

Briarwood Neighbourhood Traffic Review



Briarwood Neighbourhood Traffic Review

Authorization

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Acknowledgements

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

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

Executive Summary

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

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

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

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

Briarwood Neighbourhood Traffic Review

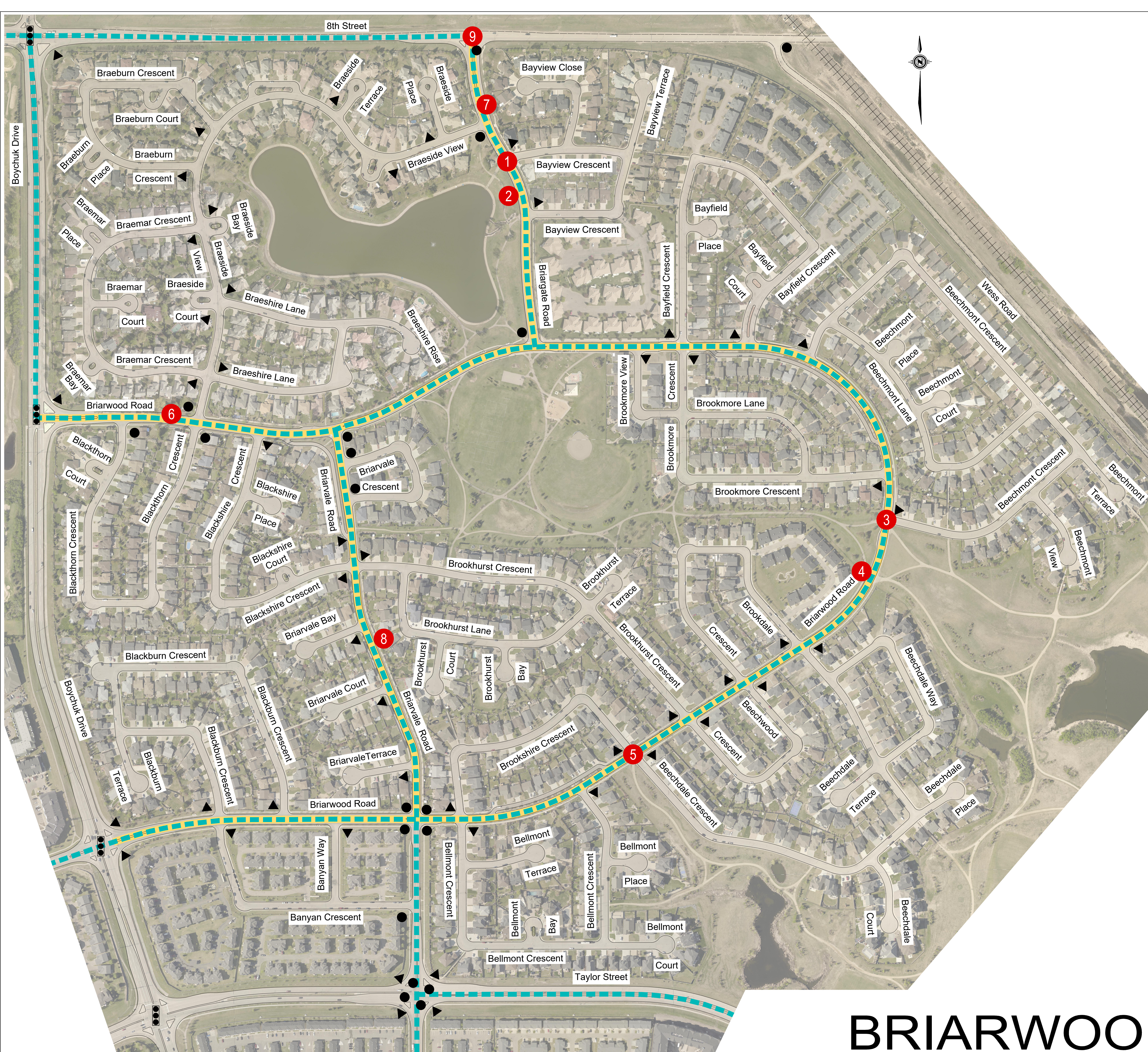
Table ES-1: Briarwood Neighbourhood Recommended Improvements

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

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

LEGEND

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



BRIARWOOD TRAFFIC PLAN

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1. Introduction

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

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

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

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

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

2.1. Speeding and Shortcutting

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

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

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

The residents suggested the following solutions:

- Speed bumps; and
- Speed display board.

2.2. Pedestrian Safety

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

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

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

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

The residents suggested the following measures:

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

2.3. Traffic Control

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

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

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

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

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

Proposed solutions identified by residents:

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

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

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

Proposed solutions identified by residents:

- Increase parking restrictions.

2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

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

2.6. Major Intersections and Corridors

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

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

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

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

3.2. Traffic Volume and Speed Assessments

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

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

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

*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Briarwood neighbourhood is 50 kph.

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

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

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

3.3. Traffic Control Assessments

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

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

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

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

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

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

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Table 3-3: All-Way Stop Warrant Criteria

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

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

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

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

3.4. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

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

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Table 3-5: Pedestrian Assessments

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

3.5. Collision Analysis

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

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Speeding and Shortcutting

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

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

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Table 4-1: Recommended Improvements – Speeding and Shortcutting

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

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

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

4.4. Follow-up Consultation – Presentation of Traffic Plan

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

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

4.5. Engagement Summary

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

Table 4-3: Public Meetings Summary

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

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

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

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

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

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

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

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

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Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

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

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

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

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

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

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

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Table 5-2: Speed Enforcement Cost Estimate

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

Table 5-3: Permanent Traffic Calming Cost Estimate

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

Table 5-4: Pedestrian Ramps Cost Estimate

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

Briarwood Neighbourhood Traffic Review

Table 5-5: Total Cost Estimate

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

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

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

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

Briarwood Neighbourhood Traffic Review

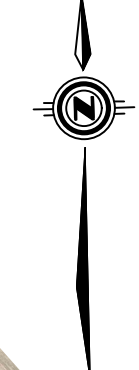
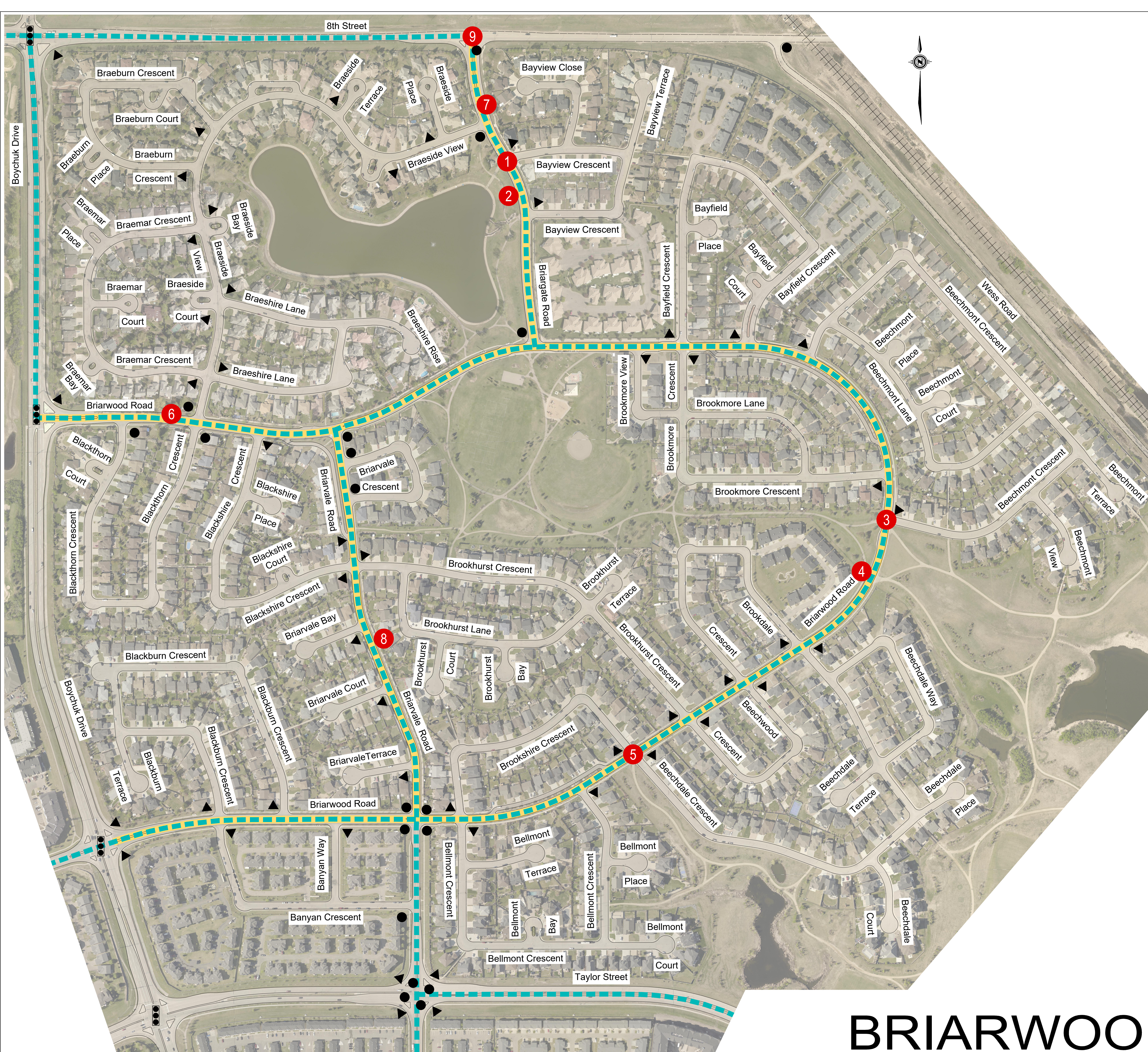
Table 5-6: Briarwood Recommended Improvements

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

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

LEGEND

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



BRIARWOOD TRAFFIC PLAN

Appendix A

Public Meeting #1 – April 16, 2019

CITY OF SASKATOON

Briarwood Neighbourhood Traffic Review Minutes

Date: Thursday, April 16, 2019

Time: 7:00 – 9:00 pm

Location: Elim Church (419 Slimmon Road)

Attendees:

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

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – April 16, 2019

Saskatoon Police Services

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

Small Group Discussions

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

Group 1: Chelsea Lanning

- Briarwood Road & Beechmont Crescent (south leg):
 - There is an existing standard crosswalk that should be upgraded to a zebra crosswalk, or something else to make it more visible.
 - The crosswalk is on a curve which increases the concern that it's not visible.

- Layby exit north of Brookmore Crescent:
 - Drivers are turning left out of the layby which is unsafe because the northbound traffic approaches from a curve.
 - Left turns out of the layby are not allowed.
 - Some drivers make a right turn out of the layby then make a U-turn at the nearest intersection. The closest intersection is on a curve making the U-turn unsafe.

- Layby exit east of Brookshire Crescent/Bellmont Crescent:
 - Drivers are making a left turn out when the exit wasn't designed that way.

- Briargate Road:
 - There is a lot of traffic; it's loud and dusty.

- 8th Street & Briargate Road:
 - It is difficult to get onto 8th Street from Briargate Road.
 - Residents said they were informed that traffic signals would be installed here.

- Taylor Street (north side):
 - There are no sidewalks.
 - Would like the connection for both pedestrians and cyclists along Taylor Street.
 - It would really improve safety for cyclists as well.

- 8th Street:
 - Missing path/sidewalk along both sides of 8th Street.
 - Boulevard and ditch are hard to walk along.
 - Connection west along golf course is also needed.
 - 8th Street is dangerous for cyclists; we aren't making roads safe for cyclists when our goal is to increase cycling.
 - Eastbound bus stop and operation on 8th Street near Boychuk Drive seems insane; they pull into the stop west of the intersection, then have to cross two lanes to continue through on 8th Street.

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

Group 2: Nathalie Baudais

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

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

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

Group 3: Mariniel Flores

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

8th Street & Briargate Road:

- Difficult to make northbound left turns due to traffic going to Costco.
- Suggest signals or roundabout.

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

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

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

Next Steps

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

Question and Answer

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

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

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

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

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

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

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

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

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

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



Briarwood Neighbourhood Traffic Review

April 16, 2019
7:00 pm – 9:00 pm



Outline

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

Having a Productive Discussion

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

Neighbourhood Traffic Review Background

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

Neighbourhood Traffic Review Background

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

Study Area

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

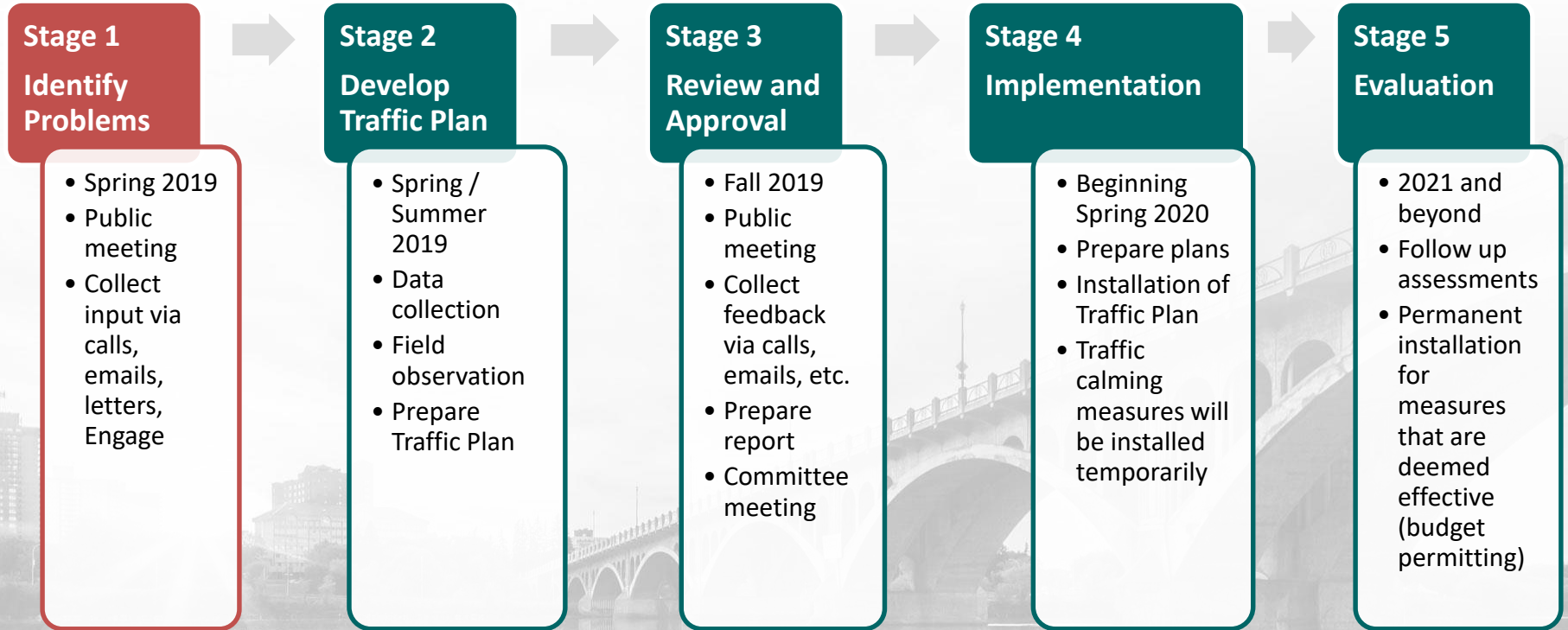


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sample of Concerns Received

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

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

Additional Studies / Projects

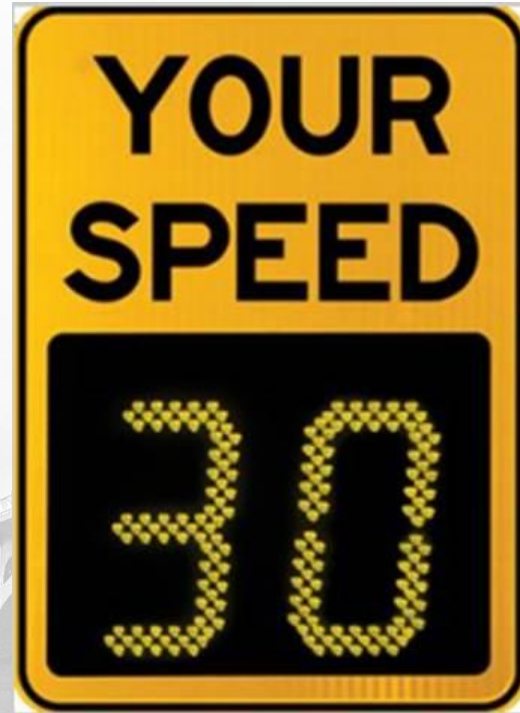
- Work planned along 8th Street over the next 5-10 years as Brighton continues to develop including:
 - Underground utility work
 - Upgrades to 8th Street
 - Grade separation over CP Rail tracks
- Taylor Street Extension to Wess Road
 - Construction of two lanes taking place over the next two years.

