

Lawson Heights and Lawson Heights Suburban Centre Neighbourhood Traffic Review



Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Authorization

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Executive Summary

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

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

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

The Lawson Heights and Lawson Heights SC Traffic Plan is illustrated in Exhibit ES-1.

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table ES-1: Lawson Heights and Lawson Heights SC Neighbourhood Recommended Improvements

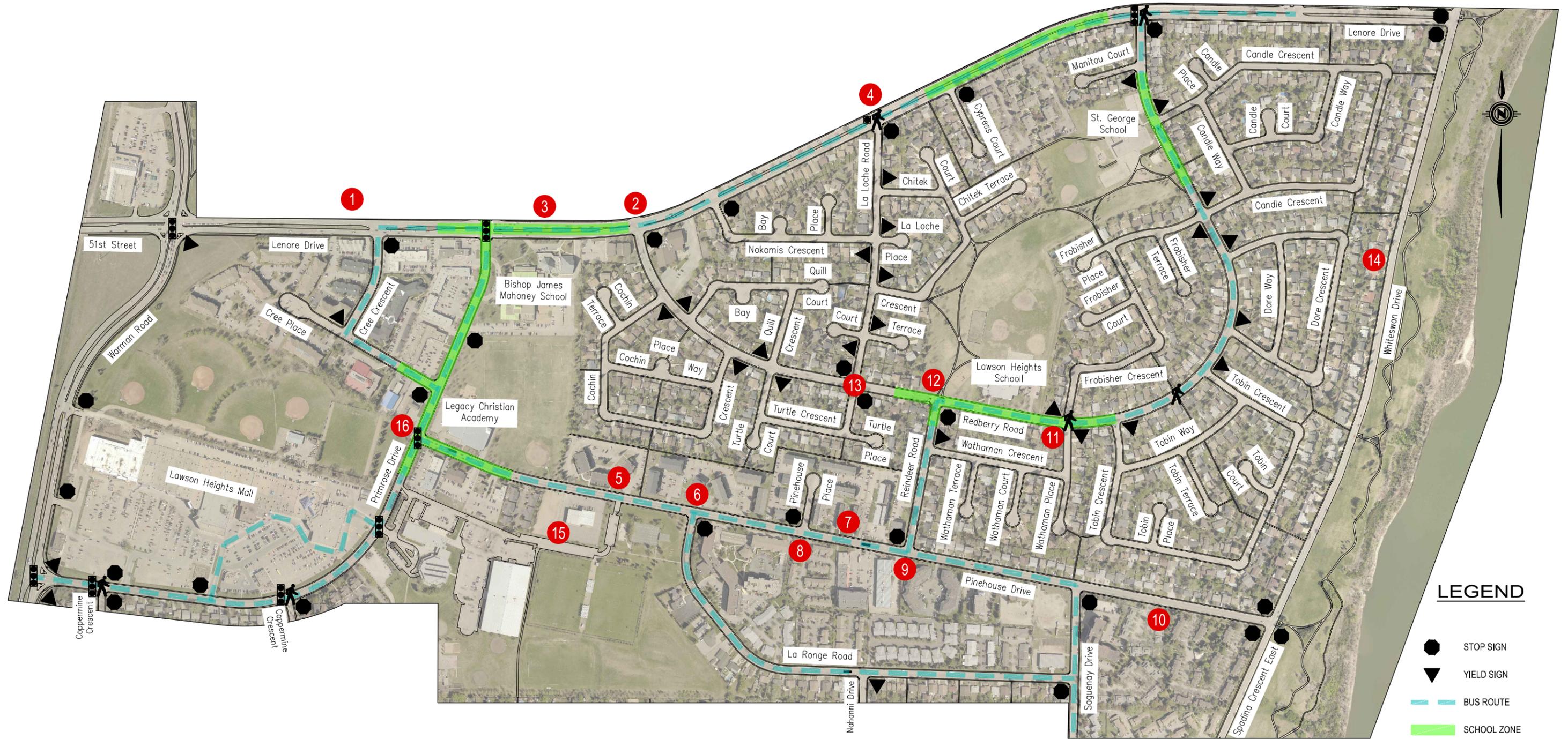
Item	Location	Recommended Improvement	Justification
1	Lenore Drive between Warman Road/ Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive and Redberry Road/ Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations
4	Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic	Improve access to homes on south side of Lenore Drive
		Supplemental flashing beacon	Alert u-turning traffic of device activation
5	Pinehouse Drive Soccer Centre access	Relocate existing sign and install additional sign indicating Soccer Centre access	Improve navigation
6	Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed
		Standard crosswalk on south leg	Improve pedestrian safety
7	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive between Kenwood Manor driveways	Improve sightlines from driveways
8	Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
		Pedestrian ramp on the northeast corner	Improve pedestrian accessibility
9	Pinehouse Drive and Reindeer Road	Three-way stop controlled intersection	Improve traffic operations
		Parking restriction on the south of the intersection	Improve compliance with Traffic Bylaw
		Relocate street name blade	Improve navigation
		Median island on the east and west leg	Improve stop sign placement
		Pedestrian ramps on the southeast and southwest corners	Improve pedestrian accessibility
10	425 Pinehouse Drive	Parking restriction at driveway	Improve sightlines from driveways
11	Redberry Road and Wathaman Crescent/ Frobisher Crescent	Median island on west leg	Reduce speed

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Item	Location	Recommended Improvement	Justification
12	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
		Pedestrian ramps	Improve pedestrian accessibility
13	Redberry Road and La Loche Road/ Turtle Crescent	Tree trimming on the northwest corner	Improve sightlines
14	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed
15	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

Other Projects in the Area			
Item	Location	Recommended Improvement	Justification
16	Primrose Drive and Pinehouse Drive	Review traffic signal timing plan	Consider retiming

Exhibit ES1 - Lawson Heights & Lawson Heights Suburban Centre Traffic Plan



LEGEND

-  STOP SIGN
-  YIELD SIGN
-  BUS ROUTE
-  SCHOOL ZONE
-  TRAFFIC SIGNAL
-  PEDESTRIAN ACTUATED SIGNAL LOCATION
-  ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  PEDESTRIAN CORRIDOR LOCATION
-  RECOMMENDATIONS

LAWSON HEIGHTS & LAWSON HEIGHTS SUBURBAN CENTRE: TRAFFIC PLAN

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1. Introduction

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

The Lawson Heights and Lawson Heights SC neighbourhoods are bound by Warman Road to the west, Lenore Drive to the north, Whiteswan Drive to the east and Primrose Drive, Pinehouse Drive, and La Ronge Road to the south. The land use is primarily residential with some commercial properties located at the Lawson Heights Mall and along a portion of Primrose Drive and Pinehouse Drive.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in April 2019 to identify traffic concerns within the Lawson Heights and Lawson Heights SC neighbourhoods. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- La Loche Road;
- Lenore Drive;
- Pinehouse Drive;
- Primrose Drive;
- Redberry Road;
- Reindeer Road;
- Saguenay Drive;
- Tobin Crescent;
- Wathaman Crescent; and
- Whiteswan Drive.

The residents suggested the following solutions:

- Install speed display device;
- Install a three-way stop;
- Increase enforcement;
- Eliminate school zone;
- Install speed humps;
- Install photo speed enforcement;
- Reduce speed limit; and
- Reduce the length of the school zone.

2.2. Pedestrian Safety

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

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

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

- La Loche Road;
- La Loche Road and Chitek Crescent;
- La Ronge Road;
- Lenore Drive and Primrose Drive;
- Pinehouse Drive;
- Pinehouse Drive and La Ronge Road;
- Pinehouse Drive and Reindeer Road;
- Pinehouse Drive and Saguenay Drive;
- Pinehouse Drive and Cochin Crescent Walkway;
- Redberry Road;
- Redberry Road and Reindeer Road;
- Whiteswan Drive and Lenore Drive;
- Redberry Road and Frobisher Crescent/Candle Crescent;
- Redberry Road and Frobisher Crescent/Wathaman Crescent; and
- Pinehouse Drive between Saguenay Drive and La Ronge Road.

The residents suggested the following solutions:

- Pedestrian crosswalk;
- Speed sign;
- Parking restrictions;
- Enforcement;
- Reduced speed limit;
- Re-paint pedestrian crosswalk;
- Three-way stop;
- Curb extensions;
- Active pedestrian corridor;
- Realign crosswalk; and
- Construct a traffic circle.

2.3. Traffic Control

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

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

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

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

- Lenore Drive and Cypress Court;
- Lenore Drive and La Loche Road;
- Lenore Drive and Primrose Drive;
- Lenore Drive and Redberry Road;
- Pinehouse Drive and La Ronge Road;
- Pinehouse Drive and Primrose Drive;
- Pinehouse Drive and Reindeer Road;
- Pinehouse Drive and Saguenay Drive;
- Redberry Road and Reindeer Road;
- Spadina Crescent and Pinehouse Drive; and
- Whitesawn Drive and Lenore Drive.

Solutions suggested by residents:

- Three-way stop;
- Remove a three-way stop;
- Traffic circle;
- U-turn lane;
- Remove U-turn restriction;
- Traffic signal; and
- Improve traffic signal timing.

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- Pinehouse Drive between Saguenay Drive and La Ronge Road; and
- Pinehouse Drive near the RM of Corman Park office.

Residents requested that parking restrictions be implemented to address these issues.

2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- La Ronge Road;
- Pinehouse Drive and La Ronge Road;
- Primrose Drive;
- Redberry Road and Candle Crescent; and
- Wathaman Crescent.

2.6. Major Intersections and Corridors

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

Neighbourhood concerns regarding major intersections were raised at Warman Road and Lenore Drive.

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

3.2. Traffic Volume and Speed Assessments

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

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

*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Lawson Heights and Lawson Heights SC neighbourhoods is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

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

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Table 3-2: Speed Studies and Average Daily Traffic Counts (2019)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
La Loche Road	Chitek Crescent and Nokomis Crescent	Collector	500	48
La Ronge Road	Pinehouse Drive and Nahanni Drive	Collector	1,650	51
Pinehouse Drive	Reindeer Road and Saguenay Drive	Collector	4,280	58
Redberry Road	Reindeer Road and Wathaman Crescent / Frobisher Crescent	Collector	2,965	54 41 (school zone)
Redberry Road	Candle Crescent and Candle Crescent	Collector	1,235	55 44 (school zone)
Saguenay Drive	La Ronge Road and Assiniboine Drive	Collector	1,850	45
Whiteswan Drive	Lenore Drive and Pinehouse Drive	Arterial	4,760	59

3.3. Traffic Control Assessments

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

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

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

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

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

Results of the studies are shown in Table 3-3 and Table 3-4.

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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 within most recent 12 months (5 or more)	Results
Pinehouse Drive and La Ronge Road	876	9,130	2	Criteria Met. Proceed to Step 2.
Pinehouse Drive and Saguenay Drive	470	4,870	1	Criteria Not Met. All-way stop NOT warranted.
Pinehouse Drive and Reindeer Road	608	7,240	3	Criteria Met. Proceed to Step 2.
Lenore Drive and Whiteswan Drive	533	5,970	2	Criteria Not Met. All-way stop NOT warranted.
Redberry Road and Reindeer Road	418	4,880	1	Criteria Not Met. All-way stop NOT warranted.

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Pinehouse Drive and La Ronge Road	Condition Not Met	Condition Met	All-way stop NOT warranted.
Pinehouse Drive and Reindeer Road	Condition Met	Condition Met	Warranted

Details of the all-way stop assessments are provided in **Appendix C**.

3.4. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

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

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Pinehouse Drive and La Ronge Road (south leg)	Confirmed	Distance from nearest control >200 m. Connection to crosswalk on west leg of this intersection and bus stops. Standard crosswalk is appropriate.
Pinehouse Drive and La Ronge Road (west leg)	Confirmed	Distance from nearest control >200 m. Connection to transit stop. Existing standard crosswalk is appropriate.
Pinehouse Drive and Reindeer Road	Confirmed	Distance to nearest control >200 m. Connection to commercial centre. All-way stop is recommended.

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Location	Pedestrian Desire Confirmation	Results
Pinehouse Drive and Saguenay Drive (west leg)	Confirmed	Distance from nearest control >200 m. Connection to neighbourhood walkway system. Standard crosswalk is appropriate. Existing zebra crosswalk to remain.
Redberry Road and Candle Crescent North Intersection (south leg)	Confirmed	Distance to nearest control ~200 m. Connection to St. George School. Standard crosswalk is appropriate. Existing zebra crosswalk to remain.
Redberry Road and Candle Crescent/Frobisher Crescent (north leg)	Confirmed	Distance to nearest control >200 m. Connection to Lawson Heights and St. George Schools. Existing standard crosswalk is appropriate.
Redberry Road and Walkway between Tobin Crescent intersections	Confirmed	Distance to nearest control >200 m. Connection to neighbourhood walkway system. Standard crosswalk is appropriate. Existing pedestrian corridor to remain.
Redberry Road and Wathaman Crescent/Frobisher Crescent (west leg)	Confirmed	Distance to nearest control >200 m. Connection to Lawson Heights School. Standard crosswalk is appropriate. Existing pedestrian corridor and zebra crosswalk to remain.
Redberry Road and Cochin Place Walkway	Low	Distance to nearest control <200 m. Not a candidate for pedestrian control.
La Loche Road and Chitek Crescent South Intersection (north leg)	Confirmed	Distance from nearest control <200 m. Not a candidate for pedestrian control.
Lenore Drive and Redberry Road/Roborecki Crescent	Confirmed	Distance from nearest control >200 m. Connection to Bishop James Mahoney School. Active Pedestrian Corridor recommended.
Lenore Drive and Cypress Court	Confirmed	Distance from nearest control <200 m. Connection to Marion M Graham Collegiate. Existing standard crosswalk is appropriate.
Spadina Crescent/Whiteswan Drive and Pinehouse Drive	Confirmed	Distance to nearest control >200 m. Connection to Meewasin Valley Trail system. Existing all-way stop control is appropriate.
Lenore Drive and Whiteswan Drive	Confirmed	Distance from nearest control >200 m. Connection to Meewasin Valley Trail system. Existing standard crosswalk is appropriate.

3.5. Collision Analysis

The most recently available five-year collision data (2014 to 2018) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. The intersection of Pinehouse Drive and Primrose Drive had two or more collisions per year.

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations where there is limited school activity (school zone will remain until the active pedestrian corridor is installed at Lenore Drive and Redberry Road/Roborecki Crescent)
Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic	Improving access to the homes on the south side of Lenore Drive will reduce the amount of drivers navigating through the neighbourhood
Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed
Redberry Road and Wathaman Crescent/Frobisher Crescent	Median island on west leg	Reduce speed and improve pedestrian safety
Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
Lenore Drive and Redberry Road/Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
Lenore Drive and La Loche Road	Supplemental flashing beacon at active pedestrian corridor	Alert u-turning traffic of device activation
Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed and improve pedestrian safety
	Standard crosswalk on south leg	Improve pedestrian safety
Pinehouse Drive and Pinehouse Place	Pedestrian ramp on the northeast corner	Improve pedestrian accessibility
Pinehouse Drive and Reindeer Road	Pedestrian ramps on the southeast and southwest corners	Improve pedestrian accessibility
Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
	Pedestrian ramps	Improve pedestrian accessibility
Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

4.4. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-3.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
Pinehouse Drive Soccer Centre access	Relocate existing sign and install additional sign indicating Soccer Centre access	Improve navigation
Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
Pinehouse Drive and Reindeer Road	Install three-way stop controlled intersection	Improve traffic operations
	Relocate street name blade	Improve navigation
	Install median island on the east and west leg and	Improve stop sign placement
Redberry Road and La Loche Road/Turtle Crescent	Tree trimming on the northwest corner	Improve sightlines

4.5. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-4.

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive between Kenwood Manor driveways	Improve sightlines from driveways
Pinehouse Drive and Reindeer Road	Parking restriction on the south of the intersection	Improve compliance with Traffic Bylaw
425 Pinehouse Drive	Parking restriction at driveway	Improve sightlines from driveways

4.6. Follow-up Consultation – Presentation of Traffic Plan

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

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

4.7. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-5.

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 11, 2019 Lawson Heights Alliance Church 36 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 3, 2019 Lawson Heights Alliance Church 25 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Lawson Heights and Lawson Heights SC were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- changeable message signs placed on Pinehouse Drive prior to the first meeting;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. Eight residents subscribed for email updates. Study updates were provided to these residents at several milestones throughout the project.

