-type: none"> <li>Significant Adverse Effect: Any road near greenspace has an impact</li> <li>No Impact / Not Applicable: There are issues with noise pollution</li> </ul>	<ul style="list-style-type: none"> <li>Negative Impact: This only impacts residential streets so it is unlikely to impact ecosystems. Slower speed limits reduce number and severity of wildlife collisions and noise so generally, there would be a benefit from a reduced speed limit for streets adjacent to ecosystems.</li> <li>Minimum Standard: A 40 km/h speed limit reduces potential for collision with wildlife</li> </ul>	<ul style="list-style-type: none"> <li>Negative Impact: This only impacts residential streets so it is unlikely to impact ecosystems. Slower speed limits reduce number and severity of wildlife collisions and noise so generally, there would be a benefit from a reduced speed limit for streets adjacent to ecosystems.</li> <li>Minimum Standard: A 30 km/h speed limit reduces potential for collision with wildlife</li> </ul>

		<ul style="list-style-type: none"> <li>Positive Impact: Reducing the speed limit to 40 km/h would reduce noise pollution</li> </ul>	<ul style="list-style-type: none"> <li>Significant Benefit: Reducing the speed limit to 30 km/h would reduce noise pollution even further</li> </ul>
Clean Air, Water, and Land			
Waste Reduction and Diversion			
Storm Water Management			
Sustainable Food System			

### For Further / Future Consideration

- Saskatoon-specific GHG emissions implications for each speed limit option are unknown at this time. However, research on reducing speed limits in urban areas indicates that driver behaviour plays a significant role in fuel consumption and associated GHG emissions. Specifically, the fewer starts/stops and the smoother the acceleration/deceleration, the lower the fuel consumption. Speed limit reductions, when coupled with other traffic calming measures and education promoting calm driving behavior, can reduce fuel use and GHG emissions.
- The impacts to protect the air, water, and/or soil from pollution are unknown.

### Principle: Social Equity and Cultural Wellbeing

#### TBL Outcome - by Principle:

Option 1 – 50 km/h Speed Limit (Business As Usual):	No Impact
Option 2 – 40 km/h Speed Limit:	Meeting Expectations
Option 3 – 30 km/h Speed Limit:	Meeting Expectations

#### TBL Outcomes - by Indicator:

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Equity and Opportunity		<ul style="list-style-type: none"> <li>Positive Impact: A 40 km/h speed limit improves safety in neighbourhoods. This supports people with disabilities as slower</li> </ul>	<ul style="list-style-type: none"> <li>Positive Impact: A 30 km/h speed limit improves safety in neighbourhoods. This supports people with disabilities as slower</li> </ul>

		<p>speed limits enables more mobility.</p> <ul style="list-style-type: none"> <li>• Positive Impact: This especially supports youth and senior mobility and safety to those who are more vulnerable to injury and fatality</li> <li>• Positive Impact: Supports active transportation modes, especially for people who do not have a car</li> </ul>	<p>speed limits enables more mobility.</p> <ul style="list-style-type: none"> <li>• Positive Impact: This especially supports youth and senior mobility and safety to those who are more vulnerable to injury and fatality</li> <li>• Positive Impact: Supports active transportation modes, especially for people who do not have a car</li> </ul>
Diversity and Inclusion		<ul style="list-style-type: none"> <li>• No Impact / Not Applicable: Applied across all neighbourhoods</li> <li>• Minimum Standard: May increase number of available routes to get to work through active transportation. Everyone should have access to a complete and connected network.</li> <li>• Minimum Standard: Could support a change to move away from car-dependent living by increasing attractiveness and safety of active transportation</li> </ul>	<ul style="list-style-type: none"> <li>• No Impact / Not Applicable: Applied across all neighbourhoods</li> <li>• Minimum Standard: May increase number of available routes to get to work through active transportation. Everyone should have access to a complete and connected network.</li> <li>• Minimum Standard: Could support a change to move away from car-dependent living by increasing attractiveness and safety of active transportation</li> </ul>
Heritage, Arts, and Culture			
Self Sufficiency and Living with Dignity		<ul style="list-style-type: none"> <li>• Minimum Standard: Supports safer active transportation, particularly for those who cannot afford cars</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum Standard: Supports safer active transportation, particularly for those who cannot afford cars</li> </ul>
Health and Wellbeing		<ul style="list-style-type: none"> <li>• Positive Impact: This reduces noise and increases street safety. This makes streets more comfortable and enjoyable for neighbourhoods/residents.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive Impact: This reduces noise and increases street safety. This makes streets more comfortable and enjoyable for neighbourhoods/residents.</li> </ul>
Safety and Resiliency		<ul style="list-style-type: none"> <li>• Positive Impact: A 40 km/hr speed limit reduces potential for collisions and severity of collisions</li> </ul>	<ul style="list-style-type: none"> <li>• Significant Benefit: A 30 km/hr speed limit reduces potential for collisions and severity of collisions even further</li> </ul>

		<ul style="list-style-type: none"> <li>No Impact / Not Applicable: Saskatoon Fire has adopted a requirement of response times and located stations which should be considered. Most of the primary emergency routes are on arterial streets.</li> </ul>	<ul style="list-style-type: none"> <li>No Impact / Not Applicable: Saskatoon Fire has adopted a requirement of response times and located stations which should be considered. Most of the primary emergency routes are on arterial streets.</li> </ul>
Civic Participation			
Recreation		<ul style="list-style-type: none"> <li>Minimum Standard: Encourages mobility to facilities, leisure spaces and outdoor activities. Some streets will be more positively impacted than others (e.g. streets without sidewalks, neighbourhoods with less park space).</li> <li>Positive Impact: More people out walking and biking in their neighbourhood increases opportunities for interactions with neighbourhoods, reduces noise in neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Encourages mobility to facilities, leisure spaces and outdoor activities. Some streets will be more positively impacted than others (e.g. streets without sidewalks, neighbourhoods with less park space).</li> <li>Positive Impact: More people out walking and biking in their neighbourhood increases opportunities for interactions with neighbourhoods, reduces noise in neighbourhoods</li> </ul>

### For Further / Future Consideration

- The impacts to support community organizations and community-led efforts are unknown. Some community associations may like to see street safety improvements; a reduced speed limit supports those efforts.