Traffic Calming Measures Examples



Speed Display Devices

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



Horizontal Deflection Devices

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

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

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

Raised Crosswalk



Raised Intersection



Speed Humps



Obstructions

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

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

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

Standard Crosswalk



Zebra Crosswalk



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN BRIARWOOD

Seeking Your Ideas and Solutions!

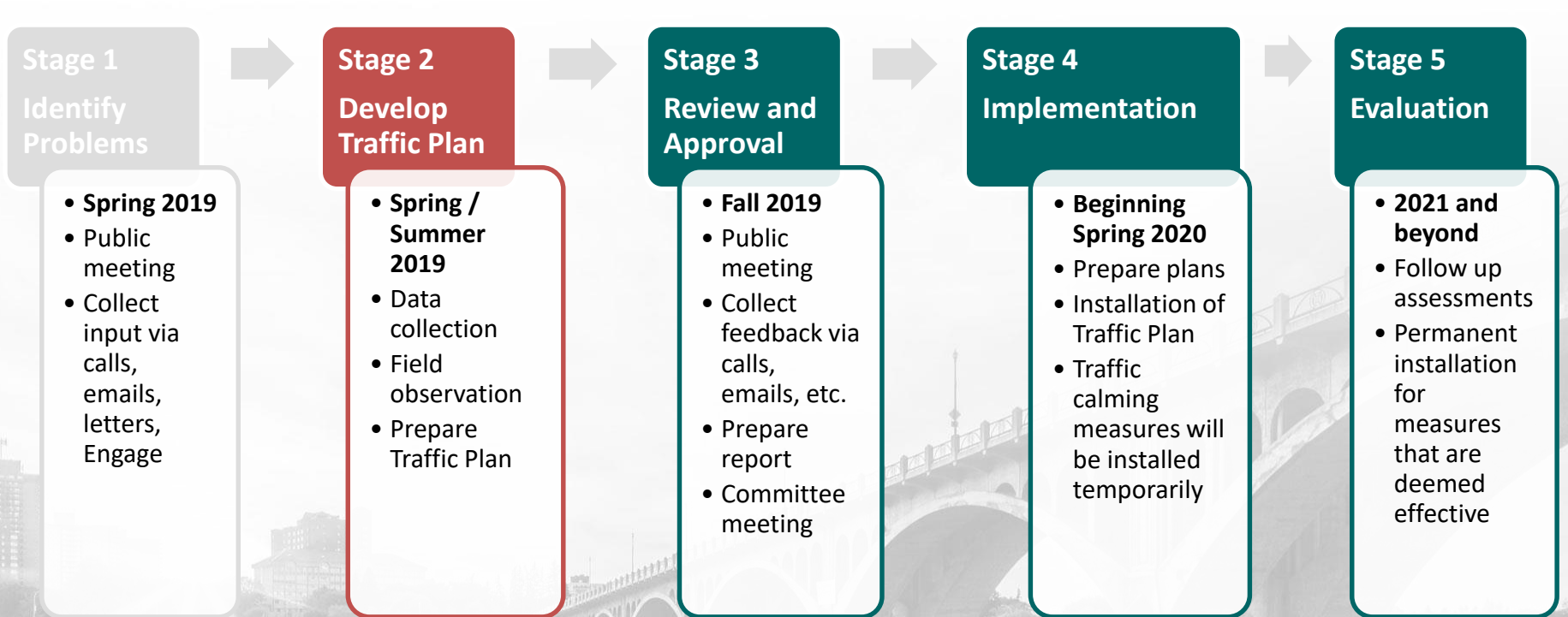
Table Group Discussions

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

How Did You Hear About the Meeting?

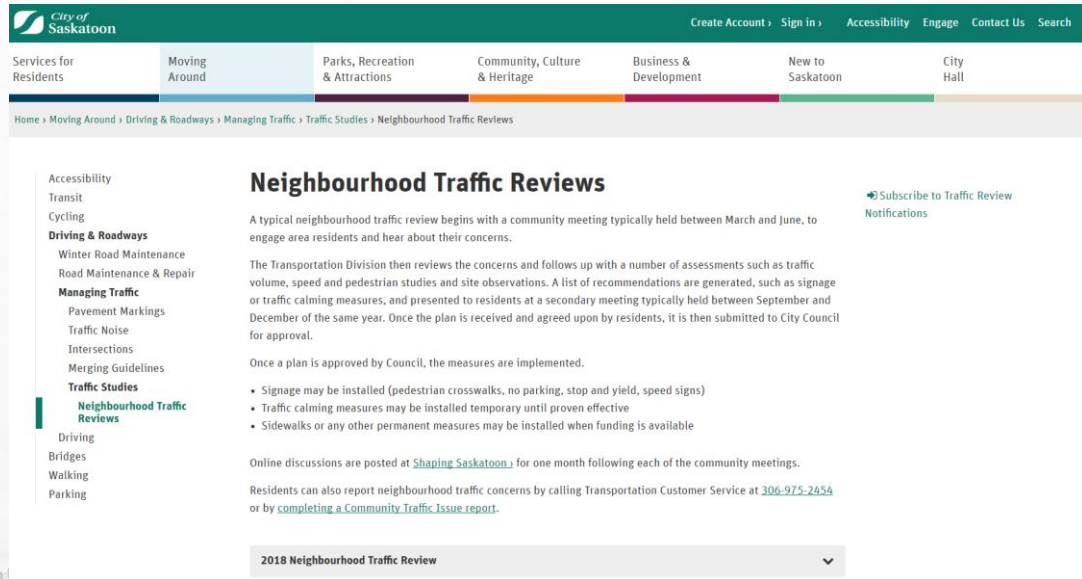
- Please take a minute to fill out the evaluation form.

Next Steps



Join the Discussion

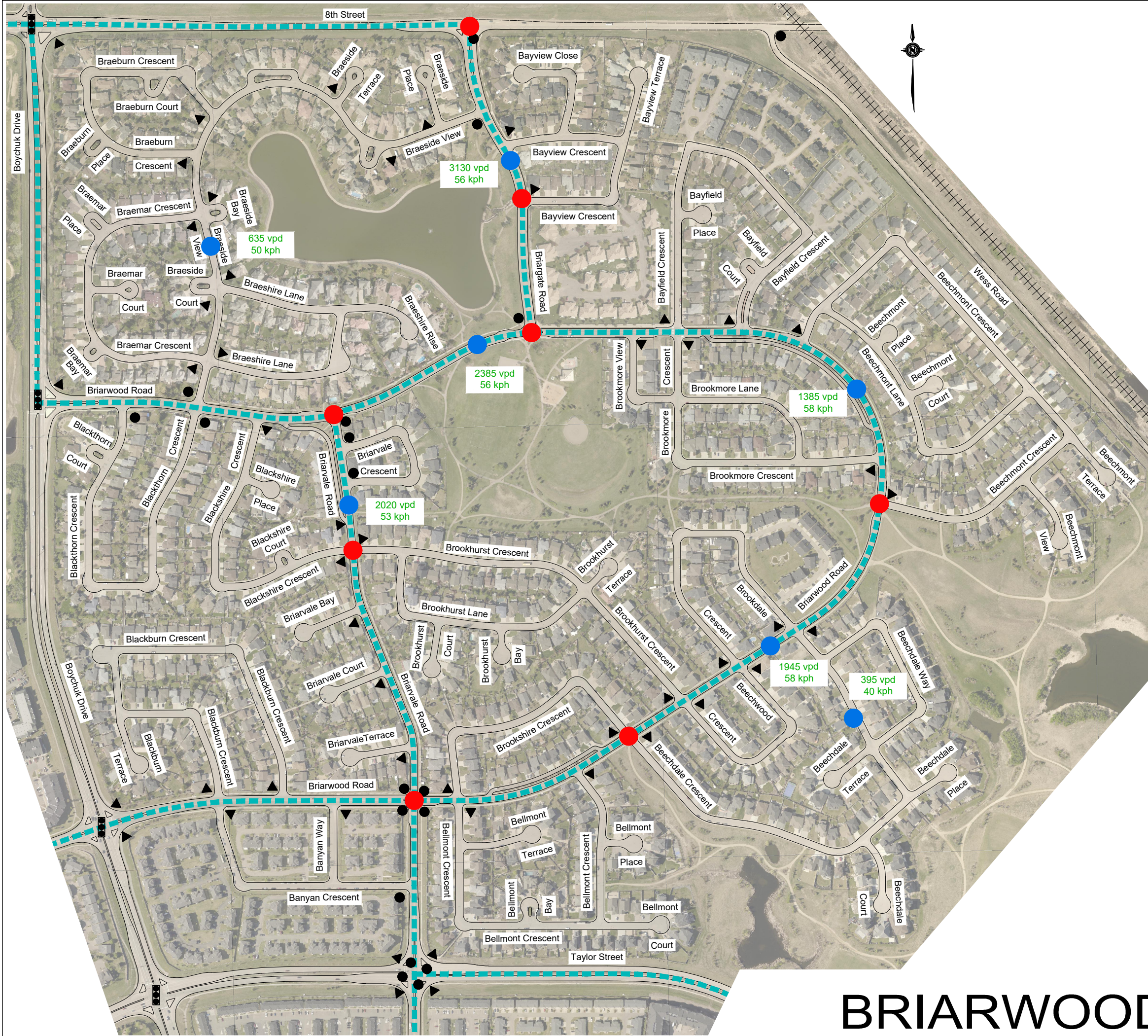
- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by:
May 16, 2019



The screenshot shows the City of Saskatoon website interface. At the top, there is a navigation bar with the City of Saskatoon logo and links for 'Create Account', 'Sign In', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below this is a secondary navigation bar with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a sidebar with a navigation menu. The sidebar menu items are: Accessibility, Transit, Cycling, Driving & Roadways (with sub-items: Winter Road Maintenance, Road Maintenance & Repair), Managing Traffic (with sub-items: Pavement Markings, Traffic Noise, Intersections, Merging Guidelines), Traffic Studies (with sub-item: Neighbourhood Traffic Reviews), Driving, Bridges, Walking, and Parking. The main content area contains the following text: 'A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns. The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval. Once a plan is approved by Council, the measures are implemented. Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs) Traffic calming measures may be installed temporary until proven effective Sidewalks or any other permanent measures may be installed when funding is available Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings. Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2656](tel:306-975-2656) or by [completing a Community Traffic Issue report](#).' At the bottom of the page, there is a dropdown menu labeled '2018 Neighbourhood Traffic Review'.

Appendix B

Traffic Data Collection



LEGEND

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

BRIARWOOD TRAFFIC DATA

Appendix C

All-Way Stop Assessments

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

Step 1:

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

- i) When five or more collisions are reported in a one-year period within the three years and are of a type susceptible to correction be an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour OR the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

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

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

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

Step 2:

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
8 th Street and Briargate Road	22% - Condition NOT met	No – Condition met	Conditions NOT met.
Briargate Road and Briarwood Road	23% - Condition NOT met	No – Condition met	
Briarwood Road and Briarvale Road (south)	40% - Condition met	No – Condition met	Conditions met. Retain existing all-way stop.