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

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

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

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

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

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

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

- Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Pedestrian Ramps Cost Estimate
- Table 5-6: Sidewalk Cost Estimate
- Table 5-7: Total Cost Estimate

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

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

Location	Device/Task	Cost Estimate	Implementation Goal
Lenore Drive adjacent to Bishop James Mahoney School	Alter School Zone signage	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Lenore Drive and La Loche Road	Flashing beacon (1)	\$2,000	
Pinehouse Drive Soccer Centre access	Alter Soccer Centre access signage and Soccer Centre sign (1)	\$1,000	
Pinehouse Drive and La Ronge Road	Temporary median island (1)	\$500	
Pinehouse Drive	No Parking signs (2)	\$500	
Pinehouse Drive and Pinehouse Place	Relocate sign (1)	\$250	
Pinehouse Drive and Reindeer Road	Stop signs (6)	\$1,500	
	No Parking signs (2)	\$500	
	Temporary median islands (2)	\$1,000	
425 Pinehouse Drive	No Parking signs (2)	\$500	
Redberry Road and Wathaman Crescent/Frobisher Crescent	Temporary median island (1)	\$500	
Redberry Road and Reindeer Road	Relocate standard crosswalk and revise signage	\$500	
Total		\$9,250	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (2)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
Total		\$0	

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Lenore Drive and Redberry Road/Roborecki Crescent	Active Pedestrian Corridor (1)	\$45,000	3 to 5 years
Total		\$45,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Pinehouse Drive and La Ronge Road	Median island (1)	\$5,000	3 to 5 years
Pinehouse Drive and Reindeer Road	Median island (2)	\$10,000	
Redberry Road and Wathaman Crescent/Frobisher Crescent	Median island (1)	\$5,000	
Total		\$20,000	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Pinehouse Drive and Pinehouse Place	Pedestrian ramp (1)	\$3,500	5 plus years
Pinehouse Drive and Reindeer Road	Pedestrian ramp (2)	\$7,000	
Redberry Road and Reindeer Road	Pedestrian ramp (1)	\$3,500	
Total		\$14,000	

Table 5-6: Sidewalk Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Sidewalk (500 metres)	\$250,000	5 plus years
Total		\$250,000	

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 5-7: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$9,250	-	-
Speed Enforcement	\$0	-	-
Pedestrian Safety Devices	-	\$45,000	-
Permanent Traffic Calming	-	\$20,000	-
Pedestrian Ramps	-	-	\$14,000
Sidewalks	-	-	\$250,000
Total	\$9,250	\$65,000	\$264,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$9,250. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks) is \$329,000.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-8. The resulting recommended Lawson Heights and Lawson Heights SC Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Table 5-8: Lawson Heights and Lawson Heights SC Recommended Improvements

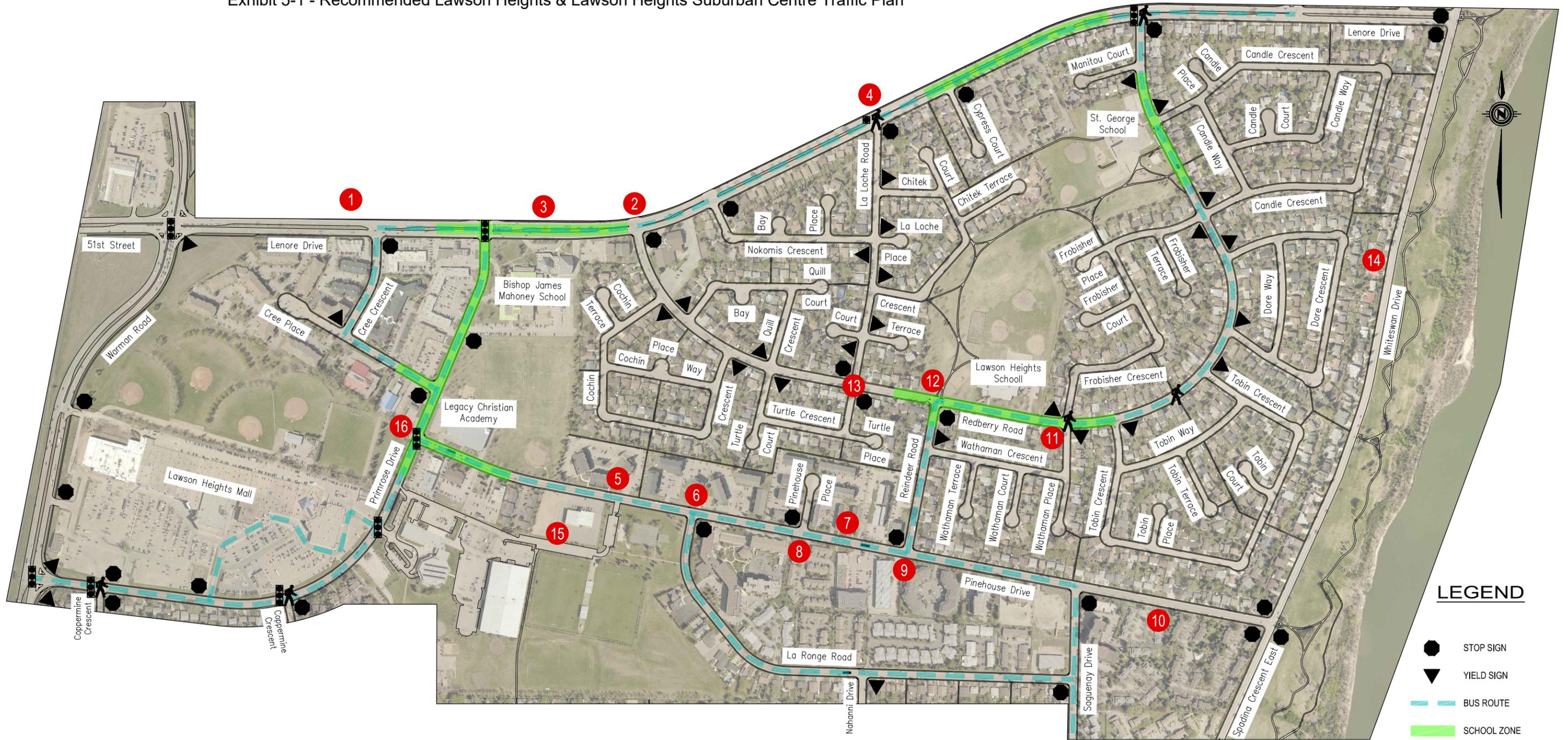
Item	Location	Recommended Improvement	Justification
1	Lenore Drive between Warman Road/ Wanuskewin Road and Primrose Drive	Sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive and Redberry Road/ Roborecki Crescent	Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations
4	Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic	Improve access to homes on south side of Lenore Drive
		Supplemental flashing beacon	Alert u-turning traffic of device activation
5	Pinehouse Drive Soccer Centre access	Relocate existing sign and install additional sign indicating Soccer Centre access	Improve navigation
6	Pinehouse Drive and La Ronge Road	Median island on west leg	Reduce speed
		Standard crosswalk on the south leg	Improve pedestrian safety
7	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive between Kenwood Manor driveways	Improve sightlines from driveways
8	Pinehouse Drive and Pinehouse Place	Relocate street name blade	Improve navigation
		Pedestrian ramp on the northeast corner	Improve pedestrian accessibility
9	Pinehouse Drive and Reindeer Road	Three-way stop controlled intersection	Improve traffic operations
		Parking restriction on the south of the intersection	Improve compliance with Traffic Bylaw
		Relocate street name blade	Improve navigation
		Median island on the east and west leg and	Improve stop sign placement
		Pedestrian ramps on the southeast and southwest corners	Improve pedestrian accessibility
10	425 Pinehouse Drive	Parking restriction at driveway	Improve sightlines from driveways
11	Redberry Road and Wathaman Crescent/ Frobisher Crescent	Median island on west leg	Reduce speed

Lawson Heights and Lawson Heights SC Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
12	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west and revise pedestrian signage	Improve pedestrian safety
		Pedestrian ramps	Improve pedestrian accessibility
13	Redberry Road and La Loche Road/ Turtle Crescent	Tree trimming on the northwest corner	Improve sightlines
14	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed
15	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

Other Projects in the Area			
Item	Location	Recommended Improvement	Justification
16	Primrose Drive and Pinehouse Drive	Review traffic signal timing plan	Consider retiming

Exhibit 5-1 - Recommended Lawson Heights & Lawson Heights Suburban Centre Traffic Plan



LEGEND

-  STOP SIGN
-  YIELD SIGN
-  BUS ROUTE
-  SCHOOL ZONE
-  TRAFFIC SIGNAL
-  PEDESTRIAN ACTUATED SIGNAL LOCATION
-  ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  PEDESTRIAN CORRIDOR LOCATION
-  # RECOMMENDATIONS

LAWSON HEIGHTS & LAWSON HEIGHTS SUBURBAN CENTRE: TRAFFIC PLAN

Appendix A

Public Meeting #1 – April 11, 2019

CITY OF SASKATOON

Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review Minutes

Date: Thursday, April 11, 2019

Time: 7:00 – 9:00 pm

Location: Lawson Heights Alliance Church (159 Pinehouse Drive)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Carly Grassing	City of Saskatoon Transportation Engineer
David LeBoutillier	City of Saskatoon Acting Engineering Manager
Councillor Randy Donauer	Ward 5 City Council Representative
Patrick Barbar	Staff Sergeant Traffic Unit Saskatoon City Police

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – April 11, 2019

Saskatoon Police Services

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

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Lawson Heights / Lawson Heights Suburban Centre and potential solutions.

Group 1: Sheliza Kelts

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Concerns around the noise and speeding occurring at this intersection.
 - One potential solution would be to add a pedestrian crossing device to facilitate crossing Spadina Crescent, remove stop signs on Spadina Crescent and Whiteswan Drive and keep stop sign on Pinehouse Drive.
 - Need to collect traffic and pedestrian data to ensure that we find the correct solution.
 - Ensure that the solution maintains a safe crossing environment for pedestrians.

- Spadina Crescent / Whiteswan Drive:
 - Speeding concerns along Whiteswan Drive.
 - Would like to have parking available on the river side of Spadina Crescent.
 - Review bordering Neighbourhood Traffic Reviews to ensure consistency along Spadina Crescent/Whiteswan Drive.

- Pinehouse Drive:
 - Want pedestrian crossing devices all along Pinehouse Drive at the intersections of Saguenay Drive, Reindeer Road, La Ronge Road and Cochin Crescent walkway.

- Cochin Crescent Walkway:
 - Continue walkway network to connect to facilities (Lawson Civic Centre, Soccer Centre, St. Anne School, etc.). Walkway ends at Pinehouse Drive.

- Bethany Manor Walkway:
 - Continue walkway network to connect to facilities. Walkway ends at soccer centre parking lot.

- La Loche Road & Chitek Crescent:
 - No crosswalk at this intersection. Would like a zebra crossing here.

- La Loche Road & Lenore Drive:
 - When making a northbound left turn from La Loche Road onto Lenore Drive, it can be difficult to see when there is a vehicle parked on the west side of this intersection

Group 2: Nathalie Baudais

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Noise is the biggest concern, especially bad in the afternoons, evenings and weekends. Vehicles drag race and accelerate quickly after the stop sign.
 - Would like to make this a one-way stop control for Pinehouse Drive. Traffic volumes are higher on Spadina Drive.
 - There should be a pedestrian corridor device instead of stop signs on Spadina Drive/Whiteswan Drive
 - An additional suggestion would be to install a median, left turn bay and pavement markings for northbound traffic so that northbound through traffic does not queue behind turning traffic.

- Spadina Crescent & Sandy Court:
 - Should have a pedestrian device across Spadina Crescent.

- La Ronge Road & Pinehouse Drive:
 - Want a three-way stop or a pedestrian device (preferred).
 - Pedestrians cross as though they have the right to cross anytime. They do not check for traffic on Pinehouse Drive.
 - Busses can block the view of pedestrians wanting to cross Pinehouse Drive so a pedestrian device is needed.

- Cost concerns:
 - Concerned with the amount of pedestrian devices, zebra crosswalks and median islands being installed throughout the City.
 - Waste of tax dollars.
 - Getting beyond reasonable. People have been crossing at these locations for years without incident.
 - Maintenance costs should be considered as well as capital costs.
 - Kids push the buttons when they do not want to cross.

- Lenore Drive & La Loche Road:
 - Installation of this pedestrian device was unnecessary.
 - People have been crossing here for years without incident.
 - Majority of people crossing here are adults. They don't need these devices.

- Lenore Drive & Primrose Drive:
 - Right lane must turn right has a lack of compliance. Suggest that a curb extension on the southeast corner could correct this behavior.

- Redberry Road & Cochin Crescent (south intersection):
 - Southwest corner parking restriction is needed for visibility.

- Lenore Drive & Cree Crescent:
 - U-turns should be restricted since they create back-ups for eastbound traffic.
- Warman Road & 51st Street:
 - Overall very happy with the new design of the intersection. Very efficient at moving traffic.
 - One suggestion would be to reduce the median island width for the westbound left turn to improve sightlines of oncoming traffic.
- Pinehouse Drive:
 - Cars parking on the north side of Pinehouse Drive park too close to the driveways of the multi-unit dwellings. Creating visibility issues for vehicles exiting the driveways.
- Lawson Heights Mall Access:
 - Restrict left turns into the mall for the access east of Primrose Drive & Coppermine Crescent. Left turns into the mall at this location cause traffic back-ups which could lead to rear end collisions. This movement is no longer needed since there is the new access off of Warman Road.
 - Create a northbound right turn lane into the mall on Warman Road for the new access north of Browns Social House.
- Missing Sidewalks:
 - 51st Street between rail corridor and Millar Avenue (to McDonalds).
 - Lenore Drive north side sidewalk needed between Independent Grocer and Primrose Drive.

Group 3: Chelsea Lanning

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Why do we have stop signs at Pinehouse Drive and nowhere else along Spadina Crescent?
 - People gun it from the stop sign making lots of noise and drivers speed. Not sure if there is another solution that still provides pedestrian safety that is not a stop sign.
- Lenore Drive & Primrose Drive:
 - Short traffic signal timing off of Lenore Drive. Lots of close calls and some drivers shortcut down Cree Crescent to avoid the traffic signals.
- Lenore Drive:
 - Speeding between Russell Road and Whiteswan Drive (both ways).
 - Noise is an issue, all day.

- Increased traffic on Lenore Drive from Warman Road recently. Maybe drivers are shortcutting to Spadina Crescent.
- Pinehouse Drive & La Ronge Road:
 - Hard to get off of La Ronge Road to make a left turn onto Pinehouse Drive.
 - There are lots of pedestrians here and they are having trouble crossing. Speeding on Pinehouse Drive makes it more difficult.
 - The existing standard crosswalk is not effective. Suggest pedestrian activated corridor.
 - This bus stop location is heavily used.
 - Suggest three-way stop; it could help cars and pedestrians.
 - Suggest curb extensions as a possible solution.
 - Lots of kids crossing the street to the recreational centre.
- Spadina Crescent/Whiteswan Drive:
 - Check where speed limit changes on Spadina Crescent/Whiteswan Drive. Maybe it should be reduced to 50kph sooner or the whole way.
- Spadina Crescent:
 - Speeding.
 - Lots of motorcycles.
 - Night speeds are very high, especially northbound.
 - Why do we have dashed lines in the centre? They should be solid to prevent passing.
- Whiteswan Drive:
 - Long street, downhill, lots of speeding.
 - Suggest three-way stop at Lenore Drive.
 - Lots of walkways from the neighbourhood to the parks without crosswalks at some locations.
 - Conflicts with the speeding traffic and pedestrians.
 - Vehicles parking on the crosswalk or too close to the crosswalk. No parking signs should be installed.
 - Suggest making crosswalks more visible.
- Pinehouse Drive:
 - Long street with a downhill grade from Reindeer Road to Spadina Crescent
 - During the winter months, roadway gets very narrow with snow, and parked vehicles on the street. There are still speeding issues in the winter.

- Pinehouse Drive & Saguenay Drive:
 - New condos reduce visibility for vehicles coming off of Saguenay Drive.
 - Drivers do not see crosswalk that leads to a bus stop.
 - Intersection is busy with pedestrians and kids walking to/from school.

- Pinehouse Drive & Reindeer Road:
 - As you head westbound on Pinehouse Drive, when it is dark, eastbound cars crest the hill and blind your vision as you head west.
 - Stop at the intersection often ran by traffic on Reindeer Road.
 - Poor visibility for Reindeer Road traffic due to buildings and parked cars.
 - The intersection is on the crest of a hill.
 - Suggest a three-way stop; it may help with speeding and ability to maneuver off of Reindeer Road onto Pinehouse Drive.

- Pinehouse Drive & La Ronge Road:
 - Lots of pedestrians and kids crossing here.
 - Speeding on Pinehouse Drive.

- 51st Street & Warman Road:
 - No longer has a dedicated receiving lane for eastbound right turns from 51st Street to Warman Road southbound. It is now a channelized right turn with a yield sign.
 - On Warman Road northbound turning left onto 51st Street westbound there are two turning lanes. Making that turn and then turning right to get into the Independent Grocer is dangerous. Cars coming southbound heading west have a dedicated receiving lane (do not yield) so they prevent you from getting into the Independent Grocer driveway.

- Neighbourhood wide:
 - Speeding is an issue.

Group 4: Carly Grassing

- Tobin Crescent:
 - Eastbound traffic speeding east of Tobin Place.

- Pinehouse Drive:
 - Vehicles passing left turning vehicles in the right lane.
 - Speeding.
 - Pedestrian crossing devices needed, possibly at Reindeer Road.
 - Vehicles have a hard time leaving apartment building driveways due to visibility issues with parked cars.

- Pedestrians do not cross at intersections.
- Legacy Christian Academy faces Primrose Drive, kids are not present on Pinehouse Drive. School zone should be removed from Pinehouse Drive and only present on Primrose Drive
- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Three-way stop not needed.
 - Creates noise pollution.
 - Pedestrian crossing would be better at this location.
 - Stop or yield for Pinehouse Drive.
- Redberry Road & Candle Crescent/Frobisher Crescent:
 - Trees on corner block visibility making it difficult to turn left.
- Redberry Road:
 - Speeding in school zone by Lawson Heights School.
- La Loche Road:
 - Speeding between Nokomis Crescent and La Loche Terrace.
- Enforcement may be a good solution to speeding in the neighbourhood.
- Education campaign for signs would be useful.
- Lenore Drive & La Loche Road:
 - Northbound left turn is difficult, visibility issue with parked cars makes it difficult.
- Lenore Drive & Redberry Road:
 - Northbound left turn is difficult.
 - It is difficult to see cars because of the curve in Lenore Drive.
 - Maybe needs a three-way stop.
- Primrose Drive:
 - Snow clearing needed in the winter. When Windrows are present the travel lanes become very narrow.
- Primrose Drive & mall access east of Coppermine Crescent:
 - This had a left turn restricted sign that is no longer present.
 - Vehicles turn left here instead of turning right off of Warman Road into the new mall access.
- 51st Street & Warman Road:
 - Lots of rear ends at this intersection. This has gotten better with the redesign.

- Northbound right turn vehicles do not realize they have an added lane.
- 51st Street:
 - Hard to access the Independent Grocer.
- Spadina Crescent & Pembina Avenue:
 - Difficult for pedestrians to cross here.

Group 5: David LeBoutillier

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
 - Vehicle noise and speeding are concerns, especially from southbound traffic.
 - Improve traffic flow by removing the stop sign on Spadina Crescent and Whiteswan Drive.
 - Enforce noise bylaw.
- Lenore Drive:
 - Speeding eastbound.
 - Speeding westbound after school zone to make the light (between Redberry Road & Primrose Drive).
- Whiteswan Drive:
 - Speeding, suggest speed display boards.
- Lenore Drive & La Loche Road:
 - Westbound to southbound and northbound to westbound left turns have visibility issues. Suggest pulling back the parking.
 - Active pedestrian corridor device has poor driver compliance.
- Redberry Road & La Loche Road:
 - Westbound to Westbound to southbound and northbound to westbound left turns have visibility issues. Suggest pulling back the parking.
- Lenore Drive & Redberry Road (East intersection)
 - Visibility issues. Check shrubs.
- Pinehouse Drive & Reindeer Road
 - Difficult to judge speeds on Pinehouse Drive.
 - Difficult to cross crosswalks
- Reindeer Road:
 - Snow removal concerns. Snow windrows slow traffic down and buses can't see corners.