### Principle: Economic Benefits

#### TBL Outcome - by Principle:

Option 1 – 50 km/h Speed Limit (Business As Usual):

Option 2 – 40 km/h Speed Limit:

Option 3 – 30 km/h Speed Limit:

No Impact

On Track

On Track

**TBL Outcomes - by Indicator:**

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Innovation			
Sustainable Procurement			
Financial Planning and Resourcing		<ul style="list-style-type: none"> <li>• Minimum Standard: There will be signage and communications costs. Policies and standards will be followed.</li> <li>• Negative Impact: Additional signs required</li> <li>• Positive Impact: This will be part of the implementation strategy. Number of neighbourhoods that can be signed per year will be determined. Sign locations will be reviewed to see if they are necessary. A blanket speed limit would need fewer signs, changes to arterial access points, school zones, etc.</li> <li>• Minimum Standard: We will try to minimize number of signs but inventory will increase. Considerations include the number of signs needed to communicate the change, frequency of sign maintenance, legal requirements for signage etc.</li> <li>• Minimum Standard: May have more speed violations and require additional police to enforce lower speed limit</li> <li>• Negative Impact: Operational impacts to Saskatoon Transit and Roadways, Fleet and Support Services</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum Standard: There will be signage and communications costs. Policies and standards will be followed.</li> <li>• Negative Impact: Additional signs required</li> <li>• Positive Impact: This will be part of the implementation strategy. Number of neighbourhoods that can be signed per year will be determined. Sign locations will be reviewed to see if they are necessary. A blanket speed limit would need fewer signs, changes to arterial access points, school zones, etc.</li> <li>• Minimum Standard: We will try to minimize number of signs, but inventory will increase. Considerations include the number of signs needed to communicate the change, frequency of sign maintenance, legal requirements for signage etc.</li> <li>• Minimum Standard: May have more speed violations and require additional police to enforce lower speed limit</li> <li>• Negative Impact: Operational impacts to Saskatoon Transit and Roadways, Fleet and Support Services</li> </ul>



		<ul style="list-style-type: none"> <li>Negative Impact: More locations may require traffic calming to attain compliance</li> </ul>	<ul style="list-style-type: none"> <li>Negative Impact: More locations may require traffic calming to attain compliance</li> </ul>
Affordability for Users		<ul style="list-style-type: none"> <li>Positive Impact: Once implementation is complete, ongoing operating costs are reasonable. There will be reduced costs to the health care system and insurance due to reduced collisions.</li> </ul>	<ul style="list-style-type: none"> <li>Positive Impact: Once implementation is complete, ongoing operating costs are reasonable. There will be reduced costs to the health care system and insurance due to reduced collisions.</li> </ul>
Support the Local Economy		<ul style="list-style-type: none"> <li>Minimum Standard: Will include business groups as stakeholders in engagement</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Will include business groups as stakeholders in engagement</li> </ul>
Asset Management		<ul style="list-style-type: none"> <li>Minimum Standard: Light poles or similar will be used to affix sign where possible</li> <li>Minimum Standard: Reducing collisions can reduce damage to existing infrastructure</li> <li>Minimum Standard: Sign poles and pedestrian devices will be built to standard during implementation</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Light poles or similar will be used to affix sign where possible</li> <li>Minimum Standard: Reducing collisions can reduce damage to existing infrastructure</li> <li>Positive Impact: Advance the active transportation plan</li> <li>Minimum Standard: Sign poles and pedestrian devices will be built to standard during implementation</li> </ul>
Skills and Training			
Labour Rights and Employment		<ul style="list-style-type: none"> <li>Minimum Standard: OH&amp;S will be followed during installation</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: OH&amp;S will be followed during installation</li> <li>Minimum Standard: Improved options for active transportation may increase access to employment centres</li> </ul>

### For Further / Future Consideration

- Implications of carbon pricing are unknown

### Other Notes

- A high-level budget / financial analysis for each option is included in the body of the report.

**Principle: Good Governance****TBL Outcome - by Principle:**

Option 1 – 50 km/h Speed Limit (Business As Usual):

Option 2 – 40 km/h Speed Limit:

Option 3 – 30 km/h Speed Limit:

On Track

Meeting Expectations

Meeting Expectations

**TBL Outcomes - by Indicator:**

Indicator	Option 1 – 50 km/h Speed Limit (Business As Usual)	Option 2 – 40 km/h Speed Limit	Option 3 – 30 km/h Speed Limit
Ethical and Democratic Governance	<ul style="list-style-type: none"> <li>Minimum Standard: Gather feedback through engagement with stakeholders. Gather feedback through engagement with the public (open survey and statistically relevant survey)</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Gather feedback through engagement with stakeholders. Gather feedback through engagement with the public (a representative survey and an open public survey).</li> <li>No Impact / Not Applicable: The City of Saskatoon is committed to safety and the options would improve safety. Response to common citizen-driven idea in Neighbourhood Traffic Reviews.</li> <li>Positive Impact: There has been a disconnect between a safe speed limit, posted speed limit and street design, and what is considered an appropriate safe speed by adjacent residents</li> <li>Positive Impact: Engagement with school boards, Saskatoon Police, Saskatoon Fire, Saskatchewan Government Insurance (SGI), accessibility groups, walking groups etc.</li> <li>Minimum Standard: Looking at all neighbourhoods at once and producing a technical analysis.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Gather feedback through engagement with stakeholders. Gather feedback through engagement with the public (a representative survey and an open public survey).</li> <li>No Impact / Not Applicable: The City of Saskatoon is committed to safety and the options would improve safety. Response to common citizen-driven idea in Neighbourhood Traffic Reviews.</li> <li>Positive Impact: There has been a disconnect between a safe speed limit, posted speed limit and street design, and what is considered an appropriate safe speed by adjacent residents</li> <li>Positive Impact: Engagement with school boards, Saskatoon Police, Saskatoon Fire, Saskatchewan Government Insurance (SGI), accessibility groups, walking groups etc.</li> <li>Minimum Standard: Looking at all neighbourhoods at once and producing a technical analysis.</li> </ul>

		This will be applied to all streets equally despite street design which will make some streets seem comfortable and others feel very slow; this could lead to a compliance problem. Traffic calming may be considered to address this issue.	This will be applied to all streets equally despite street design which will make some streets seem comfortable and others feel very slow; this could lead to a compliance problem. Traffic calming may be considered to address this issue.
Effective Service Delivery		<ul style="list-style-type: none"> <li>• Minimum Standard: Stakeholder engagement will identify risks. Saskatoon Police helping to identify compliance issues and procedures to mitigate. A risk assessment for preferred option will be completed to determine procedures. Risks include compliance, education, enforcement, calming measures.</li> <li>• Positive Impact: This work is for the benefit of residents/neighbourhoods. This is being responsive to issues that have been raised.</li> </ul>	<ul style="list-style-type: none"> <li>• Minimum Standard: Stakeholder engagement will identify risks. Saskatoon Police helping to identify compliance issues and procedures to mitigate. A risk assessment for preferred option will be completed to determine procedures. Risks include compliance, education, enforcement, calming measures.</li> <li>• Positive Impact: This work is for the benefit of residents/neighbourhoods. This is being responsive to issues that have been raised.</li> </ul>
Education, Communication, Engagement, Capacity Building		<ul style="list-style-type: none"> <li>• Positive Impact: Engagement with internal stakeholders</li> <li>• Positive Impact: Two surveys were completed to obtain opinions on revising speed limits in residential areas. Several stakeholder meetings have occurred to date.</li> <li>• Positive Impact: Communications plan is being used to share information about potential options and impacts of each option</li> <li>• Minimum Standard: Enhances partnerships and buy-in through stakeholder engagement.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive Impact: Engagement with internal stakeholders</li> <li>• Positive Impact: Two surveys were completed to obtain opinions on revising speed limits in residential areas. Several stakeholder meetings have occurred to date.</li> <li>• Positive Impact: Communications plan is being used to share information about potential options and impacts of each option</li> <li>• Minimum Standard: Enhances partnerships and buy-in through stakeholder engagement.</li> </ul>