Appendix D

Pedestrian Device Assessments

Briargate Road and Bayview Crescent (north leg)

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

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

Briarvale Road and Blackshire Crescent/Brookhurst Crescent

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

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

Briarwood Road and Beechmont Crescent

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

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

Briarwood Road and Briargate Road

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

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

Briarwood Road and Briarvale Road (north intersection)

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

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

Appendix E

Collision Analysis

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

Appendix F

Public Meeting #2 – October 15, 2019

CITY OF SASKATOON

Briarwood Neighbourhood Traffic Review Minutes

Date: Tuesday, October 15th, 2019

Time: 7:00 – 9:00 pm

Location: Elim Church (419 Slimmon Road, Saskatoon)

Attendees:

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

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – October 15, 2019

Saskatoon Police Service

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

Small Group Discussions

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

Group 1: Marina Melchiorre

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

Group 2: Nathalie Baudais

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

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

Group 3: David LeBoutillier

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

Group 4: Mariniel Flores

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

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

Group 5: Chelsea Lanning

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

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

Next Steps

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

Question and Answer

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

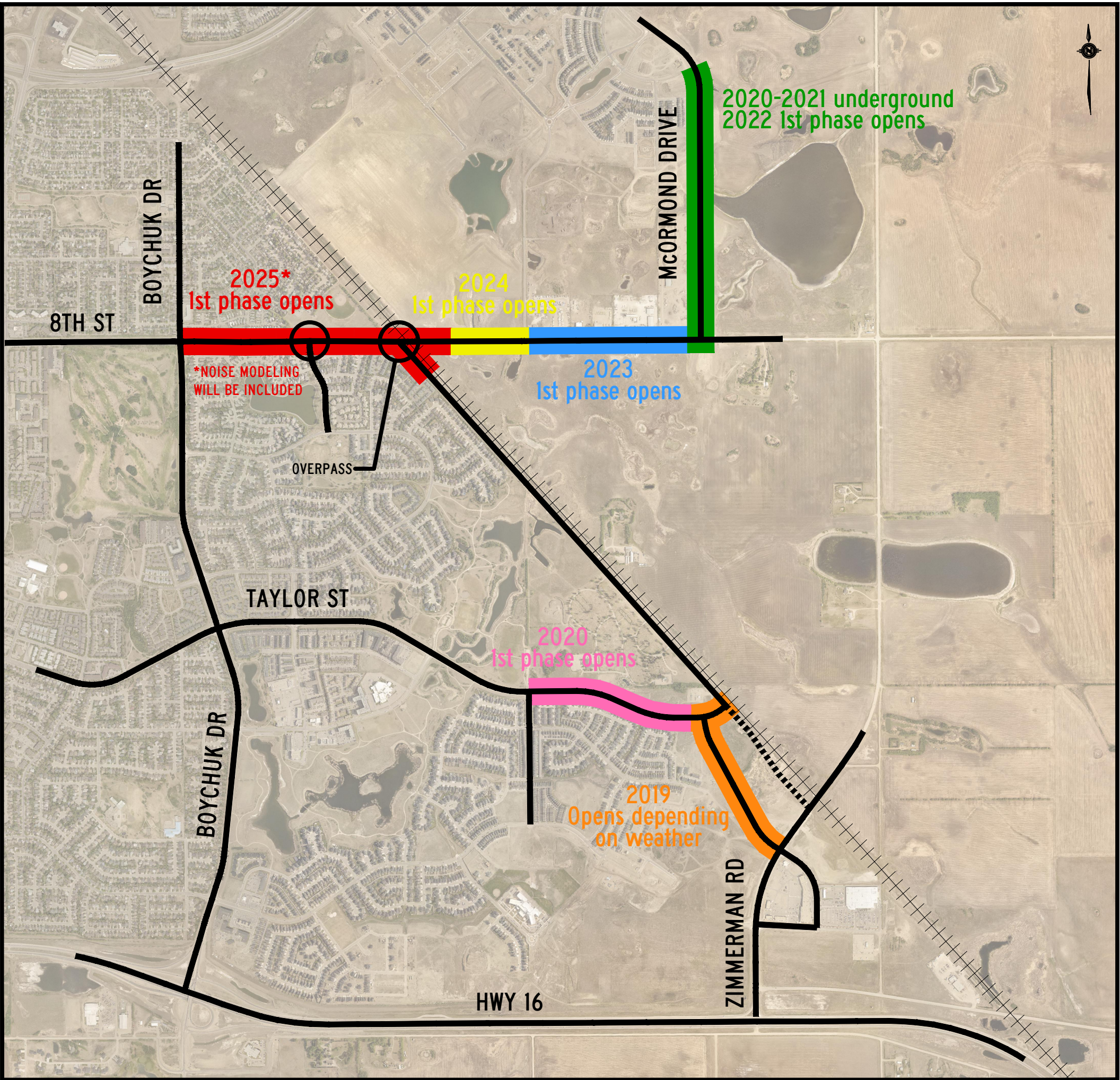
City: The design of 8th street has been completed and it does not include a roundabout. It includes traffic signals. Any feedback we've received tonight about 8th Street will be passed on to our colleagues who work on development related projects.

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

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

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

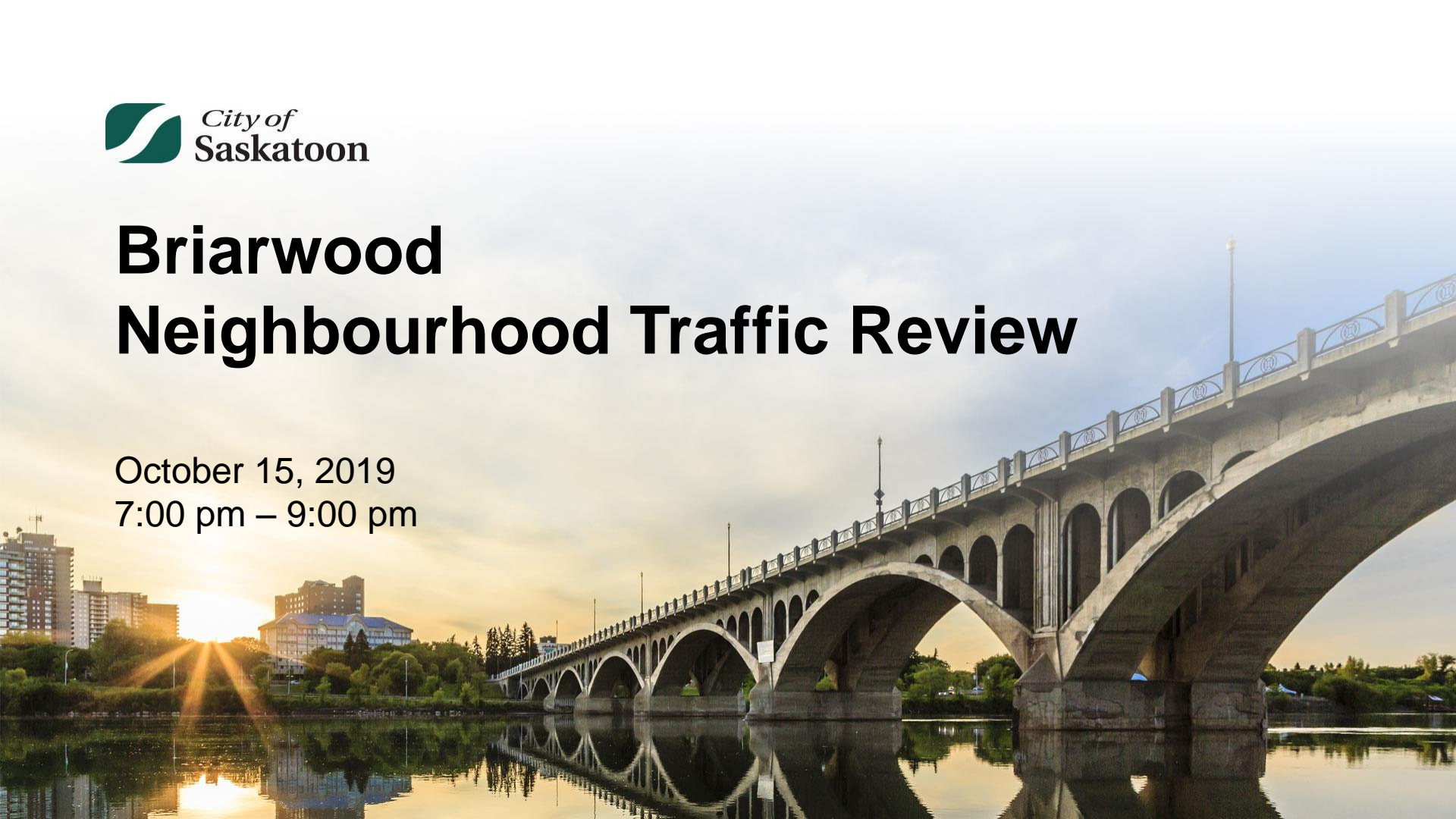
Southeast Saskatoon Construction Phasing





Briarwood Neighbourhood Traffic Review

October 15, 2019
7:00 pm – 9:00 pm



Agenda

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

Having a Productive Discussion

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

Outline

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

Neighbourhood Traffic Review Process

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

Briarwood Study Area

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

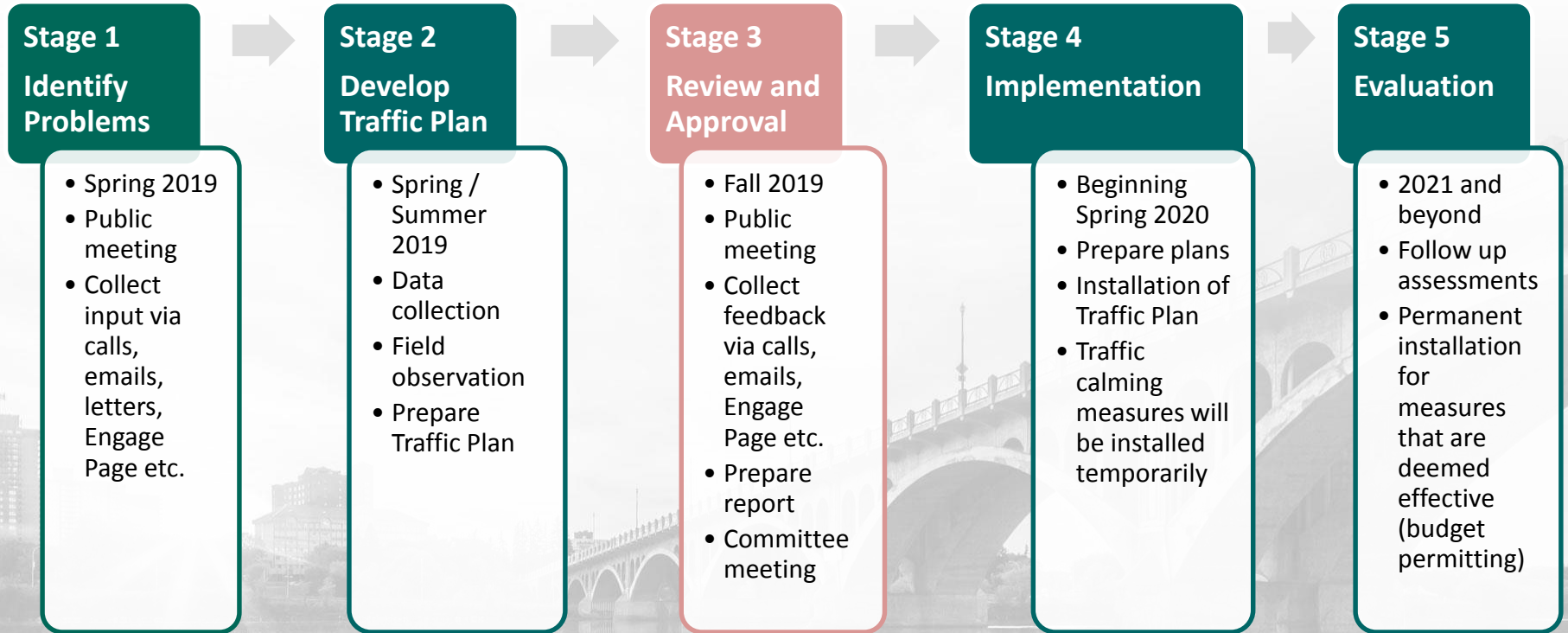


Neighbourhood Traffic Review Process



We are here

Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Shortcutting Concerns:

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

What We Heard

B. Pedestrian Safety Concerns:

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

What We Heard

C. Intersection Safety and Delay Concerns:

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

What We Heard

D. Other Concerns:

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

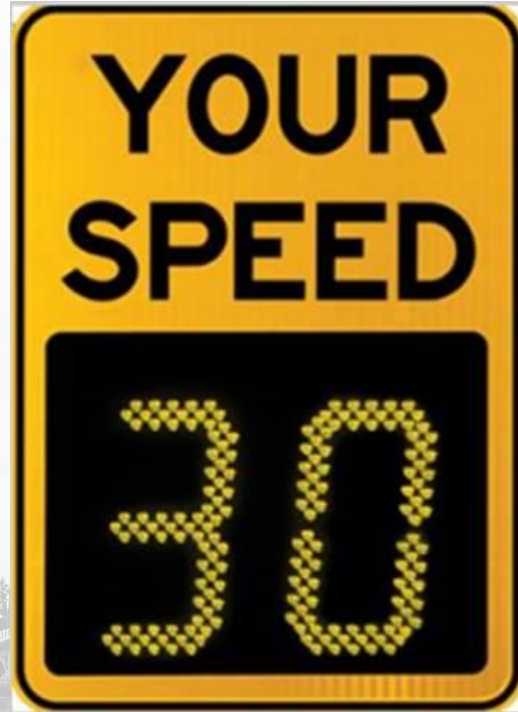
What We Did

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

What We Propose

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

Speed Display Devices



Curb Extension



Raised Median Island



Standard Crosswalk



Additional Studies / Projects

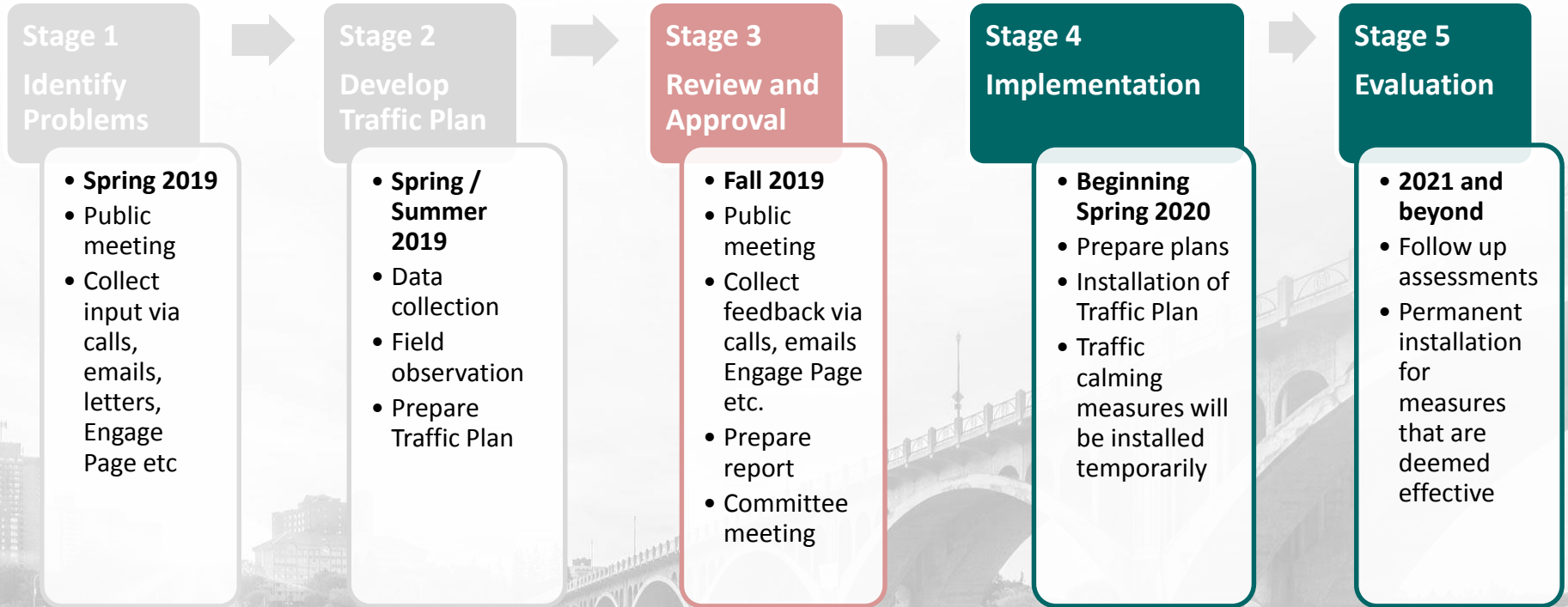
- Work planned along 8th Street over the next 5-10 years as Brighton continues to develop including:
 - Underground utility work
 - Upgrades to 8th Street
 - Grade separation over CP Rail tracks
- Taylor Street Extension to Wess Road
 - Construction of two lanes taking place over the next two years.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

SMALL GROUP DISCUSSIONS

How Did You Hear About the Meeting?