- Cyclists are riding on sidewalks because of the gravel on the streets on Pinehouse Drive, Whiteswan Drive and Lenore Drive.
- Redberry Road & Reindeer Road:
 - Suggest a three-way stop because of the traffic volume, bus route and children crossing.
- Lawson Heights School:
 - When school zone is in effect, vehicles do not speed. In summer, speeds increase.
- Why is Whiteswan Drive a haul route for snow removal?
- Concerns with speeding and noise on Central Avenue (across river) during last summer's construction.
- Pedestrian corridor exists at the walkway crossing Redberry Road between the two Tobin Crescent intersections. Request to have an active pedestrian corridor device here.
- 51st Street & Warman Road
 - Compliments for the redesign of the intersection.
- Wathaman Crescent:
 - Shortcutting.

Next Steps

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

Question and Answer

1. Resident: How do you determine/what is the thought process for ignoring the arterial roads around the neighbourhood? Why are the arterial streets not included in the review? We talked a lot about those roads, but aren't looking at them.

Sheliza Kelts: Those roadways are excluded from the Neighbourhood Traffic Review process because they carry a lot of traffic and can impact more than

just your neighbourhood. These roadways are reviewed through a different process.

Nathalie Baudais: These roads will be reviewed through another process aimed at larger study areas. The process for arterial streets will begin after the Neighbourhood Traffic Review process has been completed for all neighbourhoods.

Councillor Donauer: I want to confirm that the comments made about these streets won't be lost.

Nathalie Baudais: Correct. Comments received for arterial streets will be collected and considered during the review of arterial streets.

2. Resident: Our neighbourhood is adjacent to a park which hosts events and festivals, so it is getting busier and busier with people accessing the park. Will pedestrian crossings be considered for these locations?

Nathalie Baudais: Pedestrian crossings will be reviewed through the recently updated Traffic Control at Pedestrian Crossings policy which aligns our practices with the new national standards.



Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review

April 11th, 2019
7:00 pm – 9:00 pm



Agenda

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

Having a Productive Discussion

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

Outline

- Neighbourhood Traffic Review (NTR) Process
- Lawson Heights / Lawson Heights Suburban Centre Schedule
- Sources of Information
- Sample of Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

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

Neighbourhood Traffic Review Background

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

Study Area

- Study Limits
 - Lenore Drive to the north, Spadina Crescent/Whiteswan Drive to the east, Warman Road to the west and Primrose Drive/La Ronge Road to the south
- Local and Collector Roads

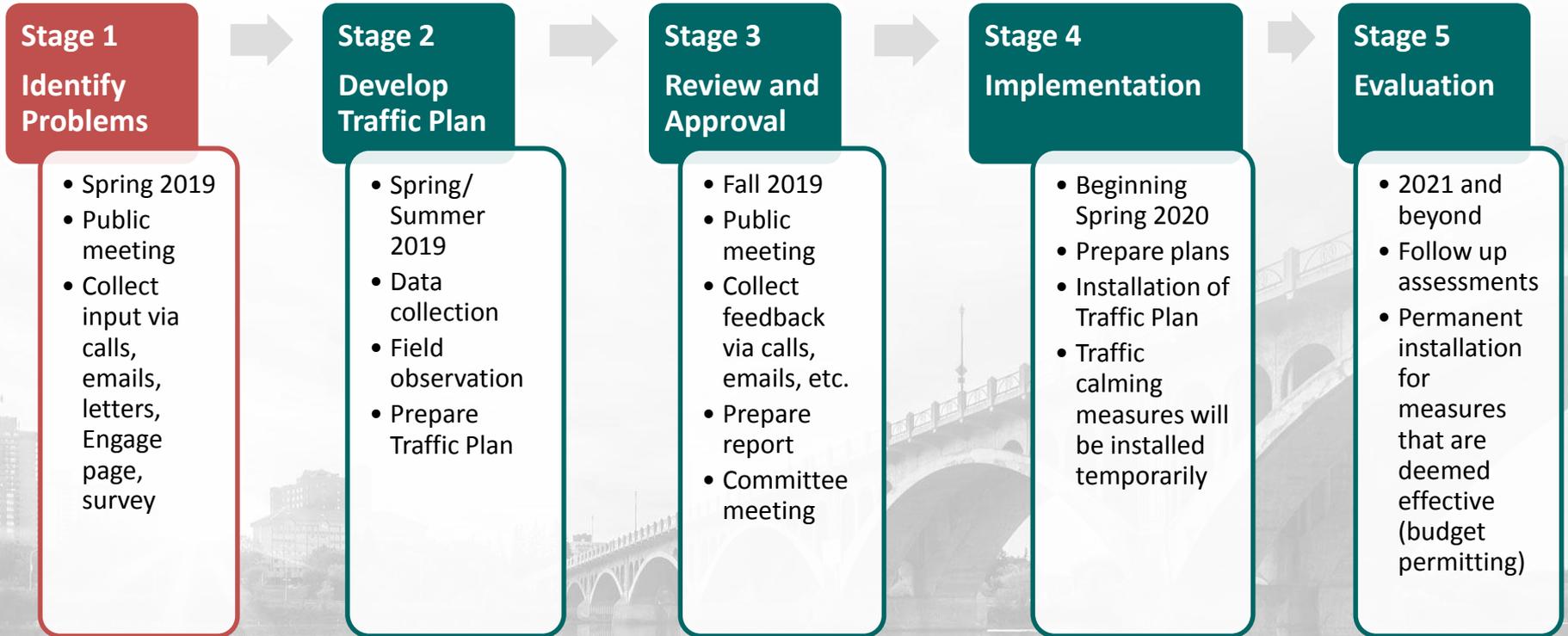


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sample of Concerns Received

- Speeding
 - Whiteswan Drive
 - Pinehouse Drive
 - Reindeer Road
 - Redberry Road
 - Tobin Cres
- School Zone
 - Lenore Drive
 - Primrose Drive
 - Pinehouse Drive
- Pedestrian Safety
 - Pinehouse Drive & La Ronge Road
 - Redberry Road & Reindeer Road
 - La Loche Road
 - Redberry Road & Frobisher Crescent/Candle Crescent
 - Redberry Road & Wathaman Crescent/Frobisher Crescent
 - La Ronge Road at Bethany Manor
 - Redberry Road & Reindeer Road

Sample of Concerns Received Continued

- Traffic Operations
 - Pinehouse Drive & La Ronge Road
 - Pinehouse Drive & Spadina Crescent/Whiteswan Drive
- Parking
 - Pinehouse Drive & Saguenay Drive
 - La Loche Road & Chitek Crescent
 - Redberry Road & Quill Crescent
- Shortcutting
 - Wathaman Crescent

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

Additional Project

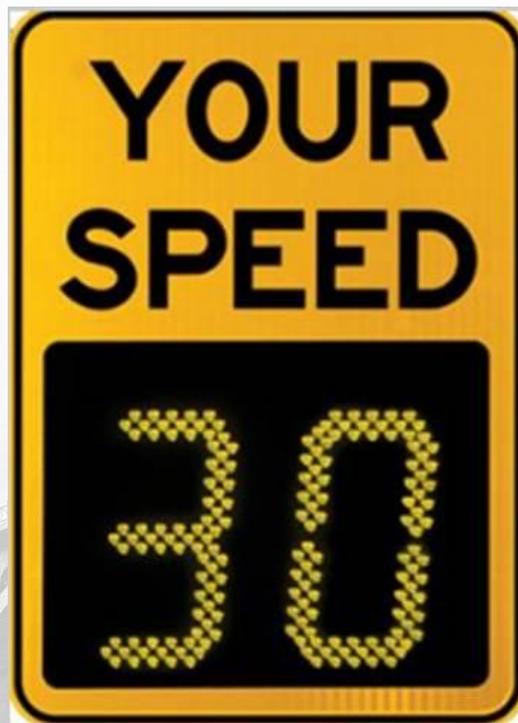
- Traffic Signals at Primrose Drive & Lawson Heights Mall Access (by Tim Hortons)
 - These signals are planned to be installed this summer.

Traffic Calming Measures Examples



Speed Display Devices

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



Horizontal Deflection Devices

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

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

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

Raised Crosswalk



Raised Intersection



Speed Humps



Obstructions

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

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

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

Standard Crosswalk



Zebra Crosswalk



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN LAWSON HEIGHTS / LAWSON HEIGHTS SUBURBAN CENTRE

Seeking Your Ideas and Solutions!

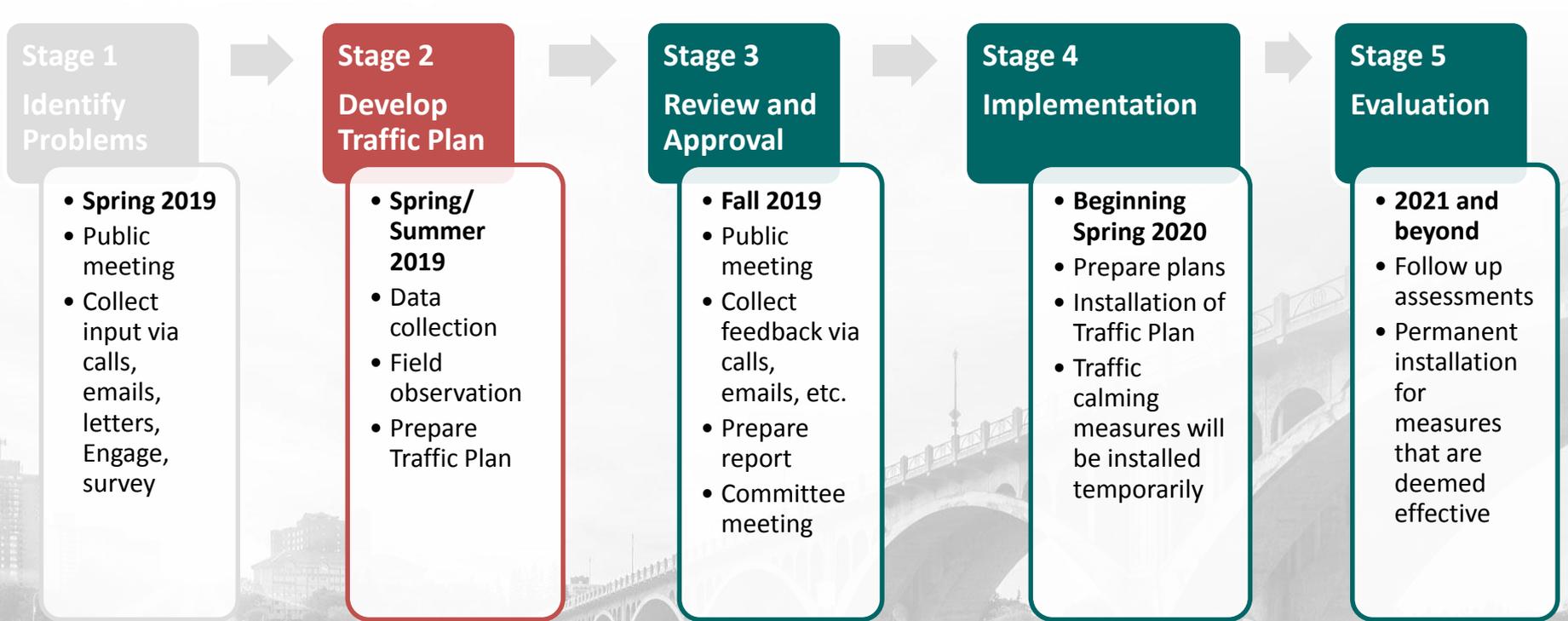
Table Group Discussions

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

How Did You Hear About the Meeting?

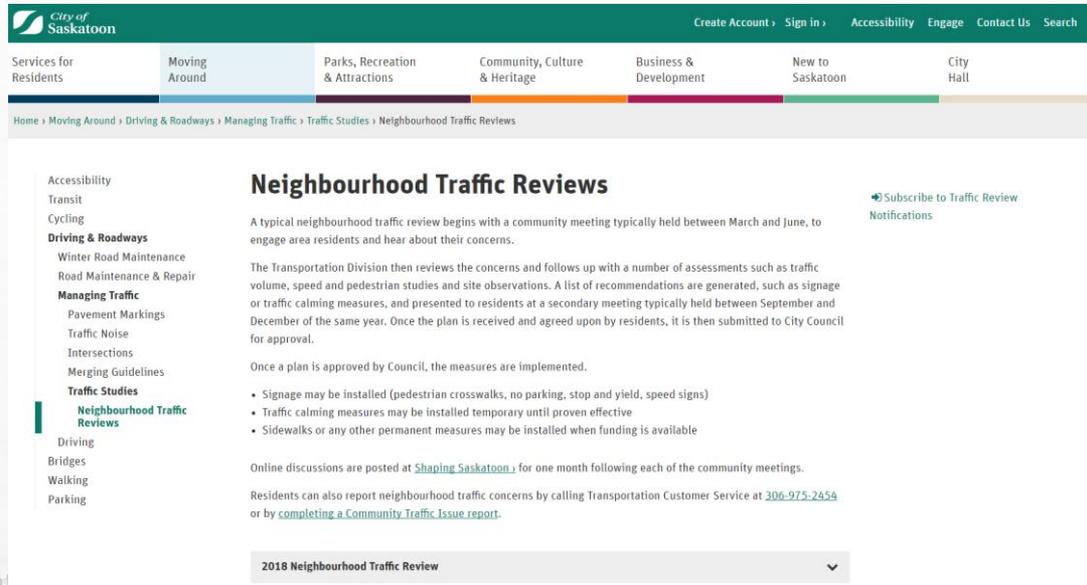
- Please take a minute to fill out the evaluation form.

Next Steps



Join the Discussion

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by:
May 10th, 2019

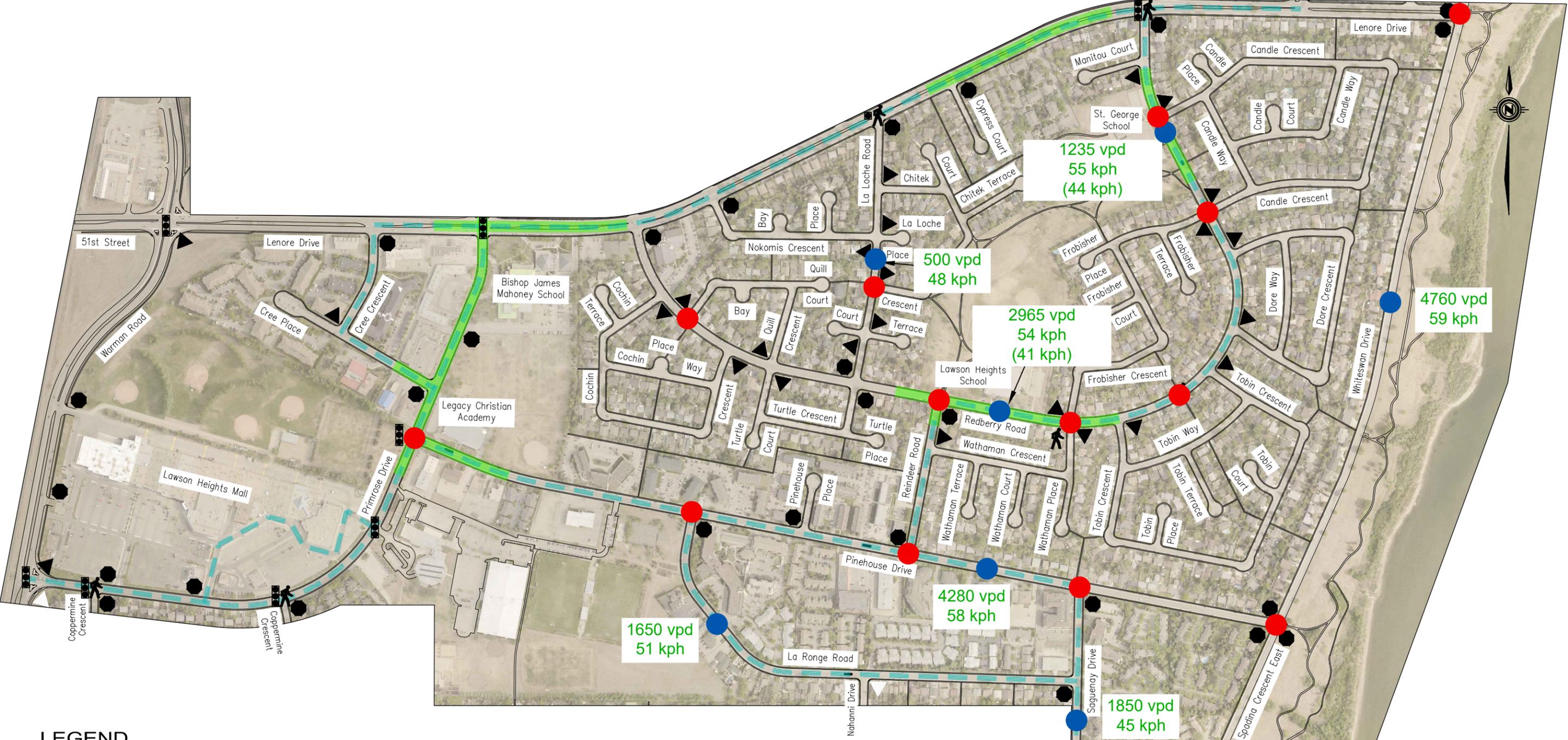


The screenshot shows the City of Saskatoon website's navigation and content for Neighbourhood Traffic Reviews. The top navigation bar includes links for 'Create Account', 'Sign In', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below this is a horizontal menu with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. The left sidebar lists various services under 'Driving & Roadways', with 'Neighbourhood Traffic Reviews' highlighted. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' link. The text describes the process: a community meeting is held between March and June, followed by a review by the Transportation Division. Recommendations are presented to residents at a secondary meeting between September and December. Once approved by Council, measures are implemented, such as installing signage, temporary traffic calming, or permanent measures like crosswalks. Online discussions are posted on 'Shaping Saskatoon' for one month after community meetings. Residents can also report concerns by calling 306-975-2656 or completing a 'Community Traffic Issue report'. A dropdown menu at the bottom shows '2018 Neighbourhood Traffic Review'.