		Promotes outreach through those organizations.	Promotes outreach through those organizations.
Monitoring, Reporting and Compliance	<ul style="list-style-type: none"> <li>Minimum Standard: Data monitoring related to speed concerns and traffic calming requests will be completed. This will not be used to revisit speed limits. Survey data was used to gather amount of support from the public.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Debriefs are typically completed after implementation</li> <li>Minimum Standard: Data monitoring related to speed concerns and traffic calming requests will be completed. This will not be used to revisit speed limits. Survey data was used to gather amount of support from the public.</li> <li>Positive Impact: Researched other cities, best practices etc.</li> <li>Minimum Standard: This will result in a traffic bylaw change and traffic calming policy change</li> <li>Minimum Standard: Procedures will be followed</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Debriefs are typically completed after implementation</li> <li>Minimum Standard: Data monitoring related to speed concerns and traffic calming needs will be completed. This will not be used to revisit speed limits. Survey data was used to gather amount of support from the public.</li> <li>Positive Impact: Researched other cities, best practices etc.</li> <li>Minimum Standard: This will result in a traffic bylaw change and traffic calming policy change</li> <li>Minimum Standard: Procedures will be followed</li> </ul>
Agility and Adaptiveness		<ul style="list-style-type: none"> <li>Minimum Standard: Communication will be adaptive and responsive. The approved option should be applied consistently. Changing speed limits can lead to confusion and lack of compliance.</li> <li>Positive Impact: This is a change/reform to neighbourhood speed limits. This relates to the Safe Systems approach and is a shift in mind-set.</li> <li>Positive Impact: Police enforcement, a communication plan and traffic calming will be used to resolve issues of non-compliance</li> <li>Positive Impact: A pilot can lead to confusion and mixed results.</li> </ul>	<ul style="list-style-type: none"> <li>Minimum Standard: Communication will be adaptive and responsive. The approved option should be applied consistently. Changing speed limits can lead to confusion and lack of compliance.</li> <li>Positive Impact: This is a change/reform to neighbourhood speed limits. This relates to the Safe Systems approach and is a shift in mind-set.</li> <li>Positive Impact: Police enforcement, a communication plan and traffic calming will be used to resolve issues of non-compliance</li> <li>Positive Impact: A pilot can lead to confusion and mixed results.</li> </ul>

		The Montgomery Place neighbourhood changed speed limits but local experience is not necessarily transferable to other neighbourhoods. Edmonton piloted a few streets before implementing fully. Prince Albert, Warman and Martensville already have a 40 km/h speed limit. Lessons will be learned from their experiences. Research around vehicular collisions and speed limits also informs this project and the consequences of the options.	The Montgomery Place neighbourhood changed speed limits but local experience is not necessarily transferable to other neighbourhoods. Edmonton piloted a few streets before implementing fully. Lessons will be learned from their experiences. Research around vehicular collisions and speed limits also informs this project and the consequences of the options.
Roles, Responsibilities and Rewards			

### For Further / Future Consideration

- Impacts to take actions to ensure that the organization's policies, initiatives, infrastructure, and services are reliable and effective (over both the short- and long-term) are unknown. Traffic calming measures may be required to ensure compliance. Traffic calming policy may need to be updated.



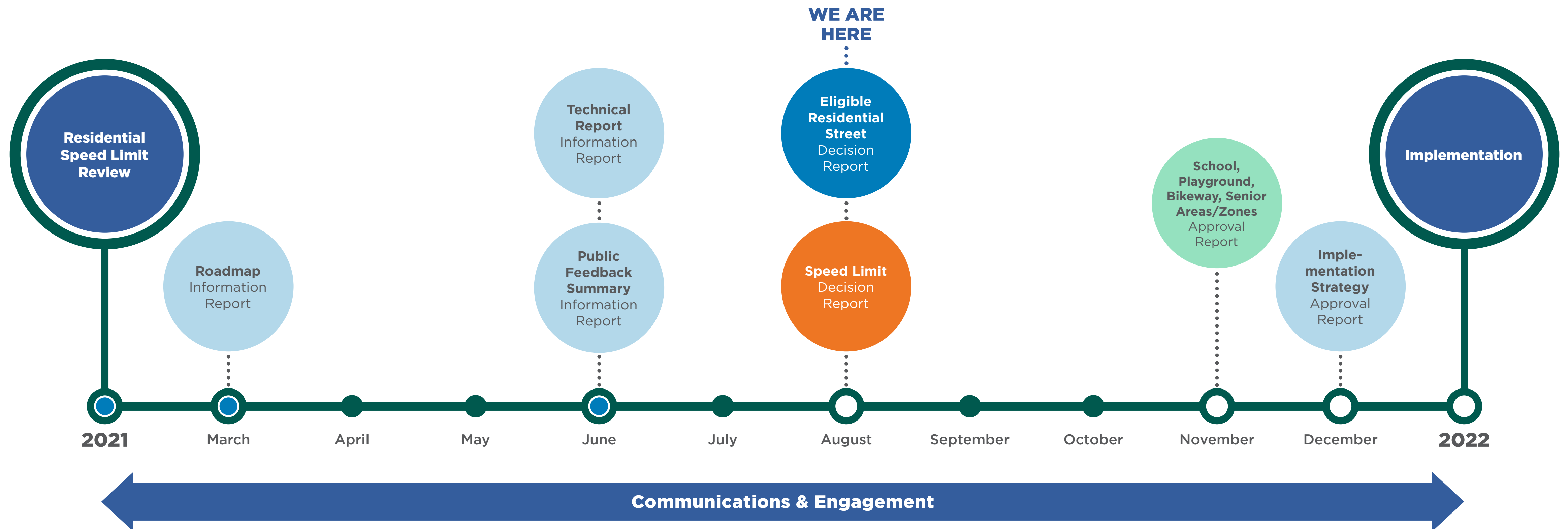
## **Saskatoon Transit Feedback**

A reduction change in speed limit along residential streets and collector streets will impact Saskatoon Transit's delivery of total service hours to the City's overall transit network. Some routes would be impacted to a greater effect than others. In some cases, some routes may be impacted minimally while in other cases with greater impact. Obviously, a speed reduction to 30 km/h would have a greater impact on total service hours delivered than would a reduction to 40 km/h. Transit cannot state at this time to what extent these service hours would be affected with absolute certainty until further data is compiled and analyzed. Based on our initial analysis, there are many factors to consider which all contribute to overall bus travel times, frequency and average bus speeds. This level of data collection and analysis is doable but will require more time.