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

Next Steps



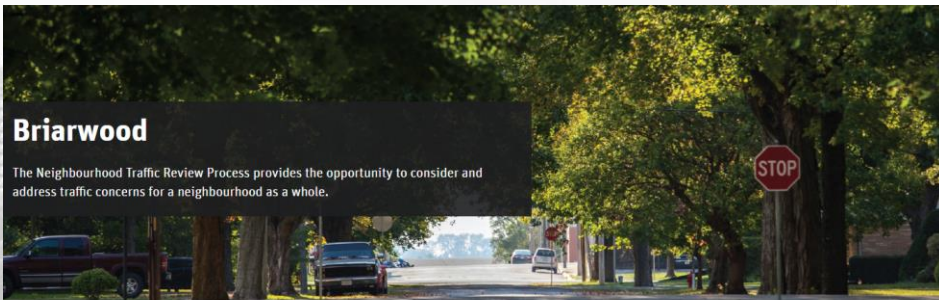
Next Steps

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

Stay Engaged

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

The screenshot shows the City of Saskatoon website navigation and content. The top navigation bar includes 'City of Saskatoon', 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below this is a horizontal menu with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. A breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. On the left is a sidebar menu with categories: 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways' (sub-items: Winter Road Maintenance, Road Maintenance & Repair), 'Managing Traffic' (sub-items: Pavement Markings, Traffic Noise, Intersections, Merging Guidelines), 'Traffic Studies' (sub-item: Neighbourhood Traffic Reviews), 'Driving' (sub-items: Bridges, Walking), and 'Walking'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' link. The text describes the review process: a typical meeting is held between March and June; the Transportation Division reviews concerns and follows up with assessments; a list of recommendations is generated and presented to residents at a secondary meeting between September and December; once approved by Council, measures are implemented. A list of measures includes: signage (pedestrian crosswalks, no parking, stop and yield, speed signs), temporary traffic calming measures, and permanent measures like sidewalks when funding is available. Online discussions are posted on 'Shaping Saskatoon' for one month after meetings. Residents can also report concerns by calling 306-975-2654 or completing a 'Community Traffic Issue report'.



Briarwood

The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.

Engage

Engage

Background

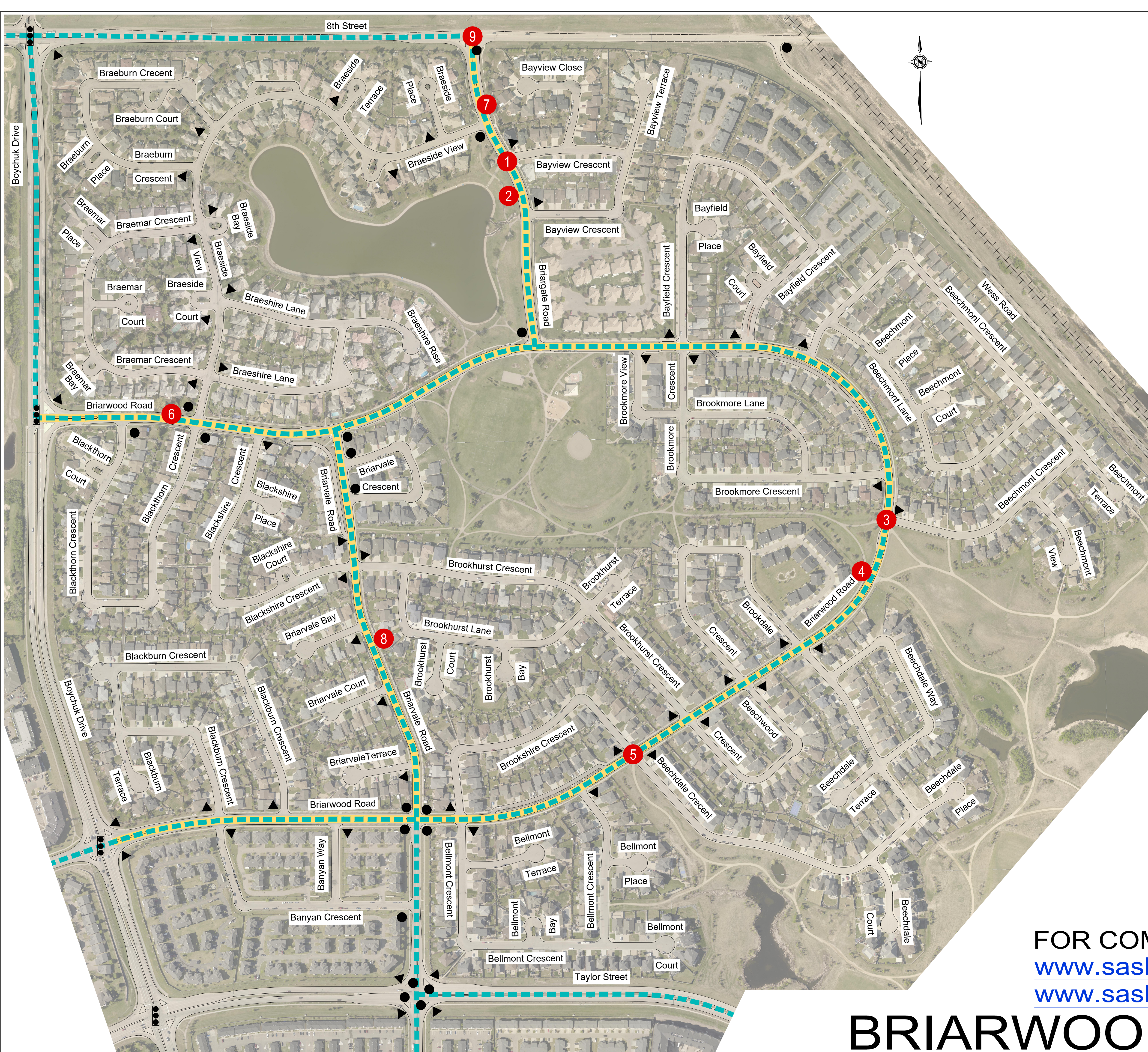
Process

Contact Us

раҳмат **danke** 謝謝 ngiyabonga شكراً جزيلاً
Баярлалаа **tesekkür ederim**
спасибо faafetai lava mersi ora barka welalin tack
nanni nandri kiitos dankie dhanyavad **dank je** misaotra matondo paldies grazzi mahalo
enkos **bedankt** bayarlalaa gracie hvala maururu köszönöm **thank you** tapadh leat
nannni nandri dhanyavad **gracias** xвала asante manana
obrigado sobodi dekuji **dziękuję** akum dankon açılı **go raibh maith agat** mochchakkeram
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kam sah hamida **terima kasih** ありがとう tanemirt grazie mársi takk dakujem trugarez
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Briarwood Traffic Plan – Recommendations

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



LEGEND

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

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

BRIARWOOD TRAFFIC PLAN

Appendix G

Decision Matrix

Appendix G: Decision Matrix

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

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

Other Projects in the area:

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

Appendix H

Additional Concerns

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

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

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

Appendix I

Public Feedback

Sapieha, Katie

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

Thank you.

Sent from my iPhone

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

Hello

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

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation Department

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

Treaty 6 Territory & Homeland of the Métis

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

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

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

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

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

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

Begin forwarded message:

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

Good morning

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

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

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

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

Thank You

<image001.jpg>

Sapieha, Katie

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

Categories: Briarwood

Re: Briarwood Road & Brookdale Cres.

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

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

Begin forwarded message:

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

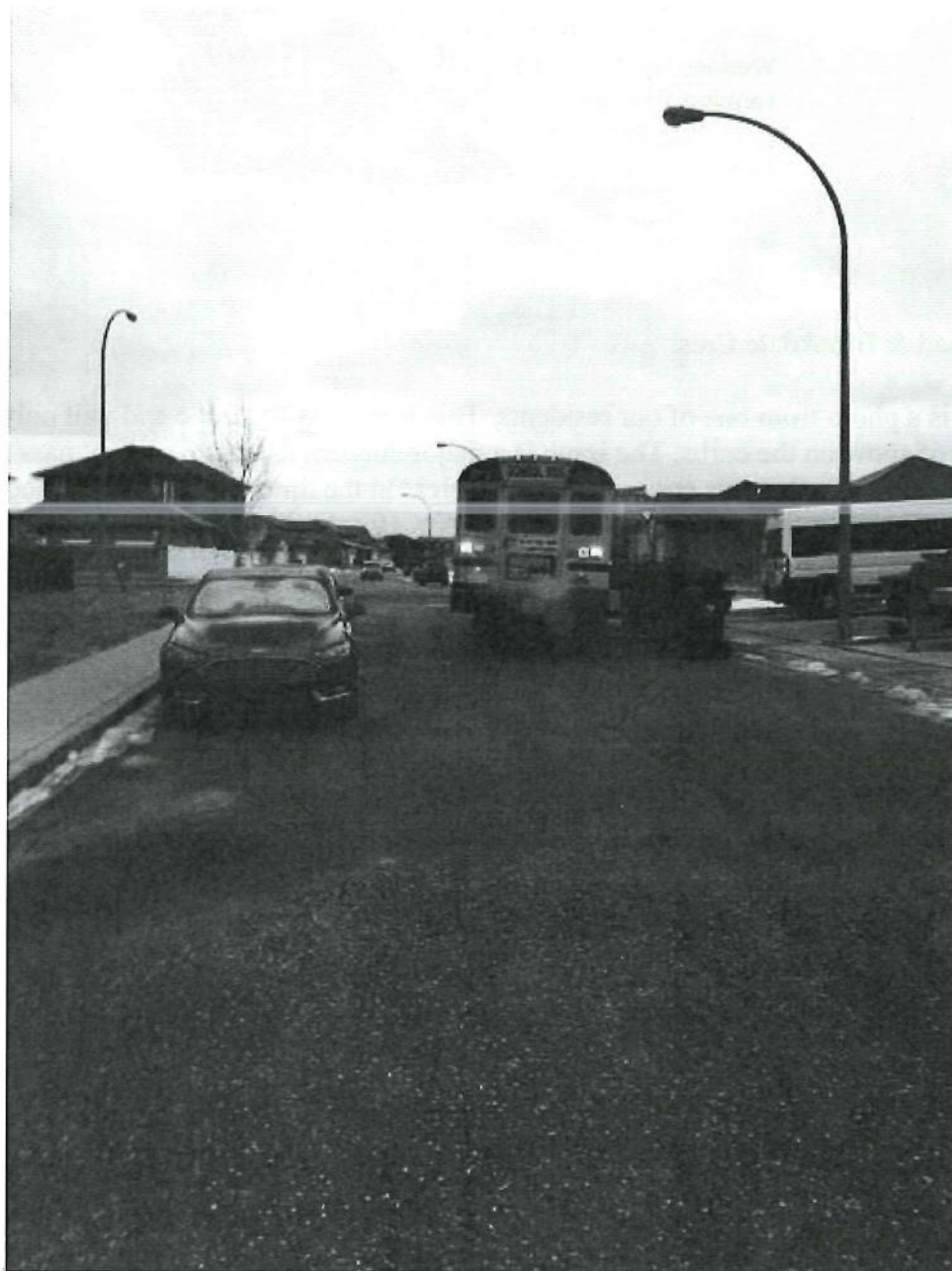
Good morning .

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

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

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

Thank You



Sapieha, Katie

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

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

Sent from my iPhone

> On Sep 23, 2019, at 1:03 PM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:
>
> Hello
> Thank you for your email. I have been out in Briarwood a few times to observe the operations on Brookdale Crescent (east) near Briarwood Road. Thank you for letting me know when the bus is typically stopped on Brookdale Crescent. Thanks to your help, I was able to schedule my site visits so that I could watch the bus loading activities on school days with garbage pick-up.
>
> During my site visits, I observed the following:
> - School bus loads six or seven students from the care home on the corner. Loading takes approximately ten minutes in the morning, consistently starting between 8:10 and 8:15.
> - There was enough space for a single vehicle to pass the bus on Brookdale Crescent each time that I was there. I recognize that the road is narrow for traffic passing the bus.
> - The existing parking restriction on Brookdale Crescent provides a driver with a waiting area while the bus is loading.
> - Less than five vehicles used Brookdale Crescent during the 10 minute period while the bus was loading with no directional conflicts.
>
> If you are interested, I can meet with you on-site to discuss your concerns. Please feel free to give me a call or email to set up a meeting time if you are interested. My contact information is below.
>
> Regards,
>
>
> Chelsea Lanning, P. Eng. | tel 306.975.2483
> Transportation Engineer
> Transportation Department
> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
> Treaty 6 Territory & Homeland of the Métis
> chelsea.lanning@saskatoon.ca
> www.saskatoon.ca
>
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> Please contact the sender and delete the message and any attachments.
>
>

>
>
> -----Original Message-----
> From:
> Sent: Tuesday, September 17, 2019 9:15 AM
> To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
> Subject: Re: COS Autoresponder -Neighbourhood Traffic Review
>

> This morning Brookdale Crescent was inaccessible due to school buses and garbage bins as well as cars parked across from Hopes Home. Cars had to back up to Briarwood Road. Is this safe?
>
>
>
>

> Sent from my iPhone
>

> On May 21, 2019, at 11:57 AM, City of Saskatoon - Neighbourhood Traffic Reviews <NTR@saskatoon.ca
<mailto:NTR@saskatoon.ca> > wrote:

>
>
>
> Thank you for contacting the City of Saskatoon Neighbourhood Traffic Review team. The project manager responsible for your neighbourhood will provide a response within 5 business days.

>
> You may also wish to call Transportation Customer Service at 306-975-2454, Monday to Friday, 8:30 a.m. to 5:00 p.m.

>
> To complete a Community Traffic Issue report online, click the link below
>

> <https://www.saskatoon.ca/TrafficIssuesMap>
>

Sapieha, Katie

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

Hi

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

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

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

Sincerely,
Sarina

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

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

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

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

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

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

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

Sapieha, Katie

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

called:

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

Chelsea Lanning, P. Eng. | tel 306.975.2483

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

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Sapieha, Katie

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

Good morning Chelsea,

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

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

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

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

Thanks,

Sapieha, Katie

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

Categories: Briarwood

We live at

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

Sapieha, Katie

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

Hello I live at the

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

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

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

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

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

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

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

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

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

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

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

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

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

So when people leave dog crap and garbage behind I end up cleaning it up. Bin thinking about more video cameras to catch the culprits. (I already have 5 which stopped the petty theft).

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

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

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

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

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

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

On another Note:

I use Briarvale RD and Herald RD a lot.