Appendix B

Traffic Data Collection

LAWSON HEIGHTS & LAWSON HEIGHTS SUBURBAN CENTRE TRAFFIC DATA



LEGEND

- EXISTING STOP SIGN
 - EXISTING YIELD SIGN
 - BUS ROUTE
 - SCHOOL ZONE
 - TRAFFIC SIGNAL
 - PEDESTRIAN ACTUATED SIGNAL LOCATION
 - ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
 - PEDESTRIAN CORRIDOR LOCATION
 - 7 DAY SPEED + TRAFFIC VOLUME STUDY
 - TRAFFIC & PEDESTRIAN MOVEMENT COUNT
- 785 vpd — NUMBER OF VEHICLES PER DAY
 47 kph — 85th PERCENTILE SPEED
 (School kph)

Appendix C

All-Way Stop Assessments

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

Step 1:

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

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

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Pinehouse Drive and La Ronge Road	2	876 9,130	NA	No	NA	Criteria met. Proceed to step 2.
Pinehouse Drive and Reindeer Road	3	608 7,240	NA	No	NA	
Pinehouse Drive and Saguenay Drive	1	470 4,870	NA	No	NA	Criteria not met. All-way stop not warranted.
Lenore Drive and Whiteswan Drive	2	533 5,970	NA	No	NA	
Redberry Road and Reindeer Road	1	418 4,880	NA	No	NA	

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

Step 2:

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

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

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Pinehouse Drive and La Ronge Road	10% - Condition NOT met	No – Condition met	Conditions NOT met. All-way stop NOT warranted.
Pinehouse Drive and Reindeer Road	30% - Condition met	No – Condition met	Conditions met. All-way stop warranted.

Appendix D

Pedestrian Device Assessments

Pinehouse Drive and La Ronge Road – South Leg

Preliminary Assessment Decision Point	Pedestrian Crossing	
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU1s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	$<$ 15 EAU
	Vehicular Volume	1650
	Answer (Y/N)	N
Is this site $>$ 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	$>$ 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	$<$ 15 EAU
	Required connection?	Important connection to standard crosswalk provided on the west leg of this intersection.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

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.

Pinehouse Drive and La Ronge Road – West Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,280
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to transit stops on either side of Pinehouse Drive and walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

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

Pinehouse Drive & Reindeer Drive – West Leg & East Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,280
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to small commercial centre.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

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

Pinehouse Drive and Saguenay Drive – West Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,280
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAU ¹ s OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing zebra crosswalk will remain.

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

Redberry Road and Candle Crescent (North Intersection) – South Leg

Preliminary Assessment Decision Point	Pedestrian Crossing	
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	> 15 EAU
	Vehicular Volume	1,240
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	> 15 EAU
	Required connection?	Important connection to St. George School.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing zebra crosswalk will remain.

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

Redberry Road and Candle Crescent/Frobisher Crescent – North Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	1,240
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to Lawson Heights and St. George Schools.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate.

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

Redberry Road and Walkway Crossing Between Tobin Crescent Intersections

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU1s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	1,240
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to neighbourhood walkway system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate Existing pedestrian corridor will remain

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

Redberry Road & Wathaman Crescent/Frobisher Crescent – West Leg

Preliminary Assessment Decision Point	Pedestrian Crossing	
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU1s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	$<$ 15 EAU
	Vehicular Volume	2,960
	Answer (Y/N)	N
Is this site $>$ 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	$>$ 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	$<$ 15 EAU
	Required connection?	Important connection to Lawson Heights school.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate Existing pedestrian corridor will remain

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

Redberry Road & Walkway Crossing from Cochin Place

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	2,960
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 190 metres
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Site is not a candidate for pedestrian crossing control.

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

La Loche Road and Chitek Crescent (South Intersection) – North Leg

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	500
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 175 metres
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Site is not a candidate for pedestrian crossing control.

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

Lenore Drive and Redberry Road / Roborecki Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	> 15 EAU
	Vehicular Volume	6,600
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Active Pedestrian Corridor pedestrian device is recommended for this location due to the horizontal alignment of this intersection and the amount of lanes that a pedestrian must cross.

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

Lenore Drive and Cypress Court

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU1s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	> 15 EAU
	Vehicular Volume	6,600
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 130 metres
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	> 15 EAU
	Required connection?	Important connection to Marion M. Graham Collegiate
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is recommended and already in-place.

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.

Spadina Crescent/Whiteswan Drive and Pinehouse Drive

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	7,300
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to the Meewasin Valley Trail system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. All-way stop and painted crosswalks exist.

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

Lenore Drive and Whiteswan Drive

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume \geq 15 EAU1s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	4,760
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection to the Meewasin Valley Trail system.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

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 – 2018)	All collisions (2018)	Right Angle, Left Turn & Right Turn (2014-2018)	Right Angle, Left Turn & Right Turn (2018)	Average # of Collisions Per Year (2014-2018)	Comments
Warman Rd / Wanuskewin Rd	Lenore Dr / 51 st St	J1-5	162	36	34	6	32	Arterial
Lenore Dr	Warman Rd / Wanuskewin Rd – Cree Cres	J1-4	9	1	2	0	2	Arterial
Lenore Dr	Cree Cres	J1-8	13	3	8	1	2	Arterial
Lenore Dr	Cree Cres – Primrose Dr / Russell Rd	K1-68	5	2	1	1	1	Arterial
Lenore Dr	Primrose Dr / Russell Rd	K1-1	49	4	26	3	5	Arterial
Lenore Dr	Primrose Dr / Russell Rd – Redberry Rd / Roborecki Cres	K1-19	3	1	0	0	1	Arterial
Lenore Dr	Redberry Rd / Roborecki Cres	K1-2	4	0	1	0	1	Arterial
Lenore Dr	Nokomis Cres / Charlebois Cres	K1-22	2	0	0	0	0	Arterial
Lenore Dr	Nokomis Cres / Charlebois Cres – Charlebois Cres	K1-26	3	0	0	0	1	Arterial
Lenore Dr	Charlebois Cres	K1-42	4	0	1	0	1	Arterial
Lenore Dr	La Loche Rd – Cypress Crt	L1-28	2	1	0	0	0	Arterial
Lenore Dr	Cypres Crt – Redberry Rd	L1-23	5	0	1	0	1	Arterial
Lenore Dr	Redberry Rd	L1-5	9	1	3	0	2	Arterial
Lenore Dr	Redberry Rd – Silverwood Rd	L1-6	1	1	0	0	0	Arterial
Lenore Dr	Silverwood Rd	L1-26	9	1	2	0	2	Arterial
Lenore Dr	Silverwood Rd – AE Adams Cres	M1-2	3	0	0	0	1	Arterial
Lenore Dr	Whiteswan Dr	M1-3	5	1	1	0	1	Arterial
Whiteswan Dr	First walkway south of Lenore Dr	M1-4	2	0	1	0	0	Arterial
Whiteswan Dr	First walkway north of Pinehouse Dr	L2-50	1	0	0	0	0	Arterial
Whiteswan Dr / Spadina Cres	Pinehouse Dr	L2-25	7	2	3	1	1	Arterial
Pinehouse Dr	Saguenay Dr – Whiteswan Dr / Spadina Cres	L2-14	3	2	0	0	1	
Pinehouse Dr	Saguenay Dr	L2-24	2	0	0	0	0	
Saguenay Dr	Pinehouse Dr – La Ronge Rd	L2-17	2	0	0	0	0	
Saguenay Dr	La Ronge Rd	L2-19	1	1	1	1	0	
La Ronge Rd	Nahanni Dr	L2-1	1	0	0	0	0	
La Ronge Rd	Pinehouse Dr – Sturgeon Dr (east of curves)	K2-36	3	0	0	0	1	
Pinehouse Rd	Reindeer Rd – Saguenay Dr	L2-2	1	1	0	0	0	
Pinehouse Rd	Reindeer Rd	L2-12	5	1	2	0	1	
Pinehouse Rd	Pinehouse Pl – Reindeer Rd	K2-27	9	1	0	0	2	
Pinehouse Rd	Pinehouse Pl	K2-22	6	0	1	0	1	
Pinehouse Rd	La Ronge Rd – Pinehouse Pl	K2-2	4	1	1	0	1	
Pinehouse Rd	La Ronge Rd	K2-8	5	2	2	0	1	
Pinehouse Rd	Primrose Dr – La Ronge Rd	K2-6	10	2	2	0	2	
Pinehouse Rd	Primrose Dr	K2-3	18	4	4	0	4	
Primrose Dr	Cree Cres – Pinehouse Dr	K2-14	5	0	1	0	1	Arterial
Primrose Dr	Cree Cres	K2-11	10	2	6	1	2	Arterial

Street 1	Street 2	Ugrid	All collisions (2014 – 2018)	All collisions (2018)	Right Angle, Left Turn & Right Turn (2014-2018)	Right Angle, Left Turn & Right Turn (2018)	Average # of Collisions Per Year (2014-2018)	Comments
Primrose Dr	Lenore Dr – Cree Cres	K2-15	17	2	7	1	3	Arterial
Cree Cres	Lenore Dr – Cree Cres / Cree Pl	J2-24	3	0	0	0	1	
Primrose Dr	Right-out access south of Pinehouse Dr	K2-34	16	0	6	0	3	Arterial
Primrose Dr	Pinehouse Dr – Coppermine Cres	J2-8	7	3	2	1	1	Arterial
Primrose Dr	Coppermine Cres	J2-14	6	0	3	0	1	Arterial
Primrose Dr	Second access to mall east of Warman Rd	J2-17	21	3	7	0	4	Arterial
Primrose Dr	Coppermine Cres	J2-12	11	3	4	1	2	Arterial
Primrose Dr	Warman Rd – Coppermine Cres	J2-6	4	0	1	0	1	Arterial
Primrose Dr	Warman Rd	J2-4	96	21	27	5	10	Arterial
Warman Rd	Lenore Dr – Primrose Dr	J2-3	32	1	8	0	6	Arterial
Redberry Rd	Lenore Dr – Cochin Cres	K2-24	2	0	1	0	0	
Cochin Cres	Cochin Way – Cochin Way	K2-13	2	1	0	0	0	
Quill Cres	Redberry Rd – Quill Bay	K2-23	1	0	0	0	0	
Redberry Rd	Quill Cres – Cochin Cres	K2-4	1	0	0	0	0	
Redberry Rd	Cochin Cres	K2-28	1	1	0	0	0	
Turtle Crt	Cul-de-sac	K2-32	1	0	0	0	0	
Turtle Cres	Turtle Crt – Turtle Cres	K2-21	2	0	0	0	0	
Redberry Rd	Quill Cres – La Loche Rd / Turtle Cres	K2-7	1	0	1	0	0	
La Loche Rd	Chitek Cres	L1-44	1	0	1	0	0	
Reindeer Rd	Pinehouse Dr – Wathman Cres	L2-18	5	2	0	0	1	
Reindeer Rd	Wathman Cres	L2-33	1	0	0	0	0	
Wathman Crt	Cul-de-sac	L2-22	1	0	0	0	0	
Wathaman Cres	Wathaman Crt – Wathaman Pl	L2-39	1	1	0	0	0	
Reindeer Rd	Redberry Rd	L2-4	2	0	0	0	0	
Redberry Rd	Reindeer Rd – Frobisher Cres / Wathaman Cres	L2-10	1	0	1	0	0	
Redberry Rd	Frobisher Cres / Wathaman Cres	L2-20	1	0	0	0	0	
Frobisher Cres	Redberry Rd – Frobisher Cres	L2-5	1	0	0	0	0	
Frobisher Cres	Frobisher Terr – Redberry Rd	L1-20	1	1	0	0	0	
Tobin Cres	Tobin Way	L2-26	1	0	0	0	0	
Redberry Rd	Tobin Cres – Tobin Cres	L2-7	3	1	0	0	1	
Dore Cres	Redberry Rd – Dore Way	L2-27	1	0	0	0	0	
Dore Cres	Dore Way – Dore Cres	L2-15	1	0	0	0	0	
Dore Cres	Redberry Rd – Dore Way	L1-62	1	0	0	0	0	
Redberry Rd	Dore Cres	L1-38	2	1	0	0	0	
Candle Cres	Candle Way – Candle Cres	L1-1	2	0	0	0	0	
Candle Pl	Cul-de-sac	L1-66	1	0	0	0	0	
Candle Cres	Redberry Rd – Candle Way	L1-64	1	0	0	0	0	
Redberry Rd	Frobisher Pl / Candle Cres – Candle Cres	L1-19	1	1	0	0	0	
Redberry Rd	Candle Cres	L1-9	1	0	1	0	0	
Redberry Rd	Manitou Crt	L1-46	1	0	0	0	0	

Appendix F

Public Meeting #2 – October 3, 2019

CITY OF SASKATOON

Lawson Heights & Lawson Heights Suburban Centre Neighbourhood Traffic Review Minutes

Date: Thursday, October 3rd, 2019

Time: 7:00 – 9:00 pm

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

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon, Senior Transportation Engineer
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon, Transportation Engineer
Danae Balogun	City of Saskatoon, Active Transportation Program Manager
Patrick Barbar	Saskatoon City Police, Staff Sergeant Traffic Unit
Councillor Randy Donauer	Ward 5 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Senior Transportation Engineer)

See Attachment: Presentation – October 3, 2019

Saskatoon Police Service

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

Small Group Discussions

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

Group 1: Danae Balogun

- Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive
 - Do not think that a sidewalk on the north side of Lenore Drive is needed.
- Pinehouse Drive & La Ronge Road
 - Suggest installing an Active Pedestrian Corridor device. Lots of pedestrian activity here.
- Pinehouse Drive & Reindeer Road
 - See drivers who do not stop for pedestrians at this intersection.
- Whiteswan Drive between Lenore Drive and Pinehouse Drive
 - Noise concerns on this roadway.
 - Speeding is a big concern, not sure that speed display boards are enough.
 - Want some Active Pedestrian Corridor devices.
 - Would like to see vertical calming devices (speed humps) on Whiteswan Drive.
- Parking area north of soccer fields and Lawson Heights Civic Centre
 - Do not think that accommodating the pedestrian activity through the parking lot area is important.
- Primrose Drive & Pinehouse Drive
 - There are delays in making a left turn here off of Primrose Drive onto Pinehouse Drive.
 - Consider having two lanes for left turn movement from Primrose Drive onto Pinehouse Drive.
- Lenore Drive & Redberry Road
 - Currently a Pedestrian Activated Signal device. Would like to see this changed to an Active Pedestrian Corridor device to allow for more effective traffic flow.
- Lenore Drive adjacent to Marion Graham Collegiate
 - Remove school zone in front of the high school.

Group 2: Sheliza Kelts

- Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive
 - Some questions about why the sidewalk widening on the south side of Lenore Drive did not continue all the way to Warman Road/Wanuskewin Road.
- Lenore Drive adjacent to Bishop James Mahoney School
 - Some concerns that removing the school zone here will make it difficult to turn left from Redberry Road onto Lenore Drive.
- Pinehouse Drive & La Ronge Road
 - Would like a standard crosswalk installed on the south leg.
- Pinehouse Drive & Reindeer Road
 - Need to consider the community mailbox on the south side of the intersection.

- Hill may be icy and cause issues for vehicles and busses that have to stop on the east leg of this intersection.
- Consider installing zebra crosswalks across Pinehouse Drive.
- Primrose Drive & Pinehouse Drive
 - Request to have the pedestrian phase occur every cycle without having to activate it.
- Lenore Drive adjacent to Marion Graham Collegiate
 - Reduce school zone further west so that the median opening currently within the school zone can be used for u-turns.
 - Everyone makes u-turns here anyways.
 - 50 kph posted speed sign is hidden in the eastbound direction.
- Lenore Drive & Whiteswan Drive
 - Do not make this intersection a three-way stop controlled intersection.
- Lenore Drive & Cypress Court
 - Recently a pedestrian ramp was installed on the southeast corner of this intersection. When this work was conducted the catch basin was covered over. Now there is water that ponds here.
- Overall appreciate the Neighbourhood Traffic Review process and experience.
- City Wide
 - Would like to see more pedestrian phases occur every cycle without having to activate it.

Group 3: Nathalie Baudais

- Lenore Drive & La Loche Road
 - Parking restriction required on the southwest corner of this intersection
- Pinehouse Drive & La Ronge Road
 - Some group members want a three-way stop controlled intersection here.
- Redberry Road & Reindeer Road
 - Parking restriction required on the southwest corner of this intersection
- Whiteswan Drive between Lenore Drive and Pinehouse Drive
 - Would like police enforcement.
 - Would like the speed display boards to come back.
- Primrose Drive adjacent to Bishop James Mahoney School
 - Some group members want the school zone on Primrose Drive for the high school to be removed. Others want it to remain so that it is consistent with other locations in the City.
- Pinehouse Drive start of school zone
 - Tree trimming required as school zone signage is blocked
- La Ronge Road
 - Parking restriction required on the southeast corner of this intersection.
- La Loche Road
 - Thinks that the speed data collected on La Loche Road was done during Easter break.

- Enforcement is desired.
 - Median islands are also desired.
- Whiteswan Drive
 - Police should set-up a speed trap.
- Pinehouse Drive
 - Soccer Centre sign is too close to the driveway. Drivers don't realize that the entrance is there until it is too late to make the turn.
- City Wide
 - Request for an education outreach for new drivers (e.g. high school students).

Group 4: Chelsea Lanning

- Lenore Drive & Redberry Road/Roborecki Crescent
 - Overhead lights are a great solution for pedestrian safety.
 - Do not have to wait as long as Pedestrian Actuated Signal devices.
 - Make sure visibility for side street turning traffic.
- Lenore Drive adjacent to Bishop James Mahoney School
 - Suggest 50 kph posted speed limit west of Primrose Drive.
- Pinehouse Drive & La Ronge Road
 - Installing a median island on the west leg will make left turns off of La Ronge Road tougher.
 - Check if all the necessary pedestrian signage is in place.
 - Request a three-way stop controlled intersection. Seniors live on La Ronge Road.
 - Bus stop here is very busy.
 - Turning from La Ronge Road onto Pinehouse Drive is hard to do.
 - Existing crosswalk needs painting.
 - Enhanced pedestrian crossing anywhere on Pinehouse Drive with an Active Pedestrian Corridor device between Primrose Drive and Spadina Crescent. This location is the best one.
 - Bus stop located on the south leg should be moved further south. It is blocking vehicles from turning right from Pinehouse Drive onto La Ronge Road.
 - Install a standard crosswalk on the south leg.
 - Consider parking restrictions on the southwest side of the intersection about four to five car lengths long.
 - Witnessed lots of close calls at this intersection.
- Pinehouse Drive & Pinehouse Place
 - Pedestrian ramp is missing on the northeast corner of this intersection.
- Pinehouse Drive & Reindeer Road
 - Great idea, especially in the winter since it is often icy.
 - Lots of pedestrian traffic and lot of kids crossing.
 - Suggest zebra crosswalks.
 - Pedestrian ramps missing on the south side of this intersection
- Redberry Road & Reindeer Road

- Some group members thought that installing permanent medians would work better than portable school signs at each end of the school zone.
- Some group members like the portable school signs.
- Whiteswan Drive between Lenore Drive and Pinehouse Drive
 - Want the speed display boards to come back more than once.
- Parking area north of soccer fields and Lawson Heights Civic Centre
 - Also want the existing pathway access improved.
 - There is a mud puddle that forms at the existing access.
- Primrose Drive & first access into Lawson Heights Mall east of Warman Road
 - Can we restrict left turns off of Primrose Drive into mall access?
- Pinehouse Drive & Spadina Crescent
 - Was a roundabout considered? It seems like a good idea.
- Roundabouts all down Spadina Crescent would be a good idea.
- Street name signs no longer reflective in this neighbourhood.