Saskatoon Transit has begun the process of compiling historical speed data to further conduct such a thorough and accurate analysis. Data has been requested for specific routes and sections of residential and collector streets where buses are travelling 50 km/h or below and where these potential speed reductions would take effect. Once this data has been collected and analyzed, Saskatoon Transit will be in a much better position to comment on the degree to which these changes will impact Transit operations and the amount of additional service hours will be required to maintain the current level of transit service and frequency.

In preparation for a future more detailed response on what these service hour impacts may be, Saskatoon Transit will continue to extract and review this data so that our analysis will be thorough, based on reliable and complete data.

# Anticipated Schedule



# Proposed Council Policy – Pedestrian and Cyclist Accommodation in Work Zones and Detours

## ISSUE

The Active Transportation Plan (AT Plan) recommended that the City review its current construction detour policies to align with best practice for accommodating all active transportation users.

Upon reviewing the City of Saskatoon's Temporary Traffic Control Manual, increased guidance of how to accommodate pedestrians and cyclists in work zones is recommended. The Administration is proposing a new Council Policy to be used in conjunction with the Temporary Traffic Control Manual to guide the planning and implementation of temporary traffic controls for pedestrian and cyclist facilities in work zones.

## RECOMMENDATION

That the Standing Policy Committee on Transportation recommend to City Council

1. That Council Policy C0X-XXX, Pedestrian and Cyclist Accommodation in Work Zones and Detours, be approved; and
2. That the City Clerk be requested to adopt Council Policy C0X-XXX, Pedestrian and Cyclist Accommodation in Work Zones and Detours as outlined in this report.

## BACKGROUND

At its Regular Business Meeting held on June 27, 2016, City Council approved the Active Transportation Plan (AT Plan). As part of the AT Plan, the City committed to the following action items under the theme of maintenance and accessibility:

- Action 5A.6: Ensure accessible detours are provided for pedestrians during construction and maintenance.
- Action 5B.3: Ensure detours are provided for bicycle users during construction and maintenance activities.

To implement these action items, the Administration has drafted Council Policy C0X-XXX, Pedestrian and Cyclist Accommodation in Work Zones and Detours.

## DISCUSSION/ANALYSIS

### Current Status

Pedestrian and cyclist detours are primarily administered through the City of Saskatoon Temporary Traffic Control Manual, which complies with the national standards found in the Transportation Association of Canada's Manual of Uniform Traffic Control Devices for Canada.

The City's Detour Group handles approximately 65 percent of detours in Saskatoon, with private contractors handling the remaining 35 percent. In the past few years, the

Detour Group has adopted many of the practices outlined in the proposed policy in their work and have been able to successfully implement many of the objectives identified in the policy.

There is still room for improvement. Residents who happen upon a work zone are unlikely to know who is responsible for the work zone. The community's expectation is that each work zone will be treated the same. The adoption of this policy will help to provide consistent detours and work zones regardless of the provider.

Examples of detours from previous years are shown in Appendix 1.

### Discussion

The purpose of the policy is to maximize safety of and minimize impacts of work zones on pedestrians and cyclists. By addressing these needs in a policy to be used in conjunction with the Temporary Traffic Control Manual, a standard is set for all work zone practices in Saskatoon and provides a means for holding the City and private contractors responsible for implementing safe work zones for vulnerable road users.

People traveling using active modes have different needs than those traveling by vehicle. Due to the highly mobile nature of active users, their low tolerance for adding distance to their trips, and their increased vulnerability due to lack of protection, additional considerations are needed when planning and implementing temporary work zones to maximize their safety and minimize work zone impacts.

The key objectives of the proposed policy are:

- To provide pedestrians and cyclists with safe, convenient, and accessible facilities during temporary detours;
- To provide detours for pedestrian and cycling facilities that replicate, as closely as possible, the desirable characteristics of the existing sidewalk, pathway, or cycling facility it is intended to temporarily replace;
- To provide detours that accommodate the needs of a wide range of road users including the elderly, young, and people with accessibility requirements for hearing, visual or mobility; and
- To provide human scaled signage that safely guides pedestrians and cyclists through work zones.

The policy has been drafted based on best practices and is intended to supplement the guidance provided in the City's Temporary Traffic Control Manual and Chapter 6 of the U.S. Department of Transportation's Federal Highway Administration (FHWA) Manual on Uniform Traffic Control Devices. FHWA was referenced because the Transportation Association of Canada's Manual of Uniform Traffic Control Devices for Canada does not provide guidance for accommodations in work zones to specifically address pedestrian, cyclist and accessibility. The proposed policy is outlined in Appendix 2.

This policy has been developed in conjunction with the Detour Group. Internal engagement has occurred with City departments that set up and monitor detours, such as Roadways, Fleet and Support, Saskatoon Light and Power, Urban Forestry, and Water and Waste Operations, to confirm that the objectives within the policy are reasonable to implement and address specific needs related to pedestrians and cyclists in a variety of work zones.

If adopted, the policy would come into effect immediately. While compliance with the policy is encouraged, a grace period will be provided until May 1, 2022, at which point all detours must meet the policy. Communication and education activities would take place leading up to May 1, 2022 and throughout the construction season as needed, as outlined in Appendix 3.

### **FINANCIAL IMPLICATIONS**

There will be minor costs associated with updating the Temporary Traffic Control Manual and producing the communications and educational materials. These costs can be accommodated in existing operating and capital budgets.

Costs related to the manufacturing, installing, maintaining, and removing of any additional signage will be paid for by the capital project if a City-led project, or charged to a third party if a project led by others. Examples of third parties include developers, utility companies, etc. This process aligns with the Administration's current practice regarding detours.

### **OTHER IMPLICATIONS**

There are no legal implications. Privacy, social and environmental implications have not been assessed at this time.

### **NEXT STEPS**

Should City Council approve the proposed policy, the following steps would take place:

1. Update current manuals and guidelines to meet the policy.
2. Provide training for internal staff on changes to work zones based on the policy.
3. Implement communications and education activities outlined in Appendix 3.