Its the quickest way to the grocery store.

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

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

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

Maybe time for some lights and/or cameras.

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

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

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

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

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

So I'm done complaining.

P.S.

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

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

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

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

I guess I could sell them some hot chocolate.

P.S.2

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

Sapieha, Katie

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

Hello Chelsea

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

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

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

Thanks.

Sapieha, Katie

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

Follow Up Flag: Follow up
Flag Status: Completed

Hi Chelsea,

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

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

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

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

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

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

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

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

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

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

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

Briarwood

Sapieha, Katie

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

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

Sent from my iPad

> On Sep 30, 2019, at 1:40 PM, Lanning, Chelsea <Chelsea.Lanning@saskatoon.ca> wrote:

>

> Hello I

>

> Thank-you for your email regarding traffic issues in Briarwood. Unfortunately I do not have an answer for you in regards to having the parking lot gate locked in the evenings. These parking lots are the responsibility of our Parks Department. I have passed your request on to them and they are reviewing it. If you would like to get in touch with parks for further information on the topic their email address is Parks@saskatoon.ca.

>

> Thank-you again for your email.

>

> Regards,

>

>

> Chelsea Lanning, P. Eng. | tel 306.975.2483

> Transportation Engineer

> Transportation Department

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

> Treaty 6 Territory & Homeland of the Métis

> chelsea.lanning@saskatoon.ca

> www.saskatoon.ca

>

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>

>

>

>

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

> From: I

> Sent: Friday, September 27, 2019 8:37 AM

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

> Subject: Briarwood traffic review

>

> Good Morning Chelsea;

>

> I live on Beechdale Court and am along the Donna Birkmaier park, backing on the parking lot. This parking lot is accessed from Taylor Street. I would like to see this park traffic access gate locked at nights, preventing vehicle access.

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

>

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

>

> Sincerely,

>

>

>

> Sent from my iPad

>

Sapieha, Katie

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

Hi Chelsea,

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

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

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

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

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

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

Sapieha, Katie

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

Called Jack:

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

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

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

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

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

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

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

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

You received a voice message from

Caller-Id:

Sapieha, Katie

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

Good morning.

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

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

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

You received a voice message from

Caller-Id:

Sapieha, Katie

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

Follow Up Flag: Follow up
Flag Status: Completed

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

Thanks again

Sent from my iPhone

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

Hello

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

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

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

<image001.png>

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

If you have any further questions please let me know.

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation Department

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

Treaty 6 Territory & Homeland of the Métis

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

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From:

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

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

Subject: Briarwood Neighborhood Traffic Review

Hi Chelsea,

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

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

Thanks

Sapieha, Katie

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

Follow Up Flag: Follow up
Flag Status: Completed

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

Note new email is

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Sapieha, Katie

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

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

Bus stop right there as well and a big concrete fence that surrounds a community.

Bushes there may need to be pruned.

Icy in the winter coming a bit downhill SB towards the intersection.

Road is declining and the shrubs are up a bit.

It's ok if you can slow right down in good driving conditions.

Drivers left turning onto Bayfield cut the corner sharp making it uncomfortable to creep forward.

Would like them removed instead of pruned.

Has been in contact with the City before about having the bushes trimmed and they were.

Not sure if they are the City's responsibility or the property owner.

He's sure it's an issue because the vegetation at Briarwood Road and Briargate Road (the other end of the same fence for that property) was removed.

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

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

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

Thanks,
Nathalie

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

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

Good Afternoon,

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

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

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

amy.kowalchuk@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

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

Hi there,

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

Thanks,

Randi Ditto | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

randi.ditto@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

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

Hey Nathalie,

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

Comments:

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

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

My Comments:

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

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

Hi Chelsea,
Are you willing to give a call?

Thanks,
Nathalie

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

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

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

Subject: Briarwood

Good Morning,

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

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

amy.kowalchuk@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

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

Categories: Briarwood

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

Sent from my iPhone

Begin forwarded message:

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

Subject: Re: Brookdale Cres and Briarwood Road

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

Sent from my iPhone

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

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

Sent from my iPhone

Begin forwarded message:

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

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

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

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

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

Please let us know when this issue will be resolved

Sincerely

Sent from my iPhone

Sapieha, Katie

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

Categories: Briarwood

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

Thank you for your consideration

Sapieha, Katie

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

Hello

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

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

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

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

Thank you again for your email.

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

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

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

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

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

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

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

Please let us know when this issue will be resolved

Sincerely

Sent from my iPhone

Sapieha, Katie

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

Hi Chelsea,

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

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

Thank you for your consideration!

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

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

Regards,

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

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

From:

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

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

Subject: Briarwood traffic review comments

Hi Chelsea,

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

Thanks!

Sent from my iPhone

Sapieha, Katie

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

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

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

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

Sapieha, Katie

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

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

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

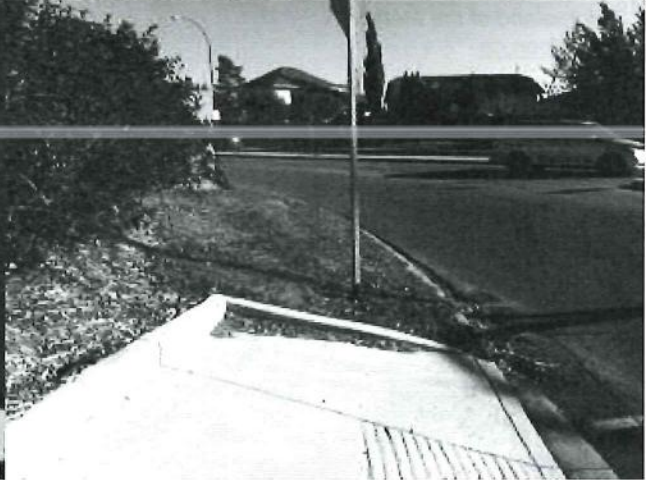
ATTENTION: CHELSEA

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

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

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

Thanks,



Sapieha, Katie

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

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

Sent from my iPhone

Sapieha, Katie

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

Categories: Briarwood

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

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

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

Hello,

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

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

Thank-you for your consideration.

Sapieha, Katie

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

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

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

>

> Hello

>

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

>

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

>

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

>

> Thanks you again for your email,

>

>

> Chelsea Lanning, P. Eng. | tel 306.975.2483

> Transportation Engineer

> Transportation Department

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

> Treaty 6 Territory & Homeland of the Métis

> chelsea.lanning@saskatoon.ca

> www.saskatoon.ca

>

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>

>

>

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

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

Sapieha, Katie

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

To Whom it May Concern:

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

Thank you,

Sapieha, Katie

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

Good afternoon,

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

Regards,

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

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

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

Good afternoon.

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

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

Have a wonderful day!

Sapieha, Katie

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

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

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

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

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

Good Afternoon Everyone,

My apologies for the delay on replying to you all regarding this street parking concern. Administration from Community Development, Parks, Transportation and Roadways have been exploring the viability of a number of options when it comes to clearing windrows from this parking area outside of Briarwood Park.

We have explored ideas such as installing a restricted parking zone, moving windrows to other areas such as the "no parking" roadway section across Briarwood Road and even whether snow is able to be removed and placed onto the adjacent park. Unfortunately, all of these ideas either conflict with currently approved and funded levels of service able to be provided for this type of roadway, or create a negative consequence such as adding more snow into a park that already faces flooding issues in the spring and significant damage to the park turf due to the gravel, salt and other road debris.

The upcoming Briarwood Neighbourhood Traffic Review process planned to begin in April may bring new ideas on how to resolve this issue, however, at present - requesting the windrow to be cleared through the Customer Service Centre (as previously shared) is the best course of action for the Briarwood Community Association to take.

I have included civic staff in these various departments on this reply so that they may add to my response if needed.

Should we be able to provide new updates on this issue, I will be sure to pass them along.

Thank you,

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Planchot, Mark

Sent: Monday, March 11, 2019 9:18 AM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>;

Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Good Morning everyone,

I wanted to pass along a short update to let you know we have not forgotten about this street parking concern! Staff from Community Development will be meeting with Transportation staff soon to discuss this situation further and see if any options outside of reporting through the Customer Service Centre are possible.

Have a great week and I will be in touch once I know more.

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Gersher, Sarina (City Councillor)

Sent: Monday, February 25, 2019 3:22 PM

To:

Cc: Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Quail, Eric <Eric.Quail@Saskatoon.ca>

Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Hello

Thank you for your note.

The information that Mark has provided is the most accurate information that we have about the request to clear windrows. The City of Saskatoon does not offer fee-for-service agreements in regards to snow and ice clearing. Rather, we set our service level and provide the funds accordingly. More information on the level of service set out by City Council can be found here (https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/public-works/roadways/snow-ice/snow_and_ice_management_service_level_july_24_2017.pdf) or general information is available here (<https://www.saskatoon.ca/moving-around/driving-roadways/winter-road-maintenance>).

I understand that typically services offered by Community Associations are attached to schools, which is not the case in Briarwood. What I can commit to do is follow up with our Administration about this unique instance. I will let you know once I have more information.

In the interim, please continue to follow the instructions provided by the Customer Service Center below.

Sincerely,
Sarina

Sarina Gersher

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

If you receive this email in error, please do not review, distribute or copy the information. Please contact the sender and delete the messages and any attachments.

From:

Sent: February 24, 2019 4:14 PM

To:

Cc: Planchot, Mark <Mark.Planchot@Saskatoon.ca>; Quail, Eric <Eric.Quail@Saskatoon.ca>; Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Re: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Thanks for once again trying to escalate this. I just returned from the centre where I was doing maintenance at our outdoor rink and as well as the safety issue in the driving lane it is also a safety issue for people trying to exit their vehicle from the passenger side. I also have attached pictures of my vehicle and if I parked any further away from the windrow to let a passenger out I would be parked right in the driving lane. As soon as the weather warms up again this parking area will be full of vehicles for families using the park and outdoor rink as well as residents attending the centre.

On Sun, Feb 24, 2019 at 1:10 PM:

wrote:

Mark,
Hope you had a good Family Day break!

As we had discussed at our last BCA Board meeting on February 11, we have the re-occurring street parking issue of snow windrows along Briarwood Road north in front of the Recreation Centre. Therefore we also continue to have a significant SAFETY issue for anyone attempting to park and opening the driver side doors into the east bound lane of Briarwood Road. I attach several pictures of the situation. It appears that no attempt has been made to accommodate the parking nor alleviate the SAFETY issue after the last two snow falls.

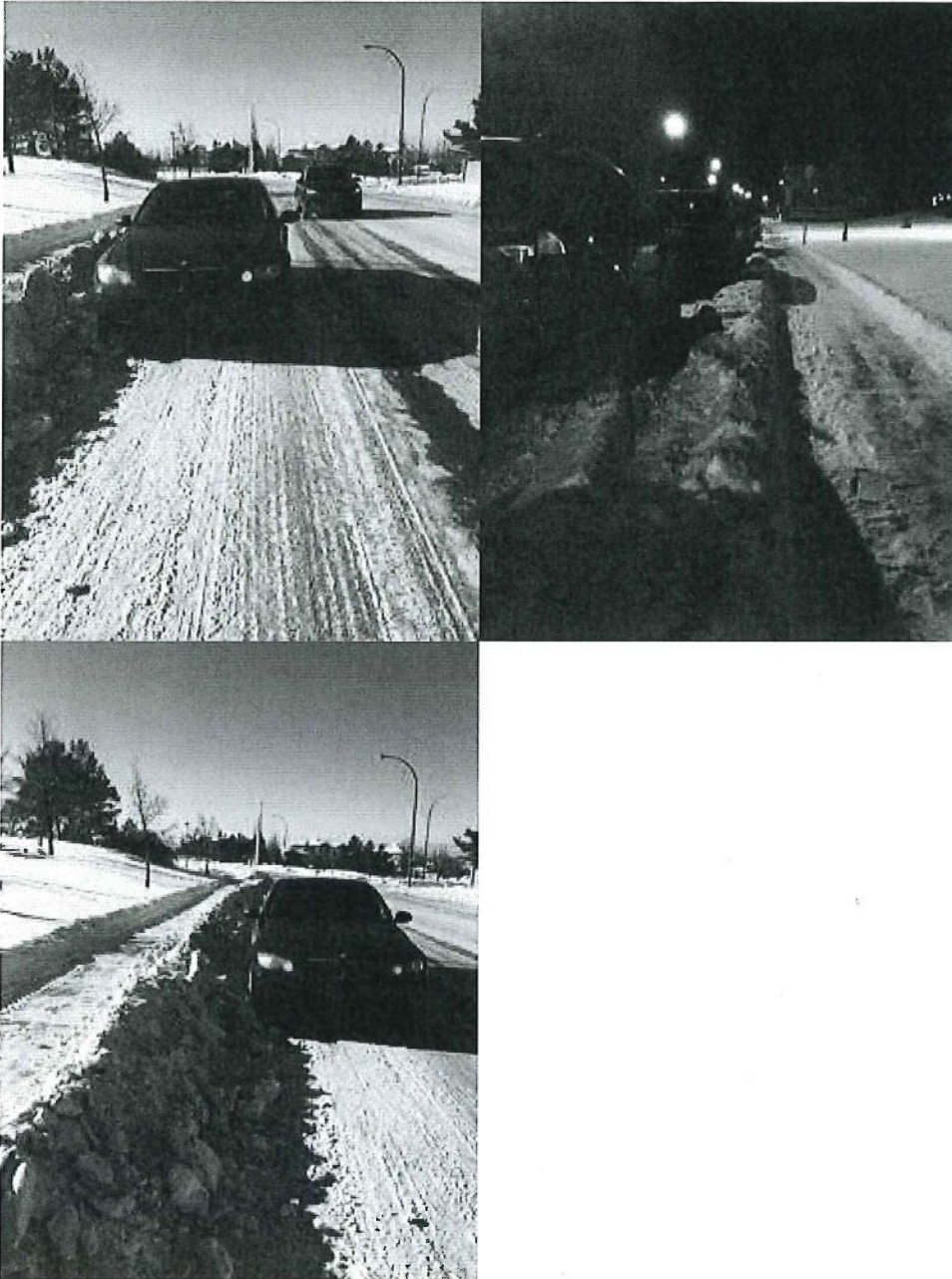
As you can plainly see by the photos, there is plenty of "area" for the windrow to be moved south past the sidewalk. This may take an additional 5-10 minutes to accomplish while the equipment is at the site dealing with the road clearing. If budget is an issue to address this, BCA would be pleased to enter into a long term agreement with the City to pay for such service. The SAFETY and convenience of having a clear parking lane for our residents utilizing the Community Centre and other winter facilities is of such importance to BCA that we may have to resort to posting a warning to users that **"street parking done at your own risk"** in order to address the risk we may be subject to if an accident occurs.

We see the two bus stops nearby have snow removal efforts that are successful and only 100 meters of each end of this site and each about 30% of what is required for the BCA parking request. They appear to have been accommodated quite easily!