Next Steps

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

Question and Answer

Q: Are the changes recommended overlapped with transit system and are potential impacts to the transit routes considered?

A: All of the recommendations are reviewed by transit and adjustments are made, if needed. Usually, there aren't many conflicts because the transit routes are considered when developing the plan.

Patrick Barbar gave a brief presentation on enforcement practices. Discussed how Saskatoon Police Services is trying to take a more data driven approach when deciding where to dispatch officers.



Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review

October 3, 2019
7:00 pm – 9:00 pm



Agenda

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

Having a Productive Discussion

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

Outline

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

Neighbourhood Traffic Review Process

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

Study Area

- Study Limits
 - Lenore Drive to the north, Whiteswan Drive/Spadina Crescent to the east, Warman Road to the west and Primrose Drive/La Ronge Road to the south
- Local and Collector Roads

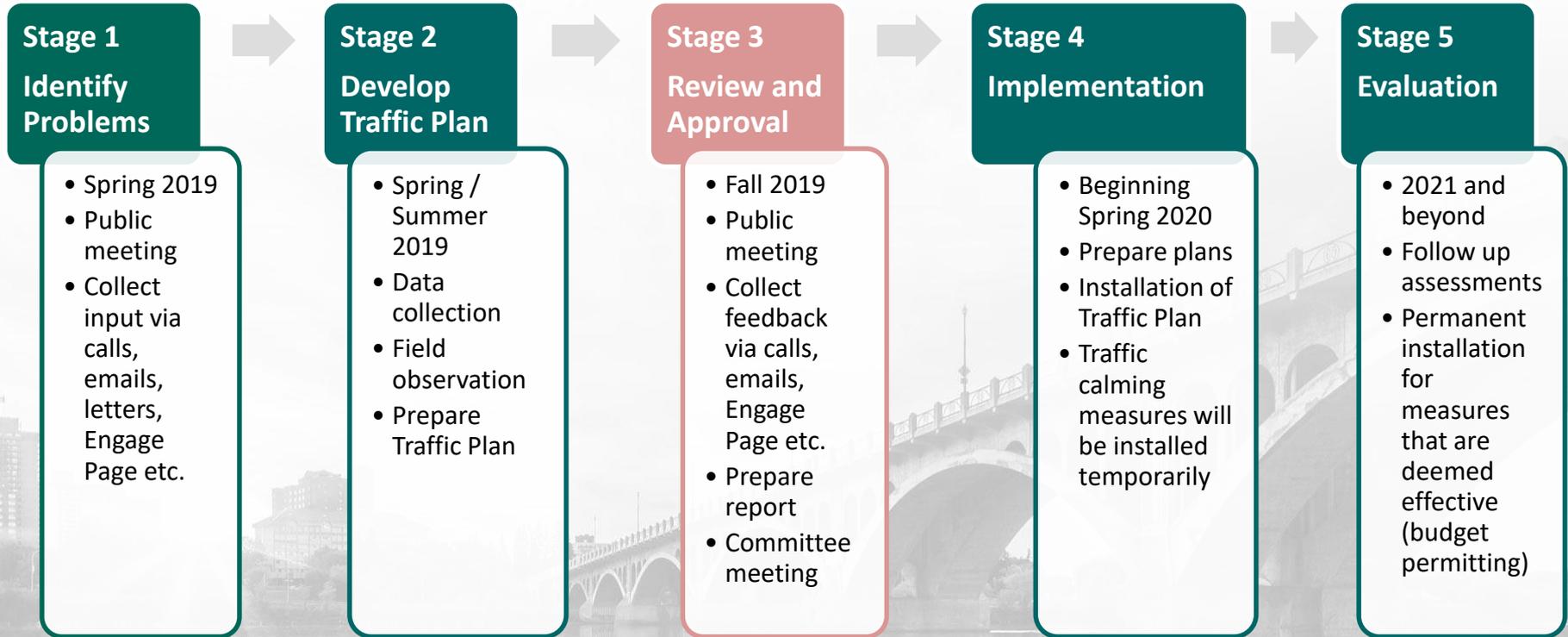


Neighbourhood Traffic Review Process



We are here

Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding and Shortcutting Concerns:

- Whiteswan Drive
- Pinehouse Drive
- Redberry Road
- La Loche Road
- Reindeer Road
- Saguenay Drive
- Wathaman Crescent

What We Heard

B. Pedestrian Safety Concerns:

- Pinehouse Drive & La Ronge Road
- Pinehouse Drive & Reindeer Road
- Redberry Road & Reindeer Road
- La Loche Road & Chitek Crescent (south intersection)
- Redberry Road & Frobisher Crescent/Candle Crescent
- Redberry Road & Wathaman Crescent/Frobisher Crescent
- La Ronge Road at Bethany Manor

What We Heard

C. Intersection Safety and Delay Concerns:

- Pinehouse Drive & Primrose Drive
- Pinehouse Drive & La Ronge Road
- Pinehouse Drive & Reindeer Road
- Pinehouse Drive & Saguenay Drive
- Pinehouse Drive & Spadina Crescent/Whiteswan Drive
- Lenore Drive & Whiteswan Drive
- Lenore Drive & La Loche Road
- Redberry Road & Reindeer Road

What We Heard

C. Intersection Safety and Delay Concerns (con't):

- School Zones
 - Lenore Drive
 - Primrose Drive
 - Pinehouse Drive

What We Heard

D. Other Concerns:

- Parking
- Noise
 - Pinehouse Drive & Spadina Crescent / Whiteswan Drive
- No issues
- *Note: This is a sample of concerns received and does not include every reported traffic issue for this area*

What We Did

- Field observations
- Data collection:
 - 10 pedestrian counts
 - 12 intersection counts
 - 7 traffic volume / speed studies
- Collision Analysis

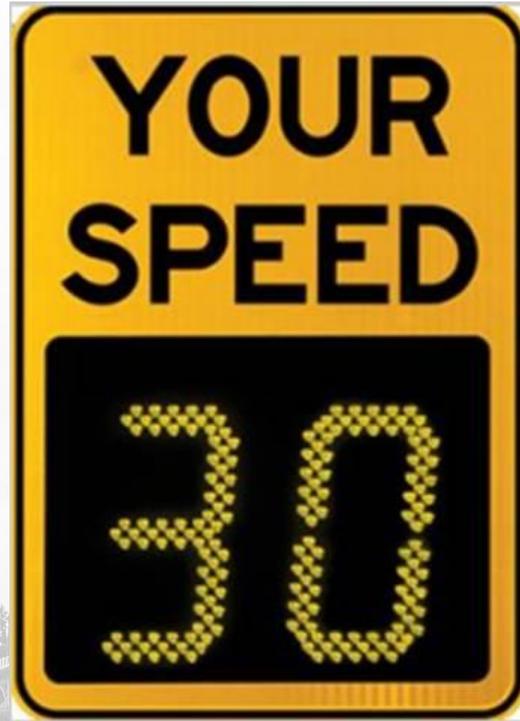
Additional Studies / Projects

- Traffic Signals at Primrose Drive & Lawson Heights Mall Access (by Tim Hortons)
 - These signals are planned to be installed in 2020 pending coordination and confirmation from the mall.

What We Propose

- Stop signs
- Sidewalks
- Parking restrictions
- Speed display devices
- Median islands
- Active Pedestrian Corridor device
- School Zone Adjustments

Speed Display Device



Median Islands



Active Pedestrian Corridor

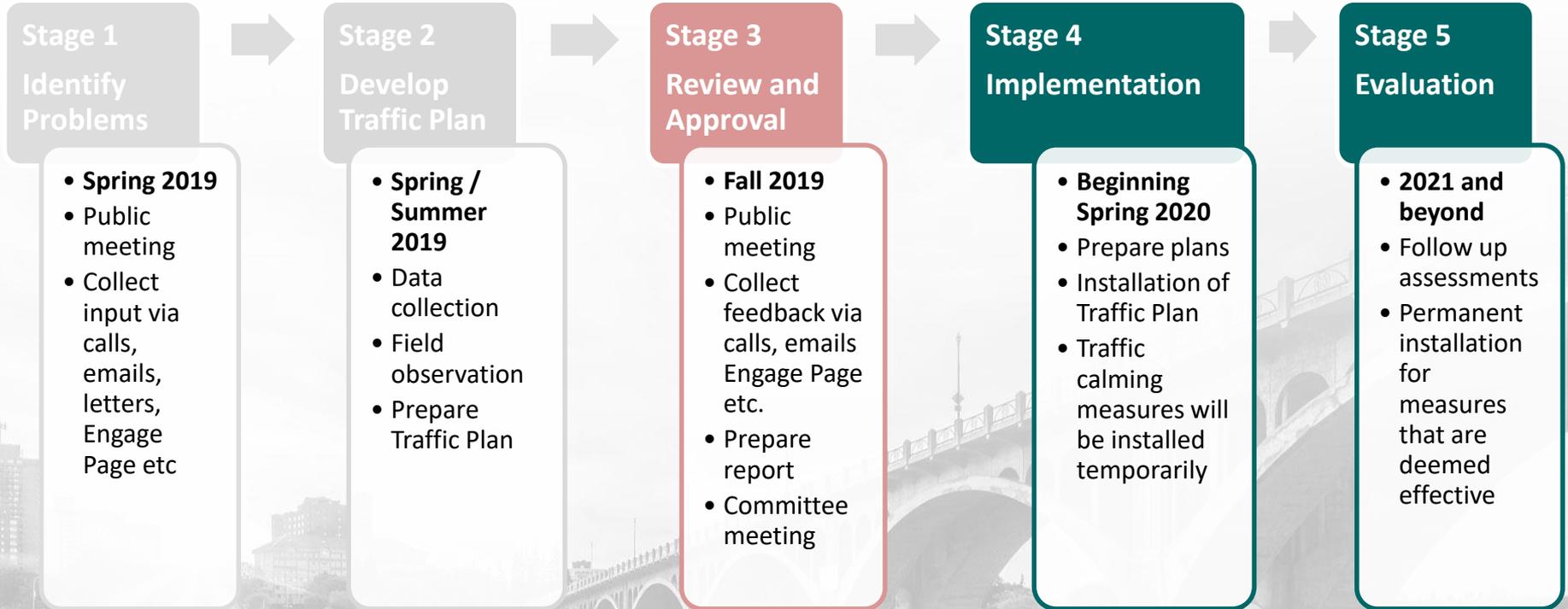


SMALL GROUP DISCUSSIONS

How Did You Hear About the Meeting?

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

Next Steps



Next Steps

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

Stay Engaged

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

The screenshot shows the City of Saskatoon website interface. At the top, there is a navigation bar with the City of Saskatoon logo, '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', 'Environmental Initiatives', and 'City Hall'. The main content area features a large image of a residential street with trees and a stop sign. Overlaid on this image is a dark box with the text: 'Lawson Heights and Lawson Heights Suburban Centre'. Below the image, there is a section titled 'Engage' with a sub-section 'Background' selected, and a 'Contact Us' button at the bottom.

The screenshot shows the City of Saskatoon website interface for the 'Neighbourhood Traffic Reviews' page. The top navigation bar is identical to the previous screenshot. Below it, the breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. The page title is 'Neighbourhood Traffic Reviews'. On the left, there is a sidebar menu with categories: 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Winter Road Maintenance', 'Road Maintenance & Repair', 'Managing Traffic', 'Pavement Markings', 'Traffic Noise', 'Intersections', 'Merging Guidelines', and 'Traffic Studies'. 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.' Below this text is a list of bullet points: 'Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)', 'Traffic calming measures may be installed temporary until proven effective', and 'Sidewalks or any other permanent measures may be installed when funding is available'. There is also a link to 'Shaping Saskatoon' and a note about reporting concerns via '306-975-2654' or 'Community Traffic Issue report'. At the bottom, there is a dropdown menu for '2018 Neighbourhood Traffic Review'.

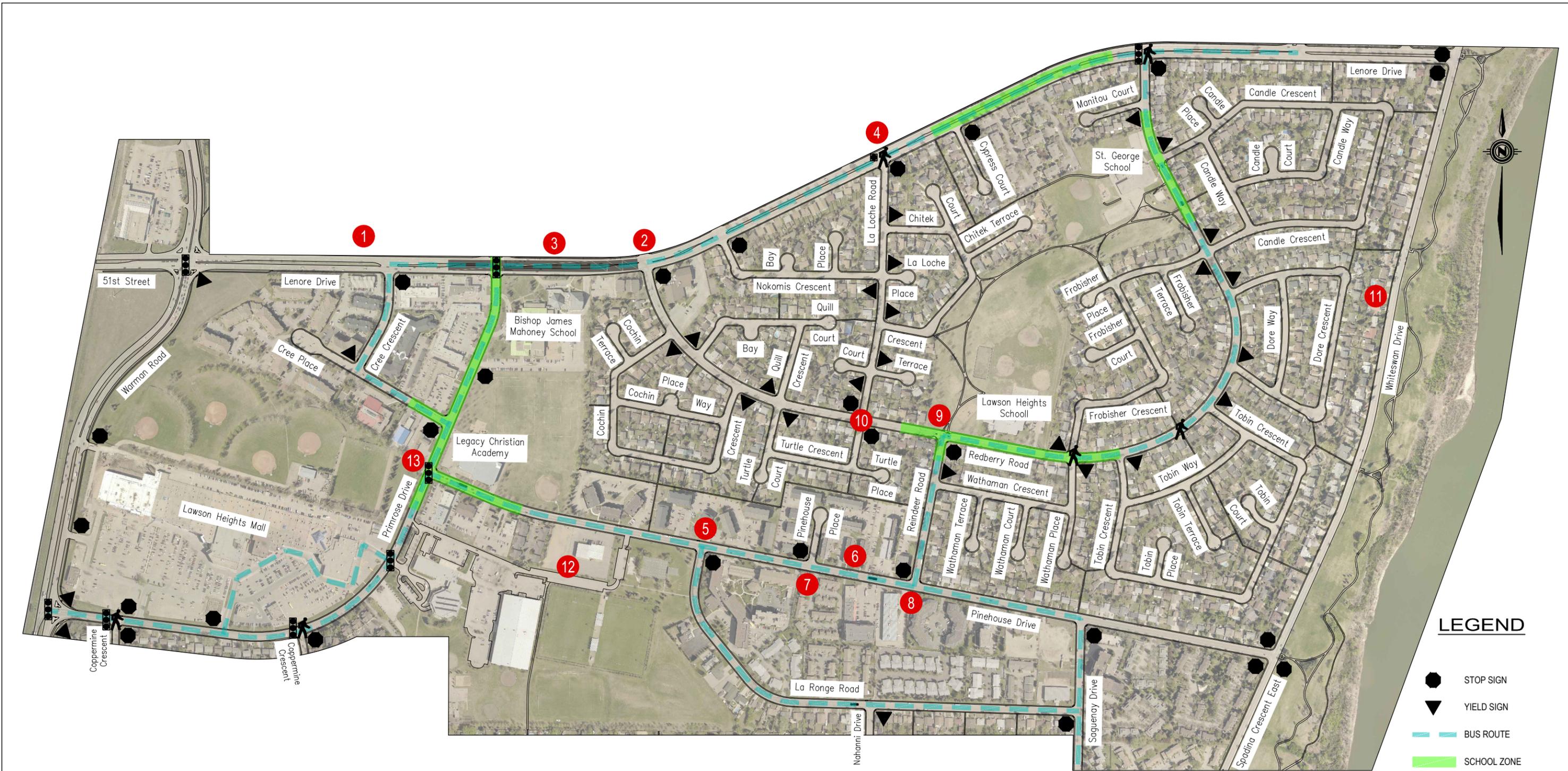
The screenshot shows the City of Saskatoon website interface for the '2018 Neighbourhood Traffic Review' page. The top navigation bar is identical to the previous screenshots. Below it, the breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. The page title is '2018 Neighbourhood Traffic Review'. The main content area features a large image of a bridge over a river. At the bottom right, there is the City of Saskatoon logo and the text 'City of Saskatoon'.