### **APPENDICES**

1. Examples of Work Zones
2. Council Policy C0X-XXX, Pedestrian and Cyclist Accommodation in Work Zones and Detours
3. Communication and Education Plan

### **Report Approval**

Written by:	Danae Balogun, Active Transportation Program Manager
Reviewed by:	David LeBoutillier, Engineering Manager, Transportation Jay Magus, Director of Transportation
Approved by:	Terry Schmidt, General Manager, Transportation and Construction



## Examples of Work Zones

The following are examples of past work zones that illustrate both good and bad examples of pedestrian and cyclist accommodation in work zones. Each example discusses the pros and cons of the work zone and highlights where improvements could be made to make the accommodations safer and more convenient for active users.

### 1. Preston Avenue, between 14<sup>th</sup> Street and College Drive (2018)

Roadway improvements associated with Merlis Belsher Place occurred in 2018 which resulted in a temporary partial closure of the road and full closure of the multi-use pathway on the west side of Preston Avenue. This multi-use pathway is an important part of the pedestrian and cyclist network and there were limited options for pedestrians who happened upon the work zone.

The full closure of this pathway had significant impact on pedestrian and cyclist movement as the nearest path for available pedestrians was Cumberland Avenue. This detour added additional travel time of approximately 15 to 30 minutes for pedestrians.

The detour did not address the needs of all users, providing no guidance to users who may have a visual impairment and inadequate guidance for users who may not be capable of 15 to 30 minute detour, such as older adults, people with mobility limitations, or those with time-sensitive trips.

The guidance provided at the closure directed pedestrians and cyclists approaching from the north to use Cumberland Avenue, but no facility was available along College Drive to facilitate this movement. Further, no information regarding the distance of the detour was provided nor was advance signage placed to advise pedestrians and cyclists to choose an alternate route.

On the south end of the work zone there was an advanced sign, but its orientation was only to users proceeding east. Users travelling west intending to proceed northbound on Preston Avenue would not see the signs.



Image 1: Multi-use pathway closure signs at Preston Avenue and College Drive



Image 2: Recommended pedestrian and cyclist detour route at Preston Avenue and College Drive



Image 3: Poor orientation of detour sign at Preston Avenue and 14<sup>th</sup> Street



## 2. Spadina Crescent, between 21<sup>st</sup> Street and 22<sup>nd</sup> Street (2018)

This example involves a short duration temporary closure of the bicycle lane along Spadina Crescent. To complete minor repairs, temporary closures or diversions may be required for short periods of time. It is important that the needs of pedestrians and cyclists are taken into consideration in these types of closures as well. In this particular instance, the temporary traffic control was improperly implemented. Signs were placed too close together, there was a lack of taper to direct traffic, and guidance was not provided to cyclists to indicate that the bike lane was closed, and that cyclists and motorists must share the traffic lane. The addition of signs communicating the closure of the bike lane and expected travel behaviour for both vehicles and cyclists would improve the safety of all road users in this type of temporary traffic control.



Image 4: Lack of signage directing cyclists and vehicles to share the traffic lane

### 3. 14<sup>th</sup> Street, between Preston Avenue and Weir Crescent (2018)

This detour is an example where a third-party was doing work adjacent to the multi-use pathway along 14<sup>th</sup> Street. The work zone lacked signage indicating that the area is restricted and there was no guidance directing cyclists and pedestrians to an alternative route.



Image 5 and 6: Lack of signage indicating the pathway is closed



#### 4. 4<sup>th</sup> Avenue, between 22<sup>nd</sup> Street and 23<sup>rd</sup> Street (2018)

The diversion previously in place in front of the former Police Station on 4<sup>th</sup> Avenue is a good example of a work zone accommodation for pedestrians, cyclists and vehicles that meets the intent of the proposed policy. This diversion respected the needs of all road users by replicating, as nearly as is practicable, the facilities that the work zone is disrupting. Further improvements to this diversion would include better accommodations for people with low vision or mobility limitations, such as a straight, detectable edge for people with visual impairments and ramps for people using mobility aids. Further, the protected bike lane is fully retained. This diversion is good example of how to provide safe, convenient temporary facilities for pedestrian and cyclists.



Image 7: Human-scaled signage indicating the spaces for pedestrians and cyclists



Image 8: Providing a straight, cane detectable edge would improve this diversion for people with visual impairments

## 5. COVID Pedestrian and Cyclist Detour Signs (2020)

To support physical distancing requirements during the COVID-19 pandemic, one-way travel restrictions were put in place on bridge pathways where two metre physical distancing could not be achieved. These signs were oriented toward pedestrians and cyclists and provided information to bridge users through advanced warning signs, access points, and directions to the alternative routes. The signs utilized for these travel restrictions are a good example of providing pedestrians and cyclists with the information needed to make timely decisions about their route.



Image 9: Example of sign oriented toward pedestrians and cyclists.

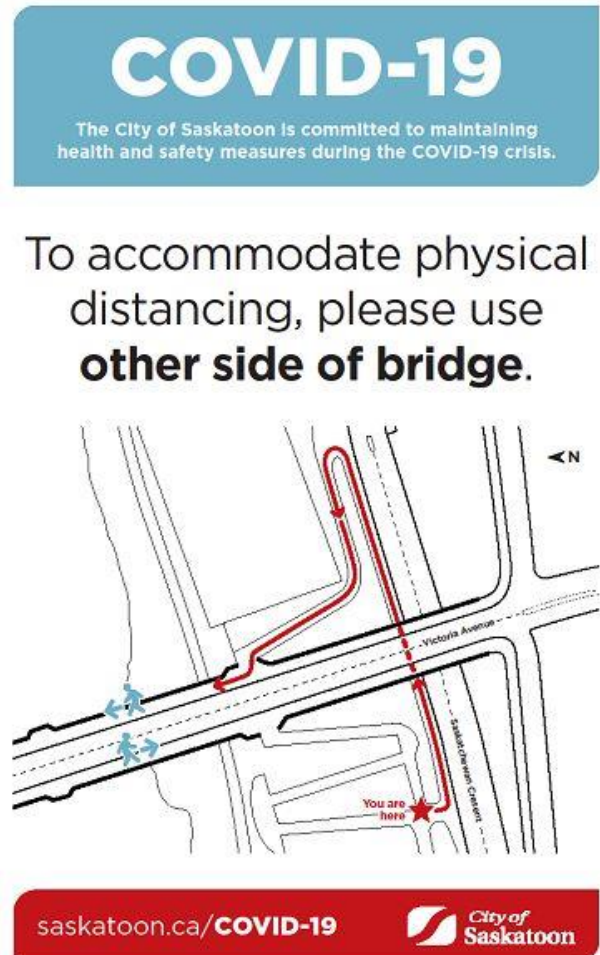


Image 10: Example of wayfinding signs to guide pedestrians and cyclists through detour.