You had mentioned that "anyone can call into the Customer Service Center" to place a snow clearing request into the queue. We would need a "Standing Order Request" since this is an issue after each snow fall where the Snow Clearing equipment passes by the site. This seems ridiculous!

Please review our concern again and consider how we may bring a successful solution forward!

Regards,



On Jan 24, 2019, at 3:51 PM, Planchot, Mark <Mark.Planchot@Saskatoon.ca> wrote:

Hi

I have spoken to the Manager with Customer Services for Roadways on your request to clear the snow windrows. She has shared a good overview of the way in which these windrows are managed and how the public can report these concerns going forward - so have include the rest of the BCA executive on this email so that they also have these background details:

Throughout the winter season, snow windrows are a concern for many people, including the elderly, young children, care givers, residential businesses and/or people with no rear parking or back lane access, as they can interfere with parking, mobility and drainage. Our current level of service is that windrows will remain on the roadway until storage capacity has been reached or there is a visual concern due to height of the windrow.

*During grading, Roadways cannot make any guarantees that windrows will not be placed along the front of the park, as their main focus is ensuring that the roads are drivable. Also depending on the amount of snow there may not be room to push the snow due to storage capacity and removal is not an option. However after priority street grading has been completed and if there is storage capacity Roadways will come back on request to push the windrow as resources allow. **Anyone can call into the Customer Service Center at 306-975-2476 or via email at csc@saskatoon.ca.***

As a final note - a request has been submitted and Roadways will be able to move this windrow tomorrow January 25th.

Have a great week and stay warm out there!

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From:
Sent: Tuesday, January 22, 2019 8:14 PM
To: Planchot, Mark <Mark.Planchot@Saskatoon.ca>
Cc:
Subject: Snow Removal for Street Parking - Again

Mark,

For the last 5-6 years we have fought with the COS snow removal experts to remove the windrow of snow along the south sidewalk on Briarwood North in front of the Community Centre AND it is still an issue!!

We now have two sources of parking required (Centre rentals and users of the rink in the park) and again SAFETY is the concern as the drivers door opens onto the traffic lane!! Please, please have your COS snow crew address this issue before an accident happens.

We will be contracting the removal if the windrow is not removed by Thursday.

If you need some one to meet on site to explain the problem, please advise and I will attend, BUT the problem

Is obvious!

Thanks,

—

-

<image003.jpg>

<image004.jpg>

Sapieha, Katie

From:
Sent: Sunday, March 31, 2019 5:45 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage

Hello
My husband and I live at [redacted] and we do not have any complaints about our front street HOWEVER, since we had our house built here in 2000, the traffic has at least tripled at the back. Our biggest complaint is that the City has established a site for a city yard which is subject to snow dumping and composting. There is also a concrete plant. This generates a lot of noise and dust in our back yard. Now with all the new development east of us combined with the above, the road behind us is like a noisy dirty freeway.
We certainly hope you can rectify some of our concerns.
Sincerely

Sent from my iPad

Sapieha, Katie

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, March 28, 2019 3:22 PM
To: Kowalchuk, Amy
Cc: Lanning, Chelsea
Subject: RE: Briarwood Neighbourhood Traffic Review

Categories: Briarwood

Thanks! We'll include this in the NTR review.

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
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From: Kowalchuk, Amy
Sent: Thursday, March 28, 2019 1:13 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Briarwood Neighbourhood Traffic Review

Good Afternoon,

called today to voice his concerns on Briarwood Road.

On the corner of at the intersection at Brookmore Cres and Briarwood Rd on the east side that access corner there is a yield sign there which is fine but with the design of Briarwood Rd it is quite dangerous to pull out of the intersection off Brookmore onto briarwood road. Curved located makes it difficult to see oncoming traffic. Vision concern. feels that people tend to go over the speed limit there.

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
amy.kowalchuk@saskatoon.ca
www.saskatoon.ca

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From: Planchot, Mark
Sent: March 11, 2019 9:18 AM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>;

Subject: RE: Snow Removal for Street Parking - Briarwood Road (Briarwood Park)

Good Morning everyone,

I wanted to pass along a short update to let you know we have not forgotten about this street parking concern! Staff from Community Development will be meeting with Transportation staff soon to discuss this situation further and see if any options outside of reporting through the Customer Service Centre are possible.

Have a great week and I will be in touch once I know more.

Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
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mark.planchot@saskatoon.ca
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City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5

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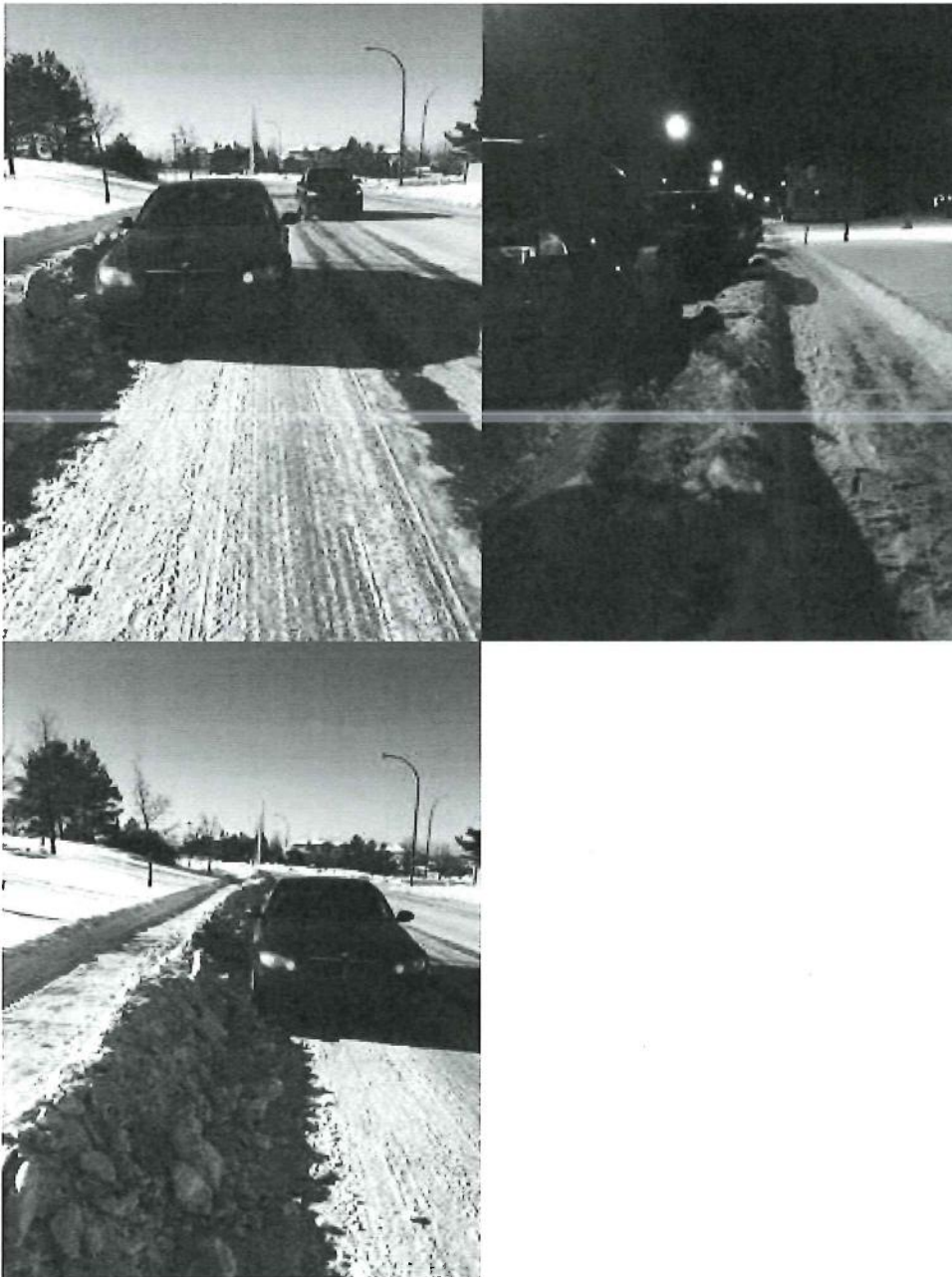
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Mark

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
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mark.planchot@saskatoon.ca
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From:
Sent: Tuesday, January 22, 2019 8:14 PM
To: Planchot, Mark <Mark.Planchot@Saskatoon.ca>
Cc: >
Subject: Snow Removal for Street Parking - Again

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We will be contracting the removal if the windrow is not removed by Thursday.

If you need some one to meet on site to explain the problem, please advise and I will attend, BUT the problem

Is obvious!

Thanks,

Briarwood Road – snow clearing concern: each winter a windrow (noted by yellow arrow below) is placed along a parking lane adjacent to the Briarwood Park along Briarwood Road. Since this community centre in the park is used year round for indoor sport and recreational programs – clearing a portion of this parking lane would help those to park along the road without the potential safety concern of stepping out into the driving lane along a busy roadway.



Sapieha, Katie

From:
Sent: Wednesday, March 27, 2019 2:14 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic review for Briarwood

Thank you giving us the opportunity to voice our concerns.

We live in Briarwood Estates, our condo faces south, Briarwood Road runs directly behind us. We are across from the Briarwood Community Center. This street can be a real racetrack at times and a hay day for the noisy half tons. A great number of vehicles come off 8th Street via Briargate Road to Briarwood Rd and turn east and race away. Our concern is for the number of children and parents who use and enjoy the spray park, playgrounds, ball fields, football and soccer. These people have to park on Briarwood Rd and sometimes have to walk across the road to get to the center. They are in great danger due to the speeding vehicles.

It seems there should be some sort of enforcement or controls to alleviate the excessive speed.

Regards,

Sent from my iPad

Sapieha, Katie

From:
Sent: Tuesday, March 26, 2019 8:51 PM
To: Lanning, Chelsea
Subject: briarwood traffic engagement project

Categories: Briarwood

Greetings

I am unsure if this email is being sent to the right person/place, so if not, please let me know.

I live at

My concern is that since this is such a wide road (for which we are thankful!) and since there are no houses beside us, that people use this as an opportunity to speed very fast. This worrisome as an adult, but in particular because there are small children that live on this block (my house and others surrounding).

If you would please check this out we would appreciate it. I have felt for years that a speed bump would really help curb the speedway.

thanks!!

Sapieha, Katie

From:
Sent: Tuesday, March 26, 2019 3:11 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns, City of Saskatoon Engage, Briarwood March 2019

Hello, my name is ' ' and I live at : ' ' n the Briarwood neighbourhood.

I am contacting you in regards to traffic concerns in our neighbourhood, particularly at our corner of Briarvale and Brookhurst, and along Briarwood Road. Our concerns are as follows:

- Vehicles driving far too fast, 70-80km/h by guesstimate
- Blind intersections, particularly coming down Briarvale
- Pedestrian safety- lots of pedestrian traffic because of numerous school + city bus stops at this corner
- lots of foot traffic because of walkways and nearby parks and water features

Suggested solutions: -create a 30km/h speed zone to allow safe bus stops for children and elderly
-speed bumps and speed traffic cameras to help enforce a 30km/h zone
-painting in crosswalks and pedestrian crossing signs to help delineate pedestrian crossings

Thank you
Sincerely

Sapieha, Katie

From:
Sent: Monday, March 25, 2019 4:07 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Re Saskatoon Engage Briarwood Traffic Review

To whom it may concern

I only wish to bring up one situation that I think needs to be addressed in the very near future. The intersection of 8th Steet and Briargate Road has become considerably busier in the last year due to the opening of the south Costco and expanding community of Brighton. Entering 8th St from Briargate Road has become very dangerous at times due to traffic volumes, I live near the "lake" there and subsequently use that often.

I have been very fortunate but have witnessed quite a number of close calls. I believe this situation has resulted in a few fender benders but for sure will someday result in something quite serious, it is used far more than for just residential traffic

Please take the above comments into consideration when doing this study

Respectfully

Sapieha, Katie

From:
Sent: Monday, March 25, 2019 2:52 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Briarwood traffic review

Please remove all of the vegetation from the northwest corner of the intersection of the west leg of Bayfield Cres and Briarwood Road. It is a traffic safety sight line impediment. There have many near misses there.

Thanks
Ron

Sent from my iPad

Sapieha, Katie

From: Simpson, Tom
Sent: Wednesday, January 16, 2019 1:20 PM
To: Baudais, Nathalie
Subject: FW: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

FYI

From: TU - Councillor Correspondence
Sent: Friday, January 11, 2019 1:26 PM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; Simpson, Tom <Tom.Simpson@Saskatoon.ca>
Cc: Magus, Jay <Jay.Magus@Saskatoon.ca>; TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: FW: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

Good afternoon Councillor Gersher,

Thank you for your email.

I am directing this information to be included in the Neighbourhood Traffic Review (NTR) – Briarwood.

Thank you,
Fay Lynn

Fay Lynn Reed | tel 306.975.2464
Secretary III, Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

faylynn.reed@saskatoon.ca
www.saskatoon.ca

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From: Gersher, Sarina (City Councillor)
Sent: Friday, January 11, 2019 1:04 PM
To:
Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: RE: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

Hi

As mentioned in my email in my December 12, 2018 email I have received confirmation that your concerns have been included as part of the Neighbourhood Traffic Review (NTR) that will take place for the neighbourhood of Briarwood in 2019. While no dates have been set yet for public meetings, I anticipate a date will be set for the first public meeting in the next month or so. A leaflet will be dropped at your home to notify you of the public meeting which will kick off the NTR process. This is the appropriate mechanism to deal with your traffic concerns on Brookdale Cres.

As I have done with your previous messages, I am forwarding them to our transportation division to be included in the NTR process. If you would like to learn more about our NTR process, you can do so at www.saskatoon.ca/NTR.

Sincerely,
Sarina

Sarina Gersher

City Councillor | Ward 8

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

306.250.9256 | sarina.gersher@saskatoon.ca | [Twitter](#) | [Facebook](#)

www.saskatoon.ca | www.sarinagersher.ca

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From:

Sent: January 8, 2019 8:00 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Fwd: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street

Here is what it looked like this morning for the on going collection. What are people going to do to access Briarwood Road from Brookdale Crescent? Alternatively congestion is caused on Briarwood Road for vehicles trying to turn onto Brookdale Crescent. This is not a reasonable situation. The solution is clear. Eliminate parking posited Hope's Home up to the gate access of the Briar Ridge Condos. Please consider this now before a serious accident occurs.