Lawson Heights & Lawson Heights Suburban Centre Draft Neighbourhood Traffic Plan

Item	Location	Recommendation	Reason
1	Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Install sidewalk on the north side of Lenore Drive	Sidewalk gap
2	Lenore Drive & Redberry Road/Roborecki Crescent	Install Active Pedestrian Corridor (east leg)	Improve pedestrian safety
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations and school activity not on Lenore Drive
4	Lenore Drive & La Loche Road	Remove U-turn restriction for westbound traffic and install a supplemental flashing beacon	Alert u-turning traffic of device activation
5	Pinehouse Drive & La Ronge Road	Install median island on the west leg	Reduce speed
6	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive	Clear driveway sight lines
7	Pinehouse Drive & Pinehouse Place	Relocate street name blade	Make street name blade visible
8	Pinehouse Drive & Reindeer Road	Convert to a three-way stop controlled intersection, parking restriction on the south of the intersection, relocate street name blade and install median island on the east and west leg	Improve traffic operations and improve pedestrian safety
9	Redberry Road & Reindeer Road	Relocate west leg of crossing area further west, install pedestrian ramps and improve pedestrian signage	Improve pedestrian safety
10	Redberry Road & La Loche Road/Turtle Crescent	Tree trimming on the northwest corner	Clear sight lines
11	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed
12	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety

Other Projects in the Area

	Location	Recommendation	Reason
13	Primrose Drive & Pinehouse Drive	Review traffic signal timing plan	Consider retiming



LEGEND

- STOP SIGN
- YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION
- # RECOMMENDATIONS

LAWSON HEIGHTS & LAWSON HEIGHTS SUBURBAN CENTRE: DRAFT TRAFFIC PLAN

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/lawson-heights-and-lawson-heights-suburban-centre



Appendix G

Decision Matrix

Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
1	Lenore Drive between Warman Road/Wanuskewin Road and Primrose Drive	Install sidewalk on the north side of Lenore Drive	Sidewalk gap	Do not think that a sidewalk on the north side of Lenore Drive is needed.	Some questions about why the sidewalk widening on the south side of Lenore Drive did not continue all the way to Warman Road/Wanuskewin Road.	Supportive	Supportive	No. Do not agree with installing sidewalk on the north side of Lenore Drive between Warman Road & Primrose Drive. A new sidewalk on the south side is enough. Very few people walk on the north side.	Carried. Worn pathway on the north side of Lenore Drive indicates a need for a sidewalk.
2	Lenore Drive and Redberry Road / Roborecki Crescent	Install Active Pedestrian Corridor (east leg)	Improve pedestrian safety	Supportive	Supportive	Supportive	Overhead lights are a great solution for pedestrian safety. Do not have to wait as long as Pedestrian Actuated Signal devices. Make sure visibility for side street turning traffic.	No. Use solar powered control due to good visibility area. Reduce cost now & long term. Go green.	Carried.
3	Lenore Drive adjacent to Bishop James Mahoney School	Remove School Zone	Improve traffic operations and school activity not on Lenore Drive	Supportive	Some concerns that removing the school zone here will make it difficult to turn left from Redberry Road onto Lenore Drive.	Supportive	Suggest 50 kph posted speed limit west of Primrose Drive.	Yes. Also consider removal of School Zone on south side, eastbound traffic, in front of Marion Graham School. There are currently several crosswalks near Marion Graham with minimal foot traffic across the road in front of the school.	Carried. The City of Saskatoon is undertaking a review of posted speed limits in residential areas which includes a review of all school zones, including the Marion Graham Collegiate school zone.
4	Lenore Drive and La Loche Road	Remove U-turn restriction for westbound traffic and install a supplemental flashing beacon	Alert u-turning traffic of device activation	Supportive	Supportive	Parking restriction required on the southwest corner of this intersection.	Supportive	Supportive	Carried. There is currently a 25 m No Parking Zone on the southwest corner of this intersection.

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
5	Pinehouse Drive and La Ronge Road	Install median island on the west leg	Reduce speed	Suggest installing an Active Pedestrian Corridor device. Lots of pedestrian activity here.	Would like a standard crosswalk installed on the south leg.	Some group members want a three-way stop controlled intersection here.	Installing a median island on the west leg will make left turns off of La Ronge Road tougher. Check if all the necessary pedestrian signage is in place. Request a three-way stop controlled intersection. Seniors live on La Ronge Road. Bus stop here is very busy. Turning from La Ronge Road onto Pinehouse Drive is hard to do. Existing crosswalk needs painting. Enhanced pedestrian crossing anywhere on Pinehouse Drive with an Active Pedestrian Corridor device between Primrose Drive and Spadina Crescent. This location is the best one. Bus stop located on the south leg should be moved further south. It is blocking vehicles from turning right from Pinehouse Drive onto La Ronge Road. Install a standard crosswalk on the south leg. Consider parking restrictions on the southwest side of the intersection about four to five car lengths long. Witnessed lots of close calls at this intersection.	Would like to see more done here. Three-way stop or some sort of traffic light. Yes but use rubber median island and stay with rubber in all cases. Go green.	Carried with the addition of a standard crosswalk on the south leg. The standard crosswalk across Pinehouse Drive meets the Traffic Control at Pedestrian Crossing Policy. All necessary pedestrian signage is in place. The stop control for La Ronge Road meets Traffic Control – Use of Stop and Yield Signs Policy. An all-way stop is not warranted. There is an existing 63 m No Parking Zone on the southwest corner of this intersection. One of the signs indicating this No Parking Zone is worn out and will be replaced.
6	Pinehouse Drive	Parking restriction on the north side of Pinehouse Drive	Clear driveway sight lines	Supportive	Supportive	Supportive	Supportive	Supportive	Carried.
7	Pinehouse Drive and Pinehouse Place	Relocate street name blade	Make street name blade visible	Supportive	Supportive	Supportive	Pedestrian ramp is missing on the northeast corner of this intersection.	Supportive	Carried with the addition of installing a pedestrian ramp on the northeast corner of this intersection.
8	Pinehouse Drive and Reindeer Road	Convert to a three-way stop controlled intersection, parking restriction on the south of the intersection, relocate street name blade and install median island on the east and west leg	Improve traffic operations and improve pedestrian safety	See drivers who do not stop for pedestrians at this intersection.	Need to consider the community mailbox on the south side of the intersection. Hill may be icy and cause issues for vehicles and busses that have to stop on the east leg of this intersection. Consider installing zebra crosswalks across Pinehouse Drive.	Supportive	Great idea, especially in the winter since it is often icy. Lots of pedestrian traffic and lot of kids crossing. Suggest zebra crosswalks. Pedestrian ramps missing on the south side of this intersection.	Supportive	Carried with the addition of two pedestrian ramps. One on the southeast corner and one on the southwest corner of this intersection. The community mailbox is located 28 m east of the outer edge of the crosswalk. Access to this should not be impacted by the proposed changes.

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
9	Redberry Road and Reindeer Road	Relocate west leg of crossing area further west, install pedestrian ramps and improve pedestrian signage	Improve pedestrian safety	Supportive	Supportive	Parking restriction required on the southwest corner of this intersection.	Some group members thought that installing permanent medians would work better than portable school signs at each end of the school zone. Some group members like the portable school signs.	No. If parking is restricted to one vehicle length on the southwest corner of the intersection, visibility is a minimal issues. Save costs by trimming tree, no sidewalk & no ramp re-construction.	Carried. Due to the existing curb extension, there is currently a 13 m long area where a vehicle cannot park on the southwest corner of this intersection. Tree trimming here will not help put pedestrians into the line of sight of vehicles on Redberry Road.
10	Redberry Road and La Loche Road / Turtle Crescent	Tree trimming on the northwest corner	Clear sight lines	Supportive	Supportive	Supportive	Supportive	Supportive	Carried.
11	Whiteswan Drive between Lenore Drive and Pinehouse Drive	Speed display boards (both directions)	Reduce speed	Noise concerns on this roadway. Speeding is a big concern, not sure that speed display boards are enough. Want some Active Pedestrian Corridor devices. Would like to see vertical calming devices (speed humps) on Whiteswan Drive.	Supportive	Would like police enforcement. Would like the speed display boards to come back.	Want the speed display boards to come back more than once.	Supportive	Carried. The standard crosswalks across Whiteswan Drive meets the Traffic Control at Pedestrian Crossing Policy. Whiteswan Drive is classified as an arterial roadway, vertical calming devices are not recommended for arterial streets.
12	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City of Saskatoon Parks Division accommodate pedestrian activity through the parking lot area by providing a sidewalk or pathway	Improve pedestrian safety	Do not think that accommodating the pedestrian activity through the parking lot area is important.	Supportive	Supportive	Also want the existing pathway access improved. There is a mud puddle that forms at the existing access.	No. There is lots of room to walk in that parking area. Install Slow Speed signs &/or Watch for Pedestrian signs to improve pedestrian safety.	Carried.

Other Projects in the area:

Item	Location	Recommendation	Reason	Danae's Group	Sheliza's Group	Nathalie's Group	Chelsea's Group	Comments Received After Public Meeting	Decision
13	Primrose Drive and Pinehouse Drive	Review traffic signal timing plan	Consider retiming	There are delays in making a left turn here off of Primrose Drive onto Pinehouse Drive. Consider having two lanes for left turn movement from Primrose Drive onto Pinehouse Drive.	Request to have the pedestrian phase occur every cycle without having to activate it.	Supportive	Supportive	Supportive	Carried.

Appendix H

Additional Concerns Received
After Presentation of Draft Plan

Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Lenore Drive and Redberry Road	Currently a Pedestrian Activated Signal device. Would like to see this changed to an Active Pedestrian Corridor device to allow for more effective traffic flow. Light pollution and noise pollution. Would like to see u-turns allowed at this intersection.	When the existing Pedestrian Activated Signal device is being considered for a new installation, the type of pedestrian device will be evaluated.
Lenore Drive adjacent to Marion Graham Collegiate	Remove school zone in front of the high school or reduce school zone further west so that the median opening currently within the school zone can be used for u-turns. Everyone makes u-turns here anyways. 50 kph posted speed sign is hidden in the eastbound direction.	The City of Saskatoon is planning to conduct a full review of School Zones in the future which will include Marion Graham Collegiate's School Zone.
Lenore Drive and Whiteswan Drive	Do not make this intersection a three-way stop controlled intersection.	The existing traffic control at this intersection has been reviewed. No revisions are recommended.
Lenore Drive and Cypress Court	Recently a pedestrian ramp was installed on the southeast corner of this intersection. When this work was conducted the catch basin was covered over. Now there is water that ponds here.	Sent concern to the Public Works Customer Service Centre.
City Wide	Would like to see more pedestrian phases occur every cycle without having to activate it.	The City has recently configured more signals to automatically have the pedestrian phases occur every cycle. This has been done at high pedestrian activity intersections.
Primrose Drive adjacent to Bishop James Mahoney School	Some group members want the school zone on Primrose Drive for the high school to be removed. Others want it to remain so that it is consistent with other locations in the City.	The City of Saskatoon is undertaking a review of residential speed limits including school zones which includes the Bishop James Mahoney school zone on Primrose Drive.
Pinehouse Drive start of school zone	Tree trimming required as school zone signage is blocked.	Sent a request to have the tree trimmed around the School Zone signage for westbound traffic on Pinehouse Drive.
La Ronge Road and Nahanni Drive	Parking restriction required on the southeast corner of this intersection.	No geometric or sight line issues observed at this location to warrant a parking restriction. Traffic Bylaw 7200 states that vehicles cannot be parked within 10 metres of an intersection. Parking Enforcement can be contacted at 306-975-8344 if non-compliance is observed.

Location	Concerns	Decision
La Loche Road	Thinks that the speed data collected on La Loche Road was done during Easter break. Enforcement is desired. Median islands are also desired.	Speed data was collected in June 2019. The 85 th percentile speed was 48 kph. This speed does not warrant the implementation of traffic calming measures (i.e. median islands).
Pinehouse Drive	Soccer Centre sign is too close to the driveway. Drivers don't realize that the entrance is there until it is too late to make the turn.	Relocate existing sign and install an additional sign indicating Soccer Centre access will be added to the recommendations.
City Wide	Request for an education outreach for new drivers (e.g. high school students).	The City will not be pursuing this at this time.
Primrose Drive and first access into Lawson Heights Mall east of Warman Road	Can we restrict left turns off of Primrose Drive into mall access?	This mall access was recently reconfigured to restrict left turns out. No further changes are being considered at this time.
Pinehouse Drive and Spadina Crescent	Was a roundabout considered? It seems like a good idea. Roundabouts all down Spadina Crescent would be a good idea.	A roundabout was reviewed at this intersection. A roundabout would require a substantial investment – requires acquiring more land and moving the curb. Since this intersection is operating at an acceptable level from a traffic operations perspective, a roundabout was not considered further.
Neighbourhood wide	Street name signs no longer reflective in this neighbourhood.	Some worn out signs that were observed in the neighbourhood will be replaced.
Redberry Road and Wathaman Crescent / Frobisher Crescent	I think a good change to the pedestrian crossing here would be to bulb the corners of the sidewalks at both sides thereby decreasing the distance of the pedestrian crossing. Together with the addition of a median island, both of these changes are similar to that already in-place at the other end of the school zone at the corner of Redberry Road & Reindeer Road	Median island on the west leg of this intersection was added to the recommendations. Curb extensions were not recommended since they would impact driveways.
425 Pinehouse Drive	Poor sightlines at property driveway. Requesting No Parking signage.	Parking restriction at the driveway was added to the recommendations.

Appendix I

Public Feedback

Kelts, Sheliza

From: Baudais, Nathalie
Sent: Thursday, January 31, 2019 4:07 PM
To: Kelts, Sheliza
Subject: INFO: Lawson Heights Lenore Drive

Hi Sheliza,

I received a call from [REDACTED]. He expressed concerns with the U-turn restrictions that have been installed at the pedestrian devices on Lenore Drive. He would like a new median break / U-turn lane introduced in the vicinity of Cypress Court. I will log this concern in the Lawson Heights – Lawson Heights Suburban Centre file.

Thanks,
Nathalie

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

Senior Transportation Engineer

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

Treaty 6 Territory & Homeland of the Metis

nathalie.baudais@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From:
Sent: Wednesday, March 13, 2019 3:30 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights/LHSC

There is a real problem with speeding along Reindeer Rd, Pinehouse Dr. and Redberry RD well above 60KM in some cases especially in the summer morning and night.

The 30km school zone is regularly disregarded on Redberry RD, my elderly mom has almost been hit crossing at Redberry RD to Reindeer RD on numerous occasions by speeding or inattentive drivers.

Kelts, Sheliza

From:
Sent: Wednesday, March 13, 2019 6:25 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights Traffic Review

Hello,

Thank you for doing this Traffic review!
We live _____ and have _____ that walk to school.

Crossing La Loche road is a problem for the following reasons:

1. Speeders - This road is horrendous for speeders. I am sure at times they are going as fast as 70km/hr at times and daily.
2. Vehicles parked on La Loche Road make it very difficult to see around them to cross the road. Specifically a large old milk truck on the corner of La Loche road and Chitek Crescent.

With vehicles hard to see around and speeders it is extremely dangerous for kids walking to school. I have been walking my kids to school since 2011 and have seen so many near misses and have had to run for our lives a few times due to distracted speeders.

We can't see around that milk truck and it is a major crossing for kids going to and from school.

I'm not sure what can be done but I am pleading for your review to do something to make it safer for all of the school children who cross this road. Crosswalk? Speed sign? More police presence? Parking restrictions? I'm really not sure but I hope we can think of something.

Thanks again for your attention to our neighborhood!

Get [Outlook for Android](#)

Kelts, Sheliza

From:
Sent: Sunday, March 17, 2019 3:14 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood Traffic Review - Lawson Heights/LHSC

Hi,

With regards to the neighbourhood traffic review in the Lawson Heights area, I have one concern.

The intersection where Candle and Frobisher cross Redberry Rd is a major crossing point for children to get to St George school. As it stands now, there is very little to mark or highlight it as such.

Personally, I would love to see a curb extension or bulb-out there that would slow down traffic and make it a shorter walk for the kids. But, I'm in favor of ANY measures to increase the pedestrian safety at that particular intersection.

Thanks so much,

Kelts, Sheliza

From:
Sent: Monday, March 18, 2019 7:44 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: ENGAGE

Re: traffic concerns.

We recommend - a 3 way stop sign where LaRonge Road enters Pinehouse Drive.

-reduced speed or a pedestrian cross walk on LaRonge Road at the site of Bethany Manor, Hindu Temple, bus stop, and School of Dance.

Thanks for considering our traffic concerns.

Kelts, Sheliza

From:
Sent: Tuesday, March 19, 2019 12:51 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights/LHSC

The engage page wasn't working. Our concern is coming out of the walkway from Cochin Place to Redberry Road. In specific on Redberry between #215 & 219 homes. Typically there are cars parked in front of #215 Redberry which creates a very dangerous crossing with people exiting the walkway to cross the street. Also by that point on Redberry the traffic is moving very fast. A cross walk painted on the roadway and signage would certainly help avoid a tragic situation. We have witnessed a few close calls. Also that cross is used by children.

Or close the walkway.

Please let us know the feedback and investigation results.

Regards,

Kelts, Sheliza

From:
Sent: Tuesday, March 26, 2019 4:27 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage - Lawson Heights traffic

To Whom It May Concern:

A couple of concerns have come forth from our residents:

1. A desire to have a 3-way stop at the intersection of Pinehouse Dr. and La Ronge Rd. Traffic is generally quite heavy and our elderly residents find that intersection treacherous.
2. A pedestrian crossing on La Ronge Rd at 110 La Ronge Rd to accommodate the many residents of Bethany Manor who are heading toward the Lawson Height Civic Centre on a daily basis. The vehicle traffic is fairly steady and our residents appreciate taking advantage of the walking path from Bethany Manor towards the civic centre (past the tennis courts).

Kelts, Sheliza

From: Web E-mail - Transportation
Sent: Thursday, March 28, 2019 3:33 PM
To: Baudais, Nathalie
Subject: FW: Traffic Review - 455 Pinehouse Dr

Sorry, it's a week old

From:
Sent: Friday, March 22, 2019 10:52 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST – Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Traffic Review -

Hello,

We have received a call from a citizen regarding a "traffic review" letter than he received for the area of [REDACTED]. He has questions regarding the letter but also would like to receive a map regarding the area that is in question with this letter. The contact for this is [REDACTED] and his number is [REDACTED].

Regards,

Kristy Papagianis | tel 306.975.2476

Customer Care Agent

Service Saskatoon Contact Centre

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

kristy.papagianis@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From:
Sent: Tuesday, April 02, 2019 8:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights - Traffic Review

Hi,

I would like to see flashing crosswalk lights at the crosswalk at Redberry/Wathaman/Frobrisher.

The Lawson Heights school no longer has crossing guards at this crosswalk (they use to approximately 5 years ago). Flashing lights would increase safety for students walking to and from school.

The crosswalk is not very visible due to cars parking on the side of the road. It is not always possible to see the pedestrians waiting to cross the street.

Also cars tend to pick up speed when traveling through the crosswalk as it is at the bottom of the hill.

I think adding flashing crossing lights would increase the safety of the crosswalk and I know it would ease my mind with my kids walking to and from school.

Thanks

Sent from my Samsung Galaxy smartphone.

Kelts, Sheliza

From:
Sent: Wednesday, April 03, 2019 11:45 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood review - Lawson Heights

Hello,

Conditions of concern regarding La Ronge Road include:

1. Multiple broken sections of sidewalk resulting in numerous, significant tripping hazards. This is of special concern, in light of the population in the immediate neighbourhood (including some who may be less agile and have poorer vision, from Bethany Manor, care homes, etc.).
2. After the excellent repaving done on La Ronge Road, repairs are now needed to the areas where winter brought water main breaks.

Thank you for your attention to these matters. This message is in response to the recent "Engage" letter from the City.