## 6. Staff Trailer (2020)

In November 2020, a crew trailer was placed at the corner of 23rd Street and 3rd Avenue for City staff to use during the initial response to the COVID-19 pandemic. This trailer was installed without adequate signage and detour markings. As shown in the photos below, the bike lane was blocked off without any signs being provided to indicate that the lane was blocked or providing guidance to motorists or cyclists on what behaviour was expected through this construction zone. The lack of guidance has resulted in people riding in the bike lane “merging” with traffic just prior to the trailer, creating hazardous conditions for both motorists and cyclists.



Image 11: protected bike lane ends without guidance to cyclists or drivers





Image 12: Lack of signs indicating appropriate direction for cyclists or motorists

# CITY OF SASKATOON COUNCIL POLICY

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**NUMBER**  
C0X-XXX

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<b>POLICY TITLE</b> Pedestrian and Cyclist Accommodation in Work Zones and Detours Policy	<b>ADOPTED BY:</b> <i>City Council</i>	<b>EFFECTIVE DATE</b>
<b>ORIGIN/AUTHORITY</b>	<b>CITY FILE NO.</b> <i>CK.</i>	<b>PAGE NUMBER</b> <i>1 of</i>

## 1. PURPOSE

To ensure pedestrian and cyclist safety is a high priority in the installation of temporary traffic controls in work zones.

## 2. DEFINITIONS

- 2.1 Covered Way – a solid enclosure, usually erected over an existing sidewalk that maintains the existing travelled way while providing protection from work zone activities.
- 2.2 Cycling facility - the part of the right of way dedicated for the movement of cyclists, including a cycle track, raised cycle track, painted bike lane and protected bike lane.
- 2.3 Detour – a temporary route where a pedestrian or cyclist is required to depart completely from the permanent sidewalk, pathway or cycling facility to bypass a work zone.
- 2.4 Diversion – a temporary route where a pedestrian or cyclist is directed onto a temporary facility placed next to the permanent sidewalk, pathway or cycling facility to bypass a work zone.
- 2.5 Pathway – a facility that provides for the movement of pedestrians and cyclists that is designated as a multi-use pathway or shared-use pathway.
- 2.6 Sidewalk – the part of the right of way intended for pedestrian use, following the alignment generally parallel to that of the adjacent roadway.
- 2.7 Temporary Facility – a facility constructed for the purpose of providing temporary pedestrian or cyclist access through a work zone.



# CITY OF SASKATOON COUNCIL POLICY

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NUMBER  
C0

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POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
		2 of 5

2.8 Temporary Traffic Control – provides for the movement of vehicles, bicycles, pedestrians and public transit when the normal function of the roadway is suspended.

2.9 Work Zone – the area around which traffic is being diverted to enable work to be done, including an area for use of equipment, stockpiling materials and the excavation or building site.

### 3. POLICY

#### 3.1 General

The City is committed to providing safe and equitable transportation options for all road users. This policy is intended to supplement the guidance provided in the City's *Temporary Traffic Control Manual* and the U.S.A. Federal Highway Administration's *Manual on Uniform Traffic Control Devices*, which provide detailed information on how to safely accommodate pedestrians and cyclists in work zones.

#### 3.2 Objectives

The following objectives shall guide the planning and implementation of temporary traffic controls for pedestrians and cyclists in work zones.

- a) Pedestrians and cyclists should be provided with safe, convenient and accessible facilities.
- b) Detours and diversions for pedestrians and cyclists shall replicate, as nearly as is practical, the most desirable characteristics of the existing sidewalk, pathway or cycling facility it is intended to temporarily replace.
- c) The installation of temporary traffic controls shall accommodate the needs of a wide range of road users including the elderly, young and people with disabilities such as hearing, visual or mobility disabilities, by:

# CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER
		3 of 5

- i. Providing a smooth, continuous hard surface throughout the length of the temporary facility free from debris, gravel, holes, standing or flowing water, etc.;
  - ii. Providing a continuous detectable edging throughout the length of the temporary facility such that pedestrians using a cane can follow it;
  - iii. Ensuring that traffic control devices and other construction materials and equipment do not intrude into the useable width of the temporary facility; and
  - iv. Where there are grade changes present, such as curbs, providing navigable ramps.
- d) The width of the existing facility shall be maintained throughout the length of the temporary facility. The following exceptions may apply:
- i. The width of a temporary sidewalk facility may be reduced to a minimum of 1.8 m;
  - ii. If the temporary pathway provided is less than 100 m in length, the width may be reduced to a minimum of 1.8 m; and
  - iii. Widths of facilities may be reduced to the following widths for temporary accommodations in work zones of a short duration (work zone in effect for more than 30 minutes but less than 24 hours), provided they are properly signed:
    - Reduce the width of the sidewalk facility to a minimum of 1.2 m for the length of the entire work zone; and
    - Sign the cycling facility as closed and direct cyclists and motorists to share the driving lane.

# CITY OF SASKATOON COUNCIL POLICY

NUMBER  
C0

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER 4 of 5
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- e) Temporary traffic controls shall include human scaled signage, installed in such a way as to safely guide pedestrians and cyclists through work zones by ensuring:
- i. It is clear the signs are intended for pedestrians and/or cyclists; and
  - ii. The signs provide guidance on the details of the detour, including but not limited to:
    - the duration of the work zone activities;
    - the contact information of who is responsible for maintaining the work zone; and
    - a map showing the suggested route for detours that require pedestrians or cyclists to use an alternate street.
- f) Pedestrian and cyclist diversions shall be preferred over detours, especially in urban and commercial suburban areas.
- i. In planning the work zone, consideration should be given to the feasibility of retaining existing pedestrian and cyclist access through the site, rather than a diversion or detour, provided it can be done so safely.
  - ii. If a diversion is not available and a detour is required, advanced signage providing guidance for pedestrians and cyclists must be placed to prevent backtracking. Signs should be placed at intersections (rather than midblock locations) so that pedestrians and cyclists are not confronted with midblock work zones.
  - iii. Provision of a covered way may be required if adequate right of way space is not available to provide a diversion while maintaining adequate traffic operations. The National

# CITY OF SASKATOON COUNCIL POLICY

NUMBER

C0

POLICY TITLE	EFFECTIVE DATE:	PAGE NUMBER <i>5 of 5</i>
--------------	-----------------	------------------------------

Building Code of Canada also requires provision of covered ways in specified circumstances, and additionally sets out construction standards for covered ways.