Sent from my iPhone

Begin forwarded message:

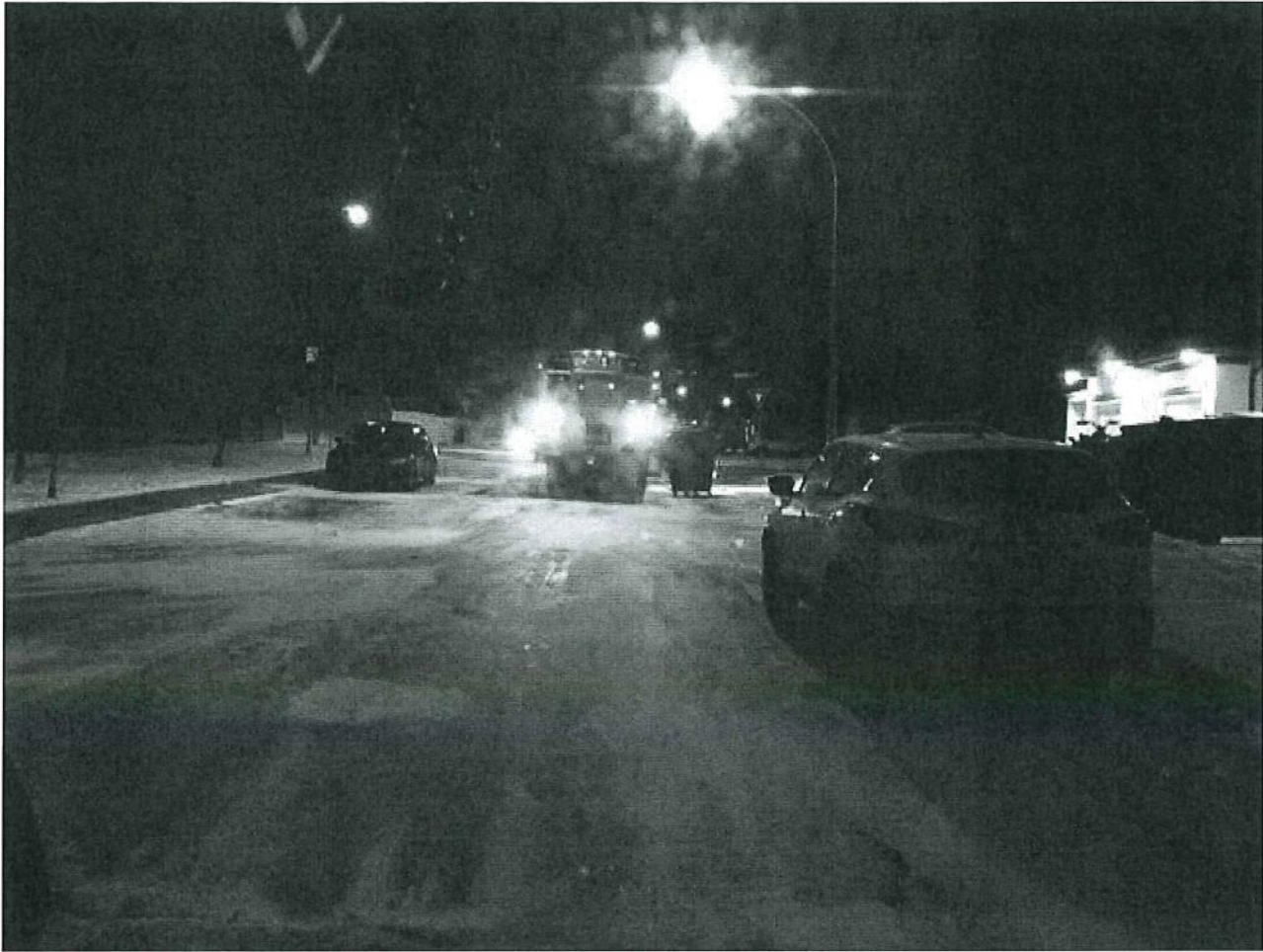
From:

Date: January 8, 2019 at 1:33:39 PM CST

To:

Subject: Brookdale Cres blocked again this morning due to garbage cans, bus and staff cars taking up the bulk of the street





Sent from my iPhone

Sapieha, Katie

From: Simpson, Tom (TU - Transportation)
Sent: Monday, November 5, 2018 9:28 AM
To: TU - Councillor Correspondence
Cc: Gersher, Sarina (City Councillor)
Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road
Attachments: IMG_2197.jpg; IMG_2198.jpg; IMG_2200.jpg; IMG_2199.jpg

Good Morning all,

I have asked out Senior Engineer to include this feedback in the NTR. This can be closed.

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

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

From: Gersher, Sarina (City Councillor)
Sent: Tuesday, October 30, 2018 1:35 PM
To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Cc: rbhsmith@shaw.ca
Subject: FW: Contact Your City Councillor Submission: Traffic congestion in front of 339 Brookdale Crescent (Hope's Home)

Hello,

As per my previous email, please also attach this feedback from _____ to next year's NTR in Briarwood.

Thank you,
Sarina

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

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

From:

Sent: October 23, 2018 4:23 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Contact Your City Councillor Submission: Traffic congestion in front of 339 Brookdale Crescent (Hope's Home)

Submitted on Tuesday, October 23, 2018 - 16:22

Submitted by user: Anonymous

First Name:

Last Name:

Address:

Email:

Phone:

Other Phone:

City: Saskatoon

Province: Saskatchewan

Councillor: Ward 8 - Sarina Gersher

=== Message ===

Subject: Traffic congestion in front of 339 Brookdale Crescent (Hope's Home)

Message:

Sarina, I have previously raised this issue but it is becoming ridiculous in front of Hopes Home at 339 Brookdale Crescent. Just off Briarwood Road. Employees of Hope's Home park three cars immediately across from the residence that operates as Hope's Home. Today there are two large garbage bins in front of the house on the street in front of 339 Brookdale Crescent. Even though the garbage was collected at 8:30 the bins remained on the street at 4:00PM. At the same time 10 minutes ago there was a AV Handy Bus dropping off young children back to the residence (parked facing the wrong side of the street) and at the same time a yellow school bus was trying to drop off school children further down the block. The bus could not get by the Handy bus and had to wait at least 5 to 8 minutes before it could proceed as it could not get by because of the Handy bus , garbage cans and the three cars parked on the curb side across from Hope's Home. The yellow School bus was stuck half or more with its back end on Briarwood Road. The bus had at least 6 young children in it. Briarwood Road is extremely busy with buses, trucks, school buses as well as automobile traffic. Something needs to be done before a terrible tragedy happens! The solution is to eliminate parking immediately across from Hopes Home up to the entrance to the Condo gate. This parking free zone would allow vehicles to pass safely while activity takes place at Hope's Home. Please this needs to be addressed immediately. Alternatively there is a bus drop off zone immediately beside 339 on Briarwood Road that should be designated loading only. This area was not designed to have heavy street congestion and it is only just a matter of time until an accident occurs. There is significant available parking elsewhere close to 339 that employees could safely utilize. Please check to see how many tickets have been issued in the last three weeks for employees illegal parking in front of the fire hydrant even though it is marked no parking. This. Ew signage was put up in the last month but the employees continue to ignore and make it their personal parking spot. Please do what is right to protect the children's and citizens in this area.

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

From: TU - Councillor Correspondence

Sent: Tuesday, October 30, 2018 3:04 PM

To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>

Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Good afternoon Tom,

I added a closed file as this is the same individual with the same concerns.

I am directing to your division for review and response.

Thank you,

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

From: f

Sent: Tuesday, October 30, 2018 2:16 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: Re: Contact Your City Councillor Submission: Congestion at the corner of Brookdale Cres. & Briarwood Road

Thank you, for your prompt reply. Just to update you, a new no parking sign was put up in September to stop cars parking by the fire hydrant. This did little to stop cars from parking inside the sign. Parking enforcement has been called out several times and we have even seen the same vehicle ticketed more than once. Unfortunately this new sign has not reduced the traffic congestion which is prevalent most days. I look forward to hearing from the City on how this situation can be addressed.

Thank you

Saskatoon, Sask.

Sent from my iPad

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

From: Gersher, Sarina (City Councillor)

Sent: Tuesday, October 30, 2018 1:32 PM

To: ; TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Congestion at the corner of Brookdale Cres. & Briarwood Road

Hello

Thank you for your patience in awaiting my reply. If you are looking to speak with someone more quickly than myself (who the initial email was addressed to), the best place to reach out to is using the City's Contact Us form. We have staff available to respond to inquiries and requests. You can do so at the following link:

<https://www.saskatoon.ca/admin/city-hall/send-comments-concerns-city/contact-us>. There is a spot on the form to upload attachments/photos as well.

I am looping in our Transportation division on this email for their feedback. I know we have been in communication about this spot before. I am hoping they may have an update from their August email to you. As you will have remembered, a Senior Engineer from the Transportation division reviewed your initial concern. They reported that this area has been reviewed for sightlines on all corners. It was recommended and a process started for the addition of one no parking sign on the stretch of road adjacent to the hydrant to assist with enforcement in this area. It was noted that the process can take quite a while to complete as drawings will need to be updated and locations needed to be done for buried utilities prior to the installation itself. I would just ask the Transportation folks to loop me in the response.

The other thing I will note is that Briarwood was just approved for a Neighbourhood Traffic Review for 2019. No dates have been set yet for public meetings, but these usually take place in the early spring. A leaflet will be dropped at your home to notify you of the public meeting to kick off the review. This is a process to hear from residents about local traffic and safety concerns and for Administration to develop a comprehensive assessment of the whole neighbourhood based on the feedback received. I would ask our Transportation division to also make note of your concerns as part of this process.

Thank you,
Sarina

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

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

From:

Sent: October 30, 2018 1:09 PM

To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: Contact Your City Councillor Submission: Congestion at the corner of Brookdale Cres. & Briarwood Road

Submitted on Tuesday, October 30, 2018 - 13:09

Submitted by user: Anonymous

First Name:

Last Name:

Address:

Email:

Phone:

Other Phone:

City: Saskatoon

Province: Saskatchewan

Councillor: Ward 8 - Sarina Gersher

=== Message ===

Subject: Congestion at the corner of Brookdale Cres. & Briarwood Road

Message: I Am sorry that no one has responded to my concerns. I have attached some photos for your review. As you can see with a school bus loading in front of Hope's Care Home along with three cars parked on the opposite side from 339 Brookdale Crescent there is little room for vehicles to navigate the street. In the last picture you will notice a second yellow school bus trying to access Brookdale Crescent. Its size precludes entry until the first bus is loaded and

gone. Not safe when the second bus must wait in the traffic lane on Briarwood Crescent. This is a daily occurrence. It gets worse on garbage and recycling collection days when their extra large bins are on the street for most of the day. this is a dangerous situation as we also have school age children in the area on Briarwood Road trying to meet with their school buses at the same time. The problem could easily be resolved by eliminating all parking from the corner of Brookdale Crescent up to the entrance to the Briar Ridge Condos. This elimination of three parking spots would allow safe passage of all vehicles at that corner. There is available parking for the employees of Hope's Home further down Brookdale Crescent and on Briarwood Road. I look forward to hearing from you.

Attachment:

brookdale_2.jpg: https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/brookdale_2.jpg

brookdale_3.jpg: https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/brookdale_3.jpg

brookdale_5.jpg: https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/brookdale_5.jpg

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

From: TU - Councillor Correspondence

Sent: Friday, September 7, 2018 12:48 PM

To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

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

From: TU - Councillor Correspondence

Sent: Thursday, August 16, 2018 11:27 AM

To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: FW: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

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

From: Simpson, Tom (TU - Transportation)

Sent: Thursday, August 16, 2018 11:25 AM

To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: RE: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Yes please , this can be closed

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

From: Simpson, Tom (TU - Transportation)

Sent: Thursday, August 2, 2018 9:56 AM

To:

Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; TU - Councillor Correspondence <tuCC@Saskatoon.ca>

Subject: RE: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Good morning

Thanks for the email, I brought this concern to our Senior Engineer for review. She reports that this area has been reviewed for sightlines on all corners. She has recommended and started a process for the addition of one no parking sign on the stretch of road adjacent to the hydrant to assist with enforcement in this area. The process can take quite a while to complete as drawings will need to be updated and locations needed to be done for buried utilities prior to the installation itself.

Regards,

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

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

From: Gersher, Sarina (City Councillor)
Sent: Friday, July 27, 2018 1:54 PM
To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: RE: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Hello

Thank you for your message.

I am looping in our Transportation Division on this email, as they will be able to provide a response to your concern about safety and parking near your home. I have attached the photos you sent me in a separate email. I just ask that Transportation keep me looped in to the response.

In the interim, if you see people parking illegally (such as too close to a fire hydrant) please contact Parking Service directly at 306-975-8344. They will be able to send a bylaw enforcement officer to address the issue. This dispatch is operated 24/7.

Sincerely,
Sarina

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

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

From:
Sent: July 25, 2018 12:52 PM
To: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Submitted on Wednesday, July 25, 2018 - 12:51

Submitted by user: Anonymous

First Name:

Last Name: f

Address:

Email:

Phone:

Other Phone:

City: Saskatoon

Province: Saskatchewan

Councillor: Ward 8 - Sarina Gersher

=== Message ===

Subject: Parking congestion at corner on Brookdale Crescent and Briarwood Road

Message: ! Briar Ridge Condominium Association, a36 unit condo at 1110 Briarwood Road. access to our property is two gates located on Brookdale Crescent. Our owners are extremely concerned about safety issues with accessing and exiting our property off and onto Brookdale Crescent. We have no parking signs within the regulated 10 meters of our gate, however visibility is often impaired make exiting highly dangerous. The problem stems from a care home Hope's Home at 439 and a day home at . The staff from Hope's Home park their vehicles across the street from the house completely filling up the parking space between Briarwood to the 10 meter no parking sign on Brookdale. They pay no attention that there is a fire hydrant on the corner of Briarwood Road. The day care Home has cars coming and going through the day. They will park in the same area if there is spaces and as well down the street, to the right of our gate as we are exiting. The area is further contested with a Private Handy Bus picking up and dropping off in front of Hope's Home throughout the day, weekly large garbage bins pick up plus during the school year yellow school buses. When this all happens r access to Brookdale Crescent is limited to a very narrow one lane of traffic. Often times cars meet at the corner and one car must back up to allow the other to pass. Numerous school children have to cross Briarwood Road to catch their designated school bus and cross back again when they come home and this congestion makes it extremely dangerous. We are very concerned that eventually an accident will happen. We would recommend that ther be a no parking zone from the corner of Briarwood Road to our access gate, or at the very least a 5 minute drop off zone. Also we recommend extending the no parking zone to the right of our gate to 20 meters. Both these options would've reduce the congestion and improve the safety for all. There is ample parking further down on Brookdale Crescent as well as Briarwood Road which would not hamper either the employees of Hope's Home or Drop offs at the day home. If you provide me your email, I will forward you some photos. I encourage you to drive by during the day to see why our residents are concerned. We look forward to your assistance in this regard.

Attachment:

Sapieha, Katie

From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Friday, December 8, 2017 1:51 PM
To: Li, Yang (TU - Transportation)
Cc: Gersher, Sarina (City Councillor); Baudais, Nathalie (TU - Transportation)
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Perfect – thank you Yang for your help!