Kelts, Sheliza

From:
Sent: Thursday, April 04, 2019 2:42 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Review in Lawson Heights

Hi
Re: Neighbourhood Traffic Review for Lawson Heights
I would like to make the following suggestion.

The school zone on Lenore Dr between Russell & Redberry Roads should be eliminated as the students access the school from Primrose Dr. There is a crosswalk at the light for the students to cross the street at the corner. It can be difficult to get through the intersection at 30 kms per hour after the light changes.

Students who attend high school should know how to cross the street safely and perhaps we do not need to have school zones for them.

I appreciate the opportunity to give feedback on traffic concerns.

Thank you

Kelts, Sheliza

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Monday, April 08, 2019 10:27 AM
To:
Subject: RE: Lawson Heights Traffic Review Comments
Attachments: Bike route.PNG

Hello

Thank you for submitting these comments. Your comments are outside of the study limits for the Lawson Heights – Lawson Heights Suburban Area Neighbourhood Traffic Review; however, I have provided a response to them below.

1. At the intersection of Adilman Drive & Wanuskewin Road, we have had issues with the vehicle detectors not picking up vehicles if the driver does not pull up close enough to the traffic signal. If the vehicle does not pull up close enough and is not detected, the light will stay green on Wanuskewin (the green and Walk will keep re-cycling). To ensure that you are detected by the traffic signal, please pull up close to the line marked by the Stop Line sign (the front end of your vehicle should be past the end of the concrete island).
2. At the corner of Windsor Street & Warman Road, the fence is on the private property for this parcel. The City has no intention of pursuing property acquisition to widen the multi-use pathway at this time.
3. You are correct that there is no bicycle detection at these traffic signals. We are currently working on the implementation of the [Active Transportation Master Plan](#). The Downtown All Ages and Abilities network is one of the top priorities and a report outlining the proposed network will be presented to City Council in May. We are exploring the possibility of adding bike detection to key routes and are scouting locations where we can test some newer bike sensing technology at intersections that cross key city-wide cycling facilities. I will add these two locations to the list of locations requested for bike detection.

Regards,
Nathalie

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

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

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From:
Sent: Friday, April 05, 2019 7:09 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject:

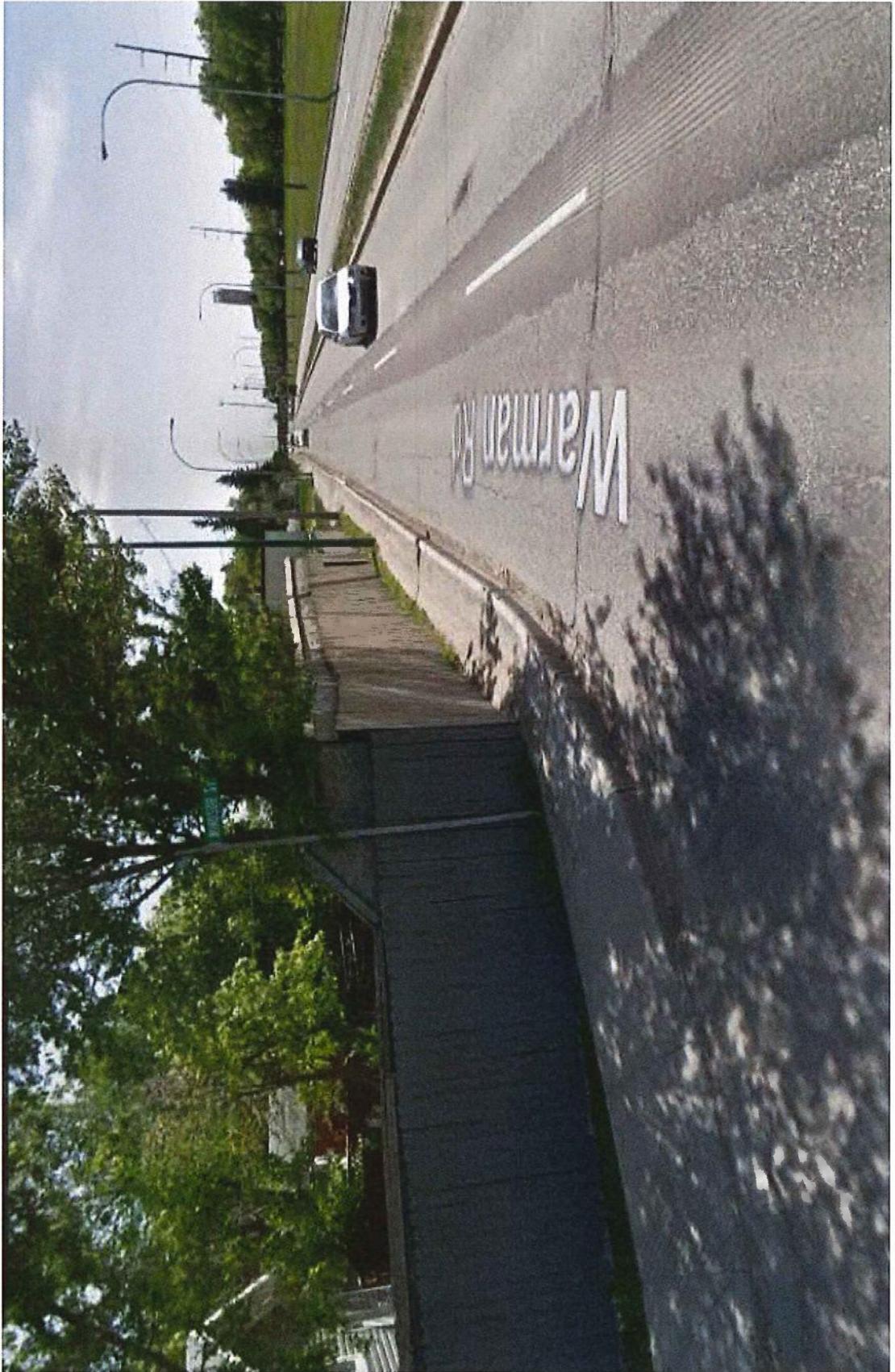
Good day,
I am sending this email relating to the Lawson Hts traffic review.

1. I leave for work in the mornings down Adilman, turning left onto Wanuskewin. I often find in the left turn lane to go south that the sensors don't seem to pick up my vehicle and the North/South light will turn from amber back to green. It is frustrating, because then I have to wait an entire light cycle again. Usually by then someone else

pulls up and with multiple vehicles there in both lanes, the light seems to change. It has happened to me 4 or 5 times now. I try to remember to go into the right lane, because it doesn't seem to be a problem there.

2. I cycle a lot in the summer. My first issue is the very dangerous biking conditions along Warman Road approaching 33rd. I have attached a picture to show this. I hold my breath passing along this little trail. I would like to see a proper bike trail in this location. It would also be nice to see the loose gravel cleaned up on the streets sooner, because that presents a real hazard to cyclists.
3. I also know there are lights downtown that don't change when you are sitting there on your bike and there is no car at the intersection. One is the light to the east of the police station. Another is by Queen Street where it intersects 2nd Ave by Earl's. I will be in the left lane, facing EB waiting to turn, but the lights will never change unless a car comes along. I have to go over to the sidewalk, push the walk light, then scramble to get back onto the street and into the left turn lane again. Not very cyclist friendly.

Thank you for your consideration of my feedback.



Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Tuesday, April 09, 2019 2:44 PM
To:
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Contact Your City Councillor Submission: Pinehouse Drive Cross Walks

Hi

I wanted you to know about the Neighbourhood Traffic Review for Lawson Heights this year. The first meeting is Thursday at 7 pm at Lawson Heights Alliance on Pinehouse. City Hall sent a flyer to the entire neighbourhood advertising the event, and I also promoted it in my recent City Hall Ward 5 Update... but I wanted to make sure you heard about it personally. This is where your concern, and all other neighbourhood traffic concerns will be dealt with for Lawson Heights. I know this has been a long wait. Traffic issues have been referred to the Neighbourhood Traffic Review Process... and we have been waiting for Lawson Heights' turn.

I have forwarded your concerns. But you can also participate by emailing ntr@saskatoon.ca

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[@randydonauer](https://www.facebook.com/donauerward5)
[facebook.com/donauerward5](https://www.facebook.com/donauerward5)

From:
Sent: September 8, 2016 9:25 PM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Re: Contact Your City Councillor Submission: Pinehouse Drive Cross Walks

Thanks, Randy! I really appreciate your quick response. I checked at the school today and we have about 20 kids who would be crossing Pinehouse. I was also thinking, though, with the civic centre being across the road and a high population of young families living in those apartments, there is probably quite a bit of foot traffic going across at Laronge. Not to mention the soccer centre and skate park as well.

Thanks again!

On Thu, Sep 8, 2016 at 7:04 PM, Donauer, Randy (City Councillor) <Randy.Donauer@saskatoon.ca> wrote:

Great. I'll push this forward. We don't always have success, but I will try.

- Randy

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

From:
Sent: Thursday, September 08, 2016 2:51 PM
To: Donauer, Randy (City Councillor)
Subject: Re: Contact Your City Councillor Submission: Pinehouse Drive Cross Walks

Hi Randy,

I was thinking Laronge road and there is a crossing at Reindeer as well. But if there was one at Laronge we would just tell the kids to cross there.

I'm not 100% on numbers, but for the kids in the apartments St.Anne is actually much closer than St.George and River Heights has French. We recently moved _____ and the kids love St.Anne so we decided to keep them there. It only takes about 20 minutes to walk and it was the same from _____ We wanted to stay in River Heights but found we could buy a nicer house on a nicer street in Lawson. We love Lawson and are extremely happy we decided to move!

> On Sep 8, 2016, at 2:14 PM, Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca> wrote:

>

> To clarify... are you thinking at Laronge Rd?

>

> Also, do you know how many kids would be going to school in River Heights... or why they don't attend in Lawson Heights? I'd like to be fully armed when I take this on.

>

>

> - Randy Donauer, Pro. Dir.

> City Councillor

> Ward 5

>

>

>

>

>

>

> From: (

> Sent: September 7, 2016 10:45 PM

> To: Donauer, Randy (City Councillor)

> Subject: Contact Your City Councillor Submission: Pinehouse Drive

> Cross Walks

>

> Submitted on Wednesday, September 7, 2016 - 22:45 Submitted by user:

> Anonymous

>

> First Name:

> Last Name:

> Address:

> Email:

> Phone: (

> Other Phone:

> City: Saskatoon

> Province: Saskatchewan

> Councillor: Ward 5 - Randy Donauer

>

> === Message ===

> Subject: Pinehouse Drive Cross Walks

> Message:

> Hi Randy,

>

> I walk my three young children across Pinehouse to their school and the civic centre. Traffic is very busy along the entire stretch of Pinehouse and there are many kids who cross to get to River Heights and St. Anne schools. Along Lenore there are crosswalk lights that allow pedestrians to safely cross. I would like to know if there is a possibility of having something similar installed on Pinehouse? Today as I was walking my kids home from school numerous cars sped by as we waited to cross. I actually had to put my hand up to stop traffic! I wouldn't trust my kids to be able to be as aggressive as I am if they were walking alone. I'm worried that someone is going to get hit by a car.

>

> Thanks for looking into this for me!

>

> Sincerely,

>

>

> Attachment:

>

>

>

--

Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Tuesday, April 09, 2019 2:45 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: FW: Contact Your City Councillor Submission: Crosswalk on Pinehouse to Soccer Centre
Attachments: pinehouse_crosswalk.pdf

I forwarded this at the time... but please include this in your Lawson Heights NTR process. Thx.

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer
facebook.com/donauerward5

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

From: |
Sent: June 6, 2018 3:02 PM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: Crosswalk on Pinehouse to Soccer Centre

Submitted on Wednesday, June 6, 2018 - 15:02
Submitted by user: Anonymous

First Name:
Last Name:
Address:
Email:
Phone:
Other Phone: (
City: Saskatoon
Province: Saskatchewan
Councillor: Ward 5 - Randy Donauer

=== Message ===

Subject: Crosswalk on Pinehouse to Soccer Centre
Message:

Randy,

I am emailing about the possibility of adding another crosswalk on Pinehouse Dr. I have attached a picture of the location I am referring to (yellow circle). My family and I regularly use the walkways (daily) in Lawson Heights from our house (on Redberry) to access the sporting facilities, leisure centre and bike paths at this location. However, crossing the street at Pinehouse here is a bit of a chance as it is a busy street. There is a crosswalk east of here at La Ronge (red circle) and then not another one to the west until the Christian Centre on Primrose. Both are inconveniently located

considering where the walkways come out of Lawson Heights. Having a crosswalk at the entrance to the soccer centre, skate park, tennis courts would make more sense. There is a lot of children in the apartments at this location that also cross here so it is a pedestrian safety issue as well.

Attachment:

pinehouse_crosswalk.pdf:

https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/pinehouse_crosswalk.pdf

Search here



Boardwalk =
Lawson Village



Pinehouse Dr

Pinehouse Dr

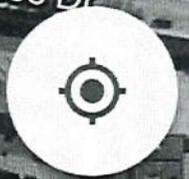
Pinehouse Pl

Pinehouse Dr

La Ronge Rd

Google

200 ft
50 m



Explore

Driving

Transit

Kelts, Sheliza

From:
Sent: Wednesday, April 10, 2019 9:41 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns

Hi.

I may or may not be able to attend the Lawson Heights Suburban Center review at the Lawson Heights Alliance Church on Thursday April 11.

So, I'd like to voice mv concerns here. and now.

The excessive speeding on Laloche Road (both north and southbound), is staggering. I have no idea what makes a residential street off a busy thoroughfare SOOO attractive to floor the accelerator of your car and go as fast as possible.

It's baffling.

I am ON RECORD with the city police with making official complaints with the appropriate department. I called 3-4 times last summer months.

Nothing. Not one cruiser showed up.

I even suggested that they park in front of my house out of sight!!! It's perfect. The (mostly) high school kids reach top speed at that point. There is rumors that there is "timed" racing around this area as well.

This needs to get under control. It's been going on WAAAY too long.

Thankyou

Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Thursday, April 11, 2019 11:31 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Fw: Contact Your City Councillor Submission: Traffic on La Loche Road

See below. Please add these concerns and suggestions to your mix. I have invited her to attend the NTR starting tonight.

- Randy

From: ()
Sent: Thursday, April 11, 2019 11:23 AM
To: Donauer, Randy (City Councillor)
Subject: Contact Your City Councillor Submission: Traffic on La Loche Road

Submitted on Thursday, April 11, 2019 - 11:23
Submitted by user: Anonymous

First Name:
Last Name:
Address:
Email:
Phone:
Other Phone:
City: Saskatoon
Province: SK
Councillor: Ward 5 - Randy Donauer

==== Message ====

Subject: Traffic on La Loche Road

Message:

Hi,

My name is _____ n and I'm the _____ who has lived in Lawson Heights (on _____) since _____. We are an active family in the community and believe in making it a great place to live. My kids are _____ and go to St. George School. In order for them to get to school they have to cross the La Loche Road on the way to school and on the way home.

La Loche Road has been a problem since we have moved in. People use it as a shortcut to get to Lenore drive and speed so badly down that road. It is terrifying trying to get across it with 3 kids and a dog especially at busy times of the day like before or after the high school gets out, in the evenings when people get home from work or when there are soccer games going on in the neighborhood.

There is one specific spot I am extremely concerned about. There is a pathway that connects Quill Court to La Loche Road. Many MANY kids come through that path and cross the street on to Chitek Crescent to go to school. Cars are not stopping for these kids and whizzing by. I have been concerned about this spot since 2011 when we moved in which is why my husband or I walk our kids to school every day. As they are getting older they are wanting to walk on their own (_____) however La Loche road is a scary place at those hours of the day.

There has been a traffic review of our area recently. I wrote my concerns to them.

However this morning was the last straw for me - I had errands to run so I was driving my kids to school today. I saw 2 boys off their bikes just on the west side of La Loche Road waiting to cross on to Chitek Crescent. I stopped for them to let them cross, however a car speeding behind me did not even slow down and PASSED me on the INSIDE. I laid on the horn - thank GOD those kids had the sense to not go any further - the car went FASTER!

I was shaking. We have had so many near misses on this road (trying to see around parked vehicles is a whole other story) but how do we stay safe and keep our children safe when we are dealing with reckless and dangerous driving too??

So this morning I got the license plate of that dangerous driver and reported him to the police.

I am writing to you to ask for more visibility at the crossing where the path comes out at Quill Crescent. My hope is that perhaps paint on the road and signs would help. I am also asking for help to control the speeding on that road - can we have signs showing their speed? More police presence? I'm not sure what we can do but SOMETHING has to be done before someone gets seriously hurt.

Thanks for your time to listen to my concerns,

Attachment:

Kelts, Sheliza

From: Lanning, Chelsea
Sent: Thursday, April 25, 2019 9:21 AM
To: Kelts, Sheliza
Cc: Baudais, Nathalie
Subject: RE: New stop sign

Hey Sheliza – I called [redacted] back and got a bit more information. I told him that this would be added to your **Lawson Heights NTR** file and informed him of the timelines and process. He was happy to hear that we are doing a review in the area. Comment is below:

Turning from Reindeer Road onto Pinehouse Drive is difficult because sightlines are tough both left and right because of parked cars. Waiting 10-15 minutes between 4-6 at night during rush hour. Has had too many close calls here. Suggests a 3-way stop – believes it will benefit everyone.

Thanks,

Chelsea

From: Baudais, Nathalie
Sent: Wednesday, April 24, 2019 8:50 AM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: FW: New stop sign

Can you please call [redacted] back?

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

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From: Ditto, Randi
Sent: Tuesday, April 23, 2019 5:18 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: New stop sign

Hi there,

would like to speak to you about getting a 3 way sign put up at this intersection: Can you please give him a call Reindeer Road & Pinehouse Drive

Randi Ditto | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

randi.ditto@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Web E-mail - Transportation
Sent: Tuesday, May 07, 2019 3:34 PM
To: Kelts, Sheliza
Subject: FW: Req for 3 way stop

From: Flores, Mariniel
Sent: Thursday, May 2, 2019 1:32 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Req for 3 way stop

Hey Tom.

Please forward to Sheliza. She's the project manager for the Lawson Heights NTR this year.

Mariniel Flores, P.Eng. | tel 306.975.3463

Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis
mariniel.flores@saskatoon.ca
www.saskatoon.ca

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From: Web E-mail - Transportation
Sent: Monday, April 29, 2019 2:29 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: FW: Req for 3 way stop

Did you look at this one?