- Where adequate right of way space is not available for a diversion, a detour may be considered for work zones of a short duration (work zone in effect for more than 30 minutes but less than 24 hours) provided the detour is properly signed.

- iv. Detours may be considered in areas with little pedestrian or cyclist activity.

## 4. RESPONSIBILITIES

### 4.1 General Manager, Transportation and Construction Division

The General Manager, Transportation and Construction Division, or designate, will:

- a) Administer, review and recommend updates to this policy.

### 4.2 City Council

City Council will:

- a) Approve any amendments to this Policy as required.

## Communication and Education Plan

### Internal Communication and Education:

Many civic staff are involved in setting up and approving temporary work zones. To ensure staff are aware of the changes and able to implement the objectives of the policy effectively, the following steps have been identified:

- In the fall of 2021 begin advising internal construction project managers and staff involved in preparing and reviewing Temporary Traffic Control Plans of the new policy.
- Present new policy at March 2022 Safety Summit so that tenders will reference the new policy for upcoming construction projects.
- Support will be provided as needed to help identify when an accommodation is required and how to plan for it.

### External Communication and Education:

Any work provided by City contractors or other third-party construction companies taking place on public roads that requires temporary work zones must also comply with the new policy. To ensure the external contractors are aware of the changes and able to implement the objectives of the policy effectively, the following steps have been identified:

- The City's Traffic Detour Requests webpage will be updated with information on the policy.
- A handbook will be developed providing easy to understand application of the policy in example work zones. This handbook will be available on the City's website and provided with contracts where applicable.
- The policy will be introduced and described at the annual Contractor's Breakfast held each fall for a sneak peek at the following year's construction projects.
- Contractors can reach out to the dedicated Detours support staff for help and advice.

On-site signage, public service announcements, construction notices and any other description of major construction will include the accommodation for pedestrians and cyclists as advance notice.



## Proposed Legislative Amendments to The Traffic Safety Act – August 2021

### ISSUE

In an effort to increase the convenience and safety of active modes of transportation and position them to become more appealing and desirable transportation choices, the Administration would like to lobby Saskatchewan Government Insurance (SGI), as the administrator of *The Traffic Safety Act*, (*the Act*) to amend *the Act* as it pertains to pedestrian and cyclist operations.

### RECOMMENDATION

That the Standing Policy Committee on Transportation recommend:

1. That City Council endorse and direct the Administration to lobby Saskatchewan Government Insurance to amend *The Traffic Safety Act* to incorporate the following:
  - a) Require drivers to yield to pedestrians that are indicating an intention to cross the street at legal crossings;
  - b) Permit cyclists to use their right arm to indicate a right turn; and
  - c) Permit cyclists to ride their bicycle when a cross-ride is provided at legal crossings.

### BACKGROUND

The Administration is recommending amendments to *The Traffic Safety Act* (*the Act*) to support and enhance pedestrian and cyclist convenience and safety. As outlined in clause 8(1)(f) of *The Cities Act*, the City is subject to the regulations provided in *the Act* as they pertain to vehicles and pedestrians. Therefore, the City of Saskatoon cannot introduce any bylaws or regulations that conflict with the provisions in *the Act*.

The Administration would like to approach SGI to discuss changes to *the Act* as it pertains to pedestrian intent to cross the street at legal crossings, cyclists signaling a right turn, and cross-rides for cyclists at legal crossings.

### DISCUSSION/ANALYSIS

#### Pedestrians - Indicating Intent to Cross the Street at Legal Crossings

Under current legislation, pedestrians must be in the act of crossing the street at a legal crossing before drivers are legally required to yield the right of way. Section 223(1)(b) of *the Act* states, “A driver of a vehicle on a highway within a hamlet or any municipality other than a rural municipality or the prescribed part of a municipal district shall stop the vehicle and yield the right of way to the pedestrian if...(b) the pedestrian is crossing the highway”.

While many drivers often stop for pedestrians waiting at a crossing, the language within *the Act* specifies they do not have to do so until the pedestrian is on the road.

To improve pedestrian safety, the Administration recommends approaching SGI to allow for a provision within *the Act* that requires drivers to yield to pedestrians indicating their intent to cross the street at a legal crossing. Appendix 1 provides an example of a pedestrian pointing to the crosswalk to indicate their intent to cross.

#### Cyclists - Extend Right Arm to Signal Right Turn

Under current legislation, section 234 of *the Act* specifies that if a vehicle is not required to be equipped with a prescribed signaling device, such as a bicycle, the cyclist must indicate their intention to turn right by extending the left arm from the shoulder to the elbow horizontally and from the elbow to the hand vertically upwards. As there is no provision in *the Act* for use of the right arm, the action is not recognized as a signal intention.

During the engagement process for the Bicycle Bylaw, the desire to permit cyclists to use their right arm to signal right turns was raised and supported. However, as it contravenes *the Act* it could not be included in the Bicycle Bylaw. Appendix 2 provides an example of cyclist signaling a right turn.

The Administration recommends approaching SGI to allow for a provision within *the Act* to permit cyclists to use their right arm to signal a right turn.

#### Cyclists - Cross-rides at Legal Crossings

Under current legislation, people approaching an intersection or midblock crossing while riding their bikes on a shared-use pathway or raised cycle track must dismount their bicycle and cross as a pedestrian. Requiring cyclists to dismount at every intersection or midblock crossing can be inconvenient. Many people do not dismount their bicycle, choosing instead to cycle through the intersection or midblock crossing, which is currently illegal under *the Act*. Examples of these crossings are shown in Appendix 3.

A cross-ride is a dedicated space at an intersection or midblock crossing, identified by unique pavement markings and signs, for cyclists to legally ride their bicycle through an intersection without dismounting. A cross-ride may appear alongside a pedestrian crosswalk as a separate facility or may be combined with a crosswalk to save space in some areas. Cross-rides are often accompanied by signage to alert users that cyclists may be crossing the intersection. Examples of various cross-ride applications are shown in Appendix 4.

While cross-rides improve cyclist mobility, their application requires careful consideration to avoid compromising cyclist and pedestrian safety. The Transportation Association of Canada (TAC) recommends that cross-rides be used to define a cyclist crossing area at intersections or midblock, typically at a multi-use path crossing. Cross-rides accommodate a larger variety of users and help inform drivers that the crossings will include more than just pedestrians. The National Association of City Transportation Officials (NACTO) outlines the benefits of intersection markings such as cross-rides:

- Raises awareness for both cyclists and motorists of potential conflict areas.
- Reinforces through cyclists have priority over-turning vehicles or vehicles entering the roadway (from driveways or cross streets).
- Guides cyclists through the intersection in a straight and direct path.
- Reduces cyclist stress by delineating the bicycling zone.
- Makes cyclist movements more predictable.
- Increases the visibility of cyclists.
- Reduces conflicts between cyclists and turning motorists.