Have a great weekend,

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Li, Yang (TU - Transportation)
Sent: Friday, December 08, 2017 12:04 PM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>; Baudais, Nathalie (TU - Transportation) <Nathalie.Baudais@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

We will include this concern on the list for Briarwood Neighbourhood Traffic Review. Briarwood was not selected to undergo the review in 2018 but we will keep you posted when we prioritize the neighbourhoods for 2019 NTR.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523

Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Thursday, December 07, 2017 3:45 PM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Thanks Yang for the update. The BCA executive meet in January so I will share this update with them then. Since this intersection is one they would like to have monitored – is there any process you follow for repeating a pedestrian and traffic count or is this only complaint driven?

Thanks again for your help!

Mark Planchot | tel 306.975.2942

Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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From: Li, Yang (TU - Transportation)

Sent: Thursday, December 07, 2017 3:12 PM

To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>

Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

A 7-hour traffic and pedestrian volume count was completed. 16 pedestrians crossed at this intersection. Based on the video recorded, all 16 pedestrians were able to cross the intersection safely with adequate gaps in traffic or within acceptable waiting time.

While we understand there are concerns about this intersection, our review of the traffic and pedestrian patterns indicates that the current devices at this intersection are providing adequate control.

If you have any questions please do not hesitate to contact me.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523

Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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

From: Planchot, Mark (CY - Recreation & Community Development)

Sent: Monday, October 30, 2017 2:13 PM

To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>

Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>

Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Sounds great - thanks Yang!

Mark Planchot | tel 306.975.2942
Community Consultant (Area 8)

Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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

From: Li, Yang (TU - Transportation)
Sent: Monday, October 30, 2017 1:49 PM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

Sorry for getting back to you late. A traffic and pedestrian count was ordered at this location to determine if zebra crosswalk or any other device is warranted.

I will update you with the results once it is completed.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523
Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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

From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Thursday, October 12, 2017 2:42 PM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Cc: Gersher, Sarina (City Councillor) <Sarina.Gersher@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Yang,

I am just following up again on the crosswalk markings done at the intersection of Briargate and Briarwood Road. The Briarwood Community Association executive would like to know if there is a way of getting an update in the future on this intersection and whether any upgrades to the crosswalk markings will be done. You had mentioned in your email back in June the crosswalk needs to be monitored to determine if compliance at the intersection is taking place before changes in markings can occur. Would you be able to give me a timeframe that you plan to review this intersection?

I see by your out of office message that you are away until October 16th. The executive do not meet again until early in November, so a reply after the 16th is great. The executive remain concerned about speeding at this intersection so having a timeframe of when this intersections will be relooked at would be helpful.

Thank you!

Also, Councillor Gersher was asked at the Briarwood Community Association meeting if she could also provide an update on this intersection, therefore, I have included her on this email so that she has the background investigation done to date.

Thank you,

Mark Planchot | tel 306.975.2942
Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

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

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

From: Li, Yang (TU - Transportation)
Sent: Thursday, June 29, 2017 3:21 PM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Subject: RE: Briargate/Briarwood Road - crosswalk lines & signage

Hi Mark,

Zebra crosswalk is installed when the following criteria are met according to our pedestrian device policy:

- A school patrol is in operation.
- The crosswalk is frequently used by elderly or mobility impaired pedestrians.
- The crosswalk is at mid-block location.
- A standard crosswalk is in place but has failed to command the attention of motorists.

In order to upgrade the existing crosswalk we have to justify the necessity. Since these two crosswalks were installed recently, I suggest to monitor the compliance for a while before we decide any further improvement.

Thanks,

Yang Li, Engineer-in-Training | tel 306.975.3523
Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

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

From: Planchot, Mark (CY - Recreation & Community Development)
Sent: Wednesday, June 21, 2017 11:35 AM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Subject: Briargate/Briarwood Road - crosswalk lines & signage

Hi Yang,

I hope the start of your summer is going well! I am following up on the crosswalk lines and signage recently installed in Briarwood. The Briarwood Community Association commented on a couple of items they had concerns with, namely that the crosswalk lines do not include any of the zebra type lines which make the crosswalk more visible (the 1st picture is an example of another crosswalk in Briarwood with these lines), and that the pedestrian crosswalk signage was installed in a location behind a tree (which will make its visibility difficult for drivers once the trees begin to fill out). Below are the comments from the group.

Is there anything that can be done to address these concerns?

Thanks so much for your help. Have a great week,

Mark Planchot | tel 306.975.2942
Community Consultant (Area 8)
Recreation & Community Development, City of Saskatoon
3130 Laurier Dr. | Saskatoon, SK S7L 5J7
mark.planchot@saskatoon.ca
www.saskatoon.ca

If you receive this email in error, please do not review, distribute or copy the information.
Please contact the sender and delete the message and any attachments.

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

From:
Sent: Monday, June 19, 2017 11:29 AM
To: Planchot, Mark (CY - Recreation & Community Development) <Mark.Planchot@Saskatoon.ca>
Subject: BCA Crosswalk Pictures

Mark,

Here are the pictures I shared at the last meeting.

- 1) at the crossing Briarwood Road and Briargate Road in front of the Community Centre
- 2) the new crossing at Briarwood Road and Beechmont Cres
- 3) new crossing signage hidden behind a tree!

So quite a difference in the quality of the painting between these two crosswalks, why?

Thanks,

Sapieha, Katie

From: Matt, Shirley (TU - Transportation)
Sent: Thursday, August 22, 2013 4:12 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Community Traffic Issue - Scott Watson

Dear

In response to your online form, please be advised we will add this concern to our list of issues in the Briarwood Neighbourhood.

In 2014, we will be embarking on neighbourhood-wide reviews of neighbourhood traffic related concerns. The new process will include significant community engagement so that we can work together to address these types of concerns. Later this year, we will be identifying the neighbourhoods that we will be working with next year, since we cannot do all neighbourhoods at the same time.

We will include this concern on the list for when this neighbourhood gets reviewed. In the meantime, here are some tools you can undertake regarding speeding:

1. **Set the Pace:** When you drive through your neighbourhood, stay at or below the speed limit. Ignore drivers who tailgate or honk. Set a safe pace and encourage your neighbors to do the same.
2. **Narrow the Street:** People drive faster on wide open roads, and they slow down on skinny streets. By parking your car along the side of the road, you'll discourage speeding.
3. **Request Traffic enforcement:** Have the Saskatoon Police ticket neighbourhood speeders.

In the meantime, we will address the speeding issues through our Speed Management Program. The intention of the Speed Management Program is to address speeding in the neighborhood by educating motorists through various media such as signs, speed display boards and information brochures.

Shirley Ann Matt, P. Eng
Traffic Management Engineer
975-3145

From: '
Sent: August 21, 2013 6:29 PM
To: Web E-mail - Transportation
Subject: Community Traffic Issue

[Submitted by Anonymous User]

This message was created by a Microsoft Office InfoPath form. The form data may be included as an attachment.

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

Community Traffic Issue Form

Ward 1	Ward 2	Ward 3	Ward 4
<input type="radio"/> Hudson Bay Park	<input type="radio"/> Caswell Hill	<input type="radio"/> Fairhaven	<input type="radio"/> Hampton Village
<input type="radio"/> Mayfair	<input type="radio"/> Riversdale	<input type="radio"/> Parkridge	<input type="radio"/> Dundonald
<input type="radio"/> Kelsey-Woodlawn	<input type="radio"/> King George	<input type="radio"/> Blairmore S.C.	<input type="radio"/> Westview
<input type="radio"/> Central Industrial	<input type="radio"/> Pleasant Hill	<input type="radio"/> Pacific Heights	<input type="radio"/> Massey Place
<input type="radio"/> City Park	<input type="radio"/> Meadow Green	<input type="radio"/> Confederation Park	<input type="radio"/> Mount Royal
<input type="radio"/> North Park	<input type="radio"/> West Industrial	<input type="radio"/> Confederation SC	<input type="radio"/> Westmont
<input type="radio"/> Richmond Heights	<input type="radio"/> Holiday Park		
<input type="radio"/> Sutherland	<input type="radio"/> Southwest Industrial		
<input type="radio"/> Sutherland (Industrial)	<input type="radio"/> Montgomery Place		
<input type="radio"/> Forest Grove			

Ward 6	Ward 7	Ward 8	Ward 9
<input type="radio"/> Central Business District	<input type="radio"/> Exhibition	<input type="radio"/> Brevoort Park	<input type="radio"/> Wildwood
<input type="radio"/> Nutana	<input type="radio"/> Queen Elizabeth	<input type="radio"/> Greystone Heights	<input type="radio"/> Lakeview
<input type="radio"/> Buena Vista	<input type="radio"/> Avalon	<input type="radio"/> College Park	<input type="radio"/> Lakeridge
<input type="radio"/> Haultain	<input type="radio"/> Adelaide / Churchill	<input type="radio"/> College Park East	<input type="radio"/> Lakewood S.C.
<input type="radio"/> Varsity View	<input type="radio"/> Nutana Park	<input checked="" type="radio"/> Briarwood	<input type="radio"/> Rosewood
<input type="radio"/> Holliston	<input type="radio"/> The Willows		
<input type="radio"/> Grosvenor Park	<input type="radio"/> Stonebridge		
	<input type="radio"/> Eastview		
	<input type="radio"/> Nutana S.C.		

Identify the Location (Intersection, Street, and Addresses)

Intersection of Boychuk Dr and Briarwood Rd just North of Taylor St

Type of Problem (selected, minimum of 1 must be selected)

- | | |
|--|---|
| <input type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Speeding |
| <input type="checkbox"/> Cycling Safety | <input type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input type="checkbox"/> Traffic Signage | <input type="checkbox"/> Traffic Control - Stop & Yield |
| <input type="checkbox"/> Lanes | <input type="checkbox"/> Walkways |

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

Many people are speeding on Boychuk at Briarwood, both directions. In addition to that, it's often quite noticeable noise from vehicles speeding that also have modified exhausts.

Personal Information

Name:

Email:

Address:

Date:

Comments for this thread are now closed

**Comments** **Community****1** Login ▾

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**Nathalie Baudais, Transp. Eng.** Mod • 9 months ago

We are collecting comments through emails, phone calls, Engage page discussion and upcoming public meeting. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

^ | ▾ • Share ›



• 9 months ago

One concern I have is how little time the traffic light stays green at the intersection of Boychuk and Briarwood Road/Heritage (going east/west) - I've actually timed this light and its usually between 6-10 seconds at most - hardly enough time for more than two vehicles to get through. Even at peak traffic times, this is hardly fair.

^ | ▾ • Share ›

**Nathalie Baudais, Transp. Eng.** Mod → • 9 months ago

Hello , I will ask our traffic signal technologist to review the timing at this location.

^ | ▾ • Share ›



• 9 months ago

One major concern is the speedy vehicles at Taylor Street East from Briarvale Rd to Rosewood Gate North, especially annoying noises by motorbikes and heavy construction trucks (particularly at nights). The drives tend to drive much faster in this road no matter what the speed limit is (50km/h now) due to the road design (extended long flat road). Should have some measures to restrict the speedy drivers one way or another in this residential area,

^ | ▾ • Share ›

**Nathalie Baudais, Transp. Eng.** Mod → • 9 months ago

Hello Taylor Street is an arterial corridor which is outside of the scope of the Neighbourhood Traffic Review program. Your concern regarding speeding on Taylor Street will be forwarded to Saskatoon Police Service to consider for enforcement.

^ | v • Share ›

• 9 months ago

8th Street is definitely busier since Brighton is developing and the new Costco area, we notice more noise due to increased traffic.

Quite a few cars take the corner at high speed off 8th onto Briargate road when heading East.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod → • 9 months ago

Hi the Neighbourhood Traffic Review is for collector and local roads. 8th Street is an arterial road so is outside of the scope of the Neighbourhood Traffic Review process. The intersection of 8th Street & Briargate Road is on a separate list for a review for intersection improvements.

^ | v • Share ›

• 9 months ago

I have some concerns with the lack of pedestrian crossings on Briargate Rd, especially since we see a lot of speeding here as well. Many residents walk to the lake regularly and need to cross Briargate safely to get there. There's also quite a bit of pedestrian traffic coming to the lake via Bayview Crescent since there's a walkway that connects it to Bayfield Crescent to the east.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod → • 9 months ago

Hello thanks for the comment. We will include a review of pedestrian crossing opportunities along Briargate Road, with particular attention to the Bayview Crescent intersections.

^ | v • Share ›

• 9 months ago

I have a concern regarding the crosswalk at Bayfield Crescent and Briarwood Road. We cross Briarwood Rd to get to the park with the kids, and every summer we have 2-3 incidents every month where we have started crossing the street and

have to get out of the way of oncoming vehicles, including a city bus. The vehicles have more than enough time to stop, and I don't think the signage is the issue, people are just ignoring crosswalks. Reducing the speed on Briarwood Rd from Bayfield to the west side of the park would make it safer, not just at the crosswalks but also for people that park along Briarwood Rd to use the park and spray park. Maybe a flashing crosswalk sign with a button somewhere along that stretch of road?

I also agree with [redacted] below, we walk across Briargate to get to the lake, it can be tricky to cross at times.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ↗

• 9 months ago

A review of the pedestrian crossing at Briarwood Road & Bayfield Crescent will be included in the Neighbourhood Traffic Review.

^ | v • Share ›



• 8 months ago

We are concerned about the northern intersection of Briarwood Road and Brookdale Crescent. There are frequently shuttle vehicles stopping on Brookdale. They occasionally block traffic on Brookdale and impede visibility when pulling onto Briarwood. This is also a school bus stop on Briarwood, so visibility can't be impaired.

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ↗

• 8 months ago

I believe that the visibility has been reviewed at this location in the past. I will add it to the neighbourhood traffic review for another look.

^ | v • Share ›



• 8 months ago

We are always concerned about the speed of traffic on Briarwood road between the Beechmont Crescent entrances. Because there are no pedestrian crossings, we often see people accelerating around the corner. This is an issue as there are quite a few young people crossing the busy Beechmont/Briarwood intersection (closer to the park) to either wait for buses on the boulevard, or crossing Briarwood to play with friends on the side lane. Last year someone put up a green slow down turtle on

the corner of Beechmont/Briarwood intersection, but perhaps another crosswalk here might slow traffic down a bit?

^ | v • Share ›



Nathalie Baudais, Transp. Eng. Mod ↗ • 8 months ago

As part of the neighbourhood traffic review, we will collect and review speed data for Briarwood Road between the Beechmont Crescent entrances. We will also consider pedestrian crossing needs at the south intersection of Briarwood Road & Beechmont Crescent.

^ | v • Share ›

ALSO ON CITY OF SASKATOON

Lawson Heights and Lawson Heights Suburban Centre

12 comments • 9 months ago



Nathalie Baudais, Transp. Eng. — Thanks for the comment We'll consider this as we finalize the traffic plan.

Holiday Park and King George

15 comments • 9 months ago

— I live on this block and disagree with this. Having cars parked on both sides is a traffic calming

2018 Civic Satisfaction & Performance Survey

5 comments • a year ago

— I feel this survey gives almost no opportunity for meaningful input. And what kind of question is "If you

Airport Business Area

3 comments • 9 months ago



Nathalie Baudais, Transp. Eng. — Thanks for raising this concern, Traffic signals for Avenue C fall outside of the

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