Currently, there is no provision within *the Act* that allows people to remain on their bicycle when riding through an intersection, unless that cyclist is operating in the travel lane (not on a shared-use pathway or raised cycle track).

Cross-rides have previously been installed in Saskatoon. However, upon reviewing the relevant legislation, the Administration has determined that cross-rides will no longer be installed until legally permitted.

The Administration recommends approaching SGI to allow for a provision within *the Act* that allows people to remain on their bicycle when cross-ride pavement markings and associated signage are provided.

#### Jurisdictional Scan

The Administration conducted a jurisdictional scan of current legislation in other Canadian communities on these three matters. A summary of the findings can be found in Appendix 5.

#### Saskatchewan Urban Municipalities

The Administration reached out to 12 cities in Saskatchewan to gauge their interest in making these changes and lobbying SGI. Out of the 12 cities contacted, Regina and Melville have indicated their support to work with the City to lobby SGI. Two other municipalities responded that they were not opposed to the changes but were not interested in pursuing at this time. The remaining eight municipalities did not respond to the inquiry.

#### **OTHER IMPLICATIONS**

*The Act* requires amendments to permit the changes discussed within this report. Should SGI support the changes to permit cyclists to use their right arm to signal a right-turn, the Bicycle Bylaw would be amended to include this provision.

There are no financial implications for lobbying SGI on the changes. The privacy, social, and environmental implications have not been assessed at this time.

## NEXT STEPS

1. If approved by City Council, approach SGI to amend *the Act* as it pertains to pedestrian and cyclist operations as outlined in this report.
2. Report back to City Council on the results of the discussion with SGI.
3. Should the amendments be approved, take appropriate action regarding the implementation of the pedestrian and cyclist operations as outlined in this report.

## APPENDICES

1. Example of Pedestrian Signaling Intent to Cross the Street at Legal Crossing
2. Example of Right Turn Signal with Right Arm
3. Examples of Crossings Where Cyclists Must Dismount
4. Examples of Cross-rides
5. Jurisdictional Scan

### Report Approval

Written by: Danae Balogun, Active Transportation Program Manager

Reviewed by: David LeBoutillier, Engineering Manager, Transportation  
Jay Magus, Director of Transportation

Approved by: Terry Schmidt, General Manager, Transportation and Construction

Admin Report - Proposed Legislative Amendments to The Traffic Safety Act – August 2021.docx

## Example of Pedestrian Signaling Intent to Cross the Street at Legal Crossing



*Image 1: Pedestrian pointing at the crosswalk to signal their intent to cross the street to the driver of the vehicle*



## Example of Right Turn Signal with Right Arm



Image 1: Signaling right-turn with right arm, <https://www.theglobeandmail.com/globe-drive/adventure/red-line/bike-hand-signals-are-confusing-heres-a-better-simpler-solution/article23969732/>

## Examples of Crossings Where Cyclists Must Dismount



*Image 1: Shared-use pathway at Preston Avenue and 14th Street intersection (north side of intersection)*  
Google Maps



*Image 2: Shared-use pathway along Airport Drive, crossing Gateway Boulevard*  
Google Maps



## Examples of Cross-rides



Image 1: Separate crosswalk and cross-ride, Sudbury, Ontario  
<https://www.greatersudbury.ca/live/transportation-parking-and-roads/cycling/crossrides/>



Image 2: Separate crosswalk and cross-ride, with additional green intersection treatment, Madison, Wisconsin  
<https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/intersection-crossing-markings/>



Image 3: Combined crosswalk and cross-ride, Durham, Ontario  
<https://www.durham.ca/en/news/crossrides-make-intersections-safer-and-easier-for-cyclists-drivers-and-pedestrians.aspx>



Image 4: Combined crosswalk and cross-ride, Ajax, Ontario  
[https://www.ajax.ca/en/inside-townhall/cycling.aspx?\\_mid\\_=7539](https://www.ajax.ca/en/inside-townhall/cycling.aspx?_mid_=7539)

### Jurisdictional Scan

Provincial and municipal legislation was reviewed to see how the following issues are addressed:

- Permit cyclists to ride their bicycle when a cross-ride is provided;
- Permit cyclists to use their right arm to indicate a right turn; and
- Require drivers to yield to pedestrians indicating that they intend to cross the street at a legal crossing.

The following table summarizes information from provincial Traffic Safety Act equivalent legislation and municipal traffic bylaws.

<b>Jurisdiction</b>	<b>Legislation</b>	<b>Cyclists are permitted to ride their bicycle when a cross-ride is provided</b>	<b>Cyclists are permitted to use their right arm to indicate a right turn</b>	<b>Drivers are required to yield to pedestrians indicating that they intend to cross</b>
British Columbia <sup>1</sup>	<i>Motor Vehicle Act</i>	No	Yes	No
Vancouver	Street and Traffic Bylaw	Yes	Yes	No
Victoria	Street and Traffic Bylaw	Yes	Yes	No
Alberta <sup>2</sup>	<i>Traffic Safety Act</i>	Yes	Yes	No
Alberta	Use of Highways and Rules of the Road Regulation	No	No	Yes
Calgary	Traffic Bylaw	Yes	Yes	Yes
Edmonton	Traffic Bylaw	No	No	Yes
Saskatchewan	<i>The Traffic Safety Act</i>	No	No	No
Manitoba	<i>The Highway Traffic Act</i>	No	Yes	Yes
Ontario	<i>Highway Traffic Act</i>	Yes	Yes	No
Quebec	Highway Safety Code	No	Yes	No
Nova Scotia	<i>Traffic Safety Act</i>	No	No	No
New Brunswick	<i>Motor Vehicle Act</i>	No	No	No
Prince Edward Island	<i>Highway Traffic Act</i>	No	No	No
Newfoundland and Labrador	<i>Highway Traffic Act</i>	No	No	No

1. The *B.C. MVA* enables local and regional governments to regulate the operation of roads and road users through local bylaws. They may use these powers to allow new and emerging technologies or design elements, such as cross-rides, on roads under their jurisdiction. Local governments (and road users) shall still abide by the *B.C. MVA* on



roadways under Ministry of Transportation and Infrastructure MOTI jurisdiction within their communities.

2. The Government of Alberta, the City of Edmonton and the City of Calgary developed City Charters that came into force in Spring 2018. These charters provide Edmonton and Calgary with additional authorities and flexibility with the aim of building strong, vibrant cities that attract trade and investment. Section 13.1(1) of the Alberta *Traffic Safety Act* grants authority to make bylaws that address cross-rides and separate hand signals for cyclists.