Tom

From: Morales, Yanci
Sent: Friday, April 26, 2019 12:49 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Req for 3 way stop

Hello

We received a request to have a 3 way stop at the intersection of Saguenay Dr and Pinehouse. The concern is that there is a lot of traffic coming from both directions, and takes forever to turn onto Pinehouse Dr. Would like someone to come out and have a look. Contact is: she is a resident of one of those condominiums at that corner and has seen a rise in traffic in the area over the last few years.

Thank you

Yanci Morales | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

yanci.morales@saskatoon.ca

www.saskatoon.ca

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

Kelts, Sheliza

From: Web E-mail - Transportation
Sent: Tuesday, May 07, 2019 3:39 PM
To: Kelts, Sheliza
Subject: FW: Saskatoon Report a Traffic Issue received

Another for your NTR

Tom

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Friday, May 3, 2019 5:21 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1086

Issues: SPEEDING, TRAFFIC SAFETY,

Name:

Email:

Phone:

Comment: Drivers use this road as a raceway to get between Assiniboine and La Ronge. Drivers are aggressive and tailgate going either direction. In winter, a driver lost control and ended up on my lawn as I signaled and turned into my driveway; they were driving too fast and too close. I can hear drivers accelerating down the road while in my home, daily!

Attachment:

Kelts, Sheliza

From:
Sent: Friday, May 10, 2019 4:15 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Lawson Heights traffic review response from
Attachments: Lawson Heights traffic review 2019.docx

Good afternoon,

Attached is a five page Word document with seven recommendations for the Lawson Heights traffic review, also including an overall streetscape improvement for Pinehouse Drive.

Please confirm receipt of this document.

All the best,

Lawson Heights Traffic Review

May 9, 2019

Since Lawson Heights was created in 1979/80 I have lived at The most significant change that has occurred over the last forty years is the increased number of people living in the former PUD zone (originally mostly open space under the airport's eastern flight path) located along the south edge of Pinehouse Road. There has been steady ongoing rezoning to high density apartment block type developments. The latest addition is the large 'Bentley' condo, located at the corner of Pinehouse Drive and Saguenay Drive. The Bentley will continue the process of adding more vehicles and pedestrians to Pinehouse Drive and the surrounding roadways.

For correct reasons of increased efficiency, Saskatoon has a policy to increase density in the already developed parts of the city. That makes sense as long as the increased density does not come at the cost of a lower quality of life for those in the now denser area. In practice it means that the City would typically need to make some structural adjustments or at least relatively minor expenditures to go along with the savings and increased taxes from the higher density.

Although the density and traffic around Pinehouse Drive has increased over time, Saskatoon has yet to make any significant related changes to the neighbourhood. The Lawson Heights traffic review now provides a good opportunity and structure within which to do so. Improvements to traffic need to be set within a bit wider framework than just the roads themselves. There are seven relatively low cost recommendations to improve the quality of life in Lawson Heights that I will list. They are: (1) improve lighting and marking at the formal pedestrian crossing points on Pinehouse Drive. (2) add a short right-hand turning lane at the corner of Pinehouse Drive and Primrose Drive. (3) improve the aesthetics along Pinehouse Drive by treating it as a 'streetscape' (4) clear snow from all driving lanes and sidewalks of both Primrose Drive and Pinehouse Drive. (5) divert some traffic to a wider thoroughfare by removing the 30km speed zone on Lenore Drive (6) continue to allow people to use Wathaman Crescent to shortcut the Lawson School but reduce the nuisance dust factor (7) consider reducing the size of the school zone around the Pinehouse+Primrose intersection.

(1) There are three T intersections on the western half of Pinehouse Drive. The painted crossing lines are normally worn away except at the street edges and none of them have any direct pedestrian lighting or strong signage. Drivers unfamiliar with the neighbourhood may not notice, and treat pedestrians there similarly to those crossing from parked cars and the many minor lane entrance points along Pinehouse Drive. Even with the baseball park and not including the three main intersections, between Primrose Drive and Reindeer Road there are ~26 other smaller lane entrances.

The intersection where Reindeer Road runs south in to Pinehouse Drive has a particular danger. I have seen an injured pedestrian at that intersection and a pair of my former neighbours were badly injured many years ago while crossing it. There is a tree on the NE corner (see photo below) that when in leaf blocks the light from the nearest ordinary street light, creating a dark zone at night. Pedestrians have a tendency to come from or go to that dark zone, as it shortens the trip a bit and there are no painted lines indicating any N-S crossing lane. 'Street' lights on Pinehouse, particularly at Reindeer/Pinehouse need to be aligned with formal pedestrian crossing alleys, or pedestrian specific lights added. The crossing lines also need to be better painted.



Similarly, the streetlight nearest the corner of Pinehouse+LaRonge is on the other side of the intersection from the one (one is enough) formal crosswalk, and the E-W crosswalk on LaRonge Road is not painted at all. Pedestrians crossing (two nearby bus stops) there on Pinehouse Drive are understandable hesitant to assert their right-of-way. What happens often is if one car stops for them, then someone in a hurry then drives around the stopped car. Improved marking and lighting will help lessen that, but there should still be occasional traffic enforcement action taken at that intersection.

(2) Originally there were two turning lanes for traffic heading west on Pinehouse Drive then turning south on Primrose Drive. Many years ago the right hand lane was restricted to only for turning right. The result is now traffic backs up on Pinehouse Drive, especially when the traffic signal goes in to its periodic very short green light phase (meant to keep traffic moving faster southbound on Primrose?). When in that phase, when a driver then turns left (often blocked by pedestrians walking W-E across the south side of the intersection, sometimes congestion pressured drivers will rush those pedestrians) and then progresses south on the short green they will most often then frustratingly just catch a red light at the Lawson Mall turnoff.

The solution is to build a short right hand turning lane (5m long, 4m wide) turning north from Pinehouse Drive on to Primrose Drive. Almost looks like the intersection was meant to be that way, as the fire hydrant is set far enough back. Would also require moving the old traffic light pole. Then allow both main westbound lanes from Pinehouse Drive to turn left.

(3) Over time, there are now many more pedestrians walking in the Pinehouse area, along with the increased vehicle traffic. Some are retired seniors in the new condos and some from cultures more used to walking/socializing/sitting outside their apartments. As an aside, this is also reflected in the heavy use of the barbeque sites down by the riverbank. Primrose Drive is now at a stage where it should be managed more as a 'streetscape' than just a road for transportation.

There are people walking across Pinehouse Drive almost everywhere, useful car parking, and the aforementioned very high number of parking lot access lanes. Very few of those lanes line up with each other and I am surprised how few traffic incidents there seem to be (traffic does now move at a slower pace). Most sight lines from those street entrances tend to be good, although a traffic inspector should check occasionally. However, the Pinehouse streetscape can and should be improved aesthetically.

Some apartment managers have taken to putting their varied colour old dumpsters more conveniently right at the edge of Pinehouse Drive, where they are unsightly and sometimes have debris spilling out. The dumpsters belong in the back, even if some parking stalls need shifting to the front.

Only a few years ago, a large garage size utilitarian industrial style metal shed and concrete driveway was built on the grass of an apartment complex at ~200 Pinehouse Drive (see picture below). There is usually parts of earth moving/sweeping/snow clearing equipment left on the pad. The permitting for that out of place shed and driveway needs to be re-examined to see if requirements were met and the shed needs to be moved or at a minimum rebuilt to a more aesthetic standard.



In the move to create a greener healthier urban environment, Saskatoon has been planting trees in the front of people's residential lots (if there were not already some trees there) on the city owned strip by the sidewalk. Even if those residents (such as some of my neighbours) preferred a wide open or low maintenance front yard. Some of the properties along Pinehouse Drive definitely have space for trees, although due to impact on site lines the trees would need to be planted further back from the road, on private land. It may take some persuasion by the City, as having trees does increase landowner costs.

There are many places along Primrose Drive that should have trees, bushes, flowers, or other aesthetic enhancing items. City of Saskatoon properties, such as Mahoney Park do have such greenery. One of the most obvious candidates for improvement is the Alliance Church with its massive asphalt parking lot, and nearby fenced gravel pad. Another example (more could be found) is the strip mall SW of the

corner of Pinehouse+Reindeer which could easily place some trees down the middle of its parking lot, and maybe some bushes north of the mall. As another aside, the north end of that strip mall has the important to the neighbourhood 'Petra Market and convenience store' that should be helped as much as reasonably possible to stay in business. Oddly, probably to save some small costs, that strip mall owner has blocked off where the sidewalk should (and used to be) lead to that store, by putting up a barrier fence. It is only possible to access that strip mall by walking on the access laneway.

In summary for item (3), Pinehouse Drive has now reached the point where it should be considered more as a streetscape with its own inherent value and aesthetics, for the wider benefit of its nearby residents. The City should deploy various traffic planners/landscape experts/bylaw officers/community developers to actively improve the overall living experience there.

(4) During the summer a lot of seniors, joggers, and apartment dwellers walking to Lawson Mall make use of the Pinehouse Drive sidewalks. In the winter they will also do so if not too much snow and ice. Clearing of the sidewalks by both the City and other landowners has improved in the last few years.

What remains a safety issue is the lack of snow/slush/ice removal from the right hand lanes on Primrose Drive from the Pinehouse Drive intersection all the way around the curve to Warman Road. Graders will first push the snow to the right side of the road in order to quickly get the road moving after a snowfall, where it refreezes in to a sloped edge, forcing the arterial but narrow Primrose Drive down to a tricky 1.5 lanes wide. As that icy edge builds up with multiple gradings it will often then spill on to the sidewalk. For some reason, even when lesser streets are having all their snow piled edges hauled away, the impediment on Primrose Drive is left. There might possibly be some type of road misclassification or other issue that needs management attention.

(5) The area of Pinehouse and Primrose would benefit, including for safety, if some of the increasing vehicle traffic load could be diverted elsewhere. One option is increasing use of Lenore Drive for people to get to/from 51st street or Warman Road/Wanuskewin Drive. Lenore Drive is a wide multi lane divided boulevard arterial road. Its width and location indicate it was likely being considered or developed to access an original river crossing plan for Saskatoon's 'north commuter bridge'. Lenore Drive presently seems under capacity. More drivers would use Lenore Drive if it did not have a long school zone slowdown along Bishop Mahoney high school and some resulting driver hesitations where Redberry Road intersects with Lenore Drive. The Lenore Drive school zone also has a large straightforward intersection with Primrose Drive and little other confounding road access points or complications.

There does not seem to be much jaw walking across Lenore Drive (other than Sunday morning when the school zone is not in effect) and the attending high school students know traffic rules and are tall enough to be seen over cars. The Lenore Drive school zone restriction is also relatively recent, as it was implemented during a public reaction to increase the safety after an accident with a young student elsewhere. Saskatoon then took the managerially easy path of creating 30 kph speed zones around all schools, no matter the actual roadway circumstances. This simplification was attractive from an enforcement control aspect and avoided having to make ongoing balanced decisions. Unfortunately, the speed restrictions on arterial roads around high schools have created wider traffic flow inefficiency, such as in Lawson Heights. It is time to remove the school speed zone on Lenore Drive, while keeping the school zone on parts of the more crowded complicated Primrose Drive.

(6) Twice a school day there is increased traffic in front of my house even school buses. That is OK with me, as the drivers are trying to avoid the congestion at Reindeer+Redberry caused by the many students/parents crossing there, and the potential traffic chaos in front of the Lawson Heights school on Redberry Road. Having traffic avoiding those areas when busy makes it safer for the children there. There are two related traffic issues here on Wathamam, both can be fixed without noisy speed bumps or costly to maintain flow restrictions.

Wathamam Crescent (actually straight as an arrow) is on a long steep slope, so we get a lot of sand/grit rightly applied during winter. Traffic noisily grinds all that in to an abrasive dust that when dry is then raised in clouds by vehicles or even the wind. The best solution is to have Wathamam cleaned earliest in the Spring, instead of months later which is often the case now. Accept the greater good of school bypass traffic, but compensate by moving Wathamam up to a high priority Spring street cleaning time.

Wathamam Crescent and the three cul-de-sacs are residential, with kids playing, although not as many as around the school and nearby playground. 30 kph is plenty fast enough, yet we occasionally have either irresponsible commuters speeding down the hill at 50 kph or resident motorcyclists with obnoxiously tuned exhaust pipes roaring up the hill. These presently rare in number dolts tend to pass through at repetitious predictable times, so could be ticketed by appropriately requested timed enforcement if the police/bylaw were to choose to allocate the resources.

(7) There is a building named 'Mile Two Church', at the NE corner of Pinehouse+Primrose intersection. They operate a small charter school, resulting in the short school zone at the far west end of Primrose Drive. Since the buildings do not look like schools, many drivers do not notice the school sign until they have entered the zone going around 40 kph and get ticketed. I have never seen any students walking there, as the parents drop them off in the closer to the building side lanes.

People did park legally on Pinehouse right up to one of that church's easternmost side lane, sometimes with larger vans that block site lines. A decade+ ago a distracted parishioner drove out of that lane across Pinehouse Drive without looking and we had a minor fender bender. I subsequently talked with the director of that church about possibly how best to keep the larger vehicles from blocking the site lines. During our talk he mentioned that the church had requested that the City not designate the area as a school zone. I admired his wisdom in not adhering to the 'you can never be too safe' fallacy, and instead looking at the greater social good and wider more effective risk reduction strategies. Please consider removing the small pointless school speed zone from the west end of Pinehouse Drive.

I have a concern that the Lawson Heights traffic review could turn in to a limited process that results in the installation of scattered traffic restricting infrastructure at specific problem points while not also finding ways of moving overall vehicle traffic and pedestrians more efficiently and pleasantly. If so, we would be better off not doing anything much different at all, except better lighting/marking at a few pedestrian crossing. Although hard to quantify, creating any more traffic congestion, frustrated drivers, or unguided hurried pedestrians would be an overall net loss to Lawson Heights, including for safety.

Implementing these seven recommendations will improve traffic flow, safety and increase quality of life here in my area of Lawson Heights, especially for the increased number of people on Pinehouse Drive.

Thank you for the chance to contribute, and wishing you all the best,

Kelts, Sheliza

From: Lanning, Chelsea
Sent: Monday, May 13, 2019 1:51 PM
To: Simpson, Tom
Cc: Kelts, Sheliza
Subject: RE: Call back request regarding crosswalk

Lawson Heights is being taken care of by Sheliza – I've cc'd her here.

From: Simpson, Tom
Sent: Monday, May 13, 2019 1:50 PM
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>
Subject: FW: Call back request regarding crosswalk

Did this one come up in the review?

From: Adams, Kelly
Sent: Friday, May 10, 2019 2:01 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Call back request regarding crosswalk

Good afternoon,

would like to enquire about installing a crosswalk light at Lawson Heights School (). They have a concern with a visually impaired child who is just learning how to cross at the crosswalk and vehicles are not always stopping for him. Can you give her a call at

Thank you,

Kelly Adams | tel 306.975.2476

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

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Kelts, Sheliza

From: Baudais, Nathalie
Sent: Tuesday, May 21, 2019 9:21 AM
To: Kelts, Sheliza
Subject: Lawson Heights NTR

Hi Sheliza,

I got a call from the Lawson Heights School SRO. They have the following concerns at the intersection of Reindeer Road & Redberry Road:

- Eastbound right turning traffic does not yield for pedestrians.
- The crosswalk on the west leg of the intersection does not align with the furthest extrusion point of the curb extension so pedestrians are still hidden by parked vehicles. Can the crosswalk be realigned (ramps would also need to be moved)?
- They would also like an active pedestrian device.
- They have visually impaired students which navigate this intersection.

Thanks,
Nathalie

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

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

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Kelts, Sheliza

From: Eglan, Martina
Sent: Friday, May 24, 2019 3:12 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: 51st Intersection - Lawson Heights

Good afternoon

called and realized that he missed the meeting but would like to pass along concerns about the 51st and Lenore intersection. When you are traveling east down 51st there are 3 traffic options 1 lane goes left onto Russell Rd, 2 lanes continue straight onto Lenore Dr and 1 lane turns onto Primrose Dr. People who are in the right hand lane seem to think that they are allowed to continue straight through the intersection if there are no cars parked in the parking lane on the Lenore side. This happens multiple times and is becoming very dangerous. can be reached at

Thank you

Martina Eglan | tel 306.975.2476

Service Saskatoon Contact Centre

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

martina.eglan@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Donauer, Randy (City Councillor)
Sent: Monday, May 27, 2019 5:52 PM
To: City of Saskatoon -.Neighbourhood Traffic Reviews
Subject: FW: Traffic review

See below.

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer
facebook.com/donauerward5

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

From: :
Sent: April 4, 2019 9:56 AM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Traffic review

Good morning Randy

I see that you are doing a traffic review.
I have a concern that some people think that Redberry Road
is a raceway. They start from Lenore Dr to Reindeer.
I hope that you can help with this. Weekends are worst.
Thanks

Kelts, Sheliza

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Wednesday, July 03, 2019 5:41 PM
To: (Police); Donauer, Randy (City Councillor); City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry; Kelts, Sheliza;
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Hello Councillor Donauer,

The u-turn restriction was installed due to concerns with having the u-turns take place across the pedestrian corridor. While drivers wait for a gap in traffic to make the u-turn maneuver, they can't see the flashing lights overhead and may not anticipate pedestrians to enter the crosswalk from the south.

We can review this issue as part of the Lawson Heights NTR.

Regards,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097

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

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From: (Police) [mailto: Police.Saskatoon.Sk.CA]
Sent: Wednesday, July 03, 2019 3:53 PM
To: @Saskatoon.ca>; Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>; City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; TC - RF Councillor Enquiry <tuROCE@Saskatoon.ca>; Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>;
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Randy,

That's correct, a pedestrian light does not meet the definition of "light controlled intersection" as it pertains to U-turns under s.235 (15) of the traffic safety act.

Rules re traffic lights

235(1) Whenever traffic is controlled by traffic lights, the lights indicate and apply to the drivers of vehicles and to pedestrians in accordance with the other provisions of this section.

(15) At an intersection of highways where a traffic light is in operation, no driver of a vehicle shall turn the vehicle so as to proceed in the opposite direction.

City streets are included in the definition of "highway"

Staff Sergeant

From: [redacted]@Saskatoon.ca]
Sent: Wednesday, July 03, 2019 3:34 PM
To: Donauer, Randy (City Councillor); City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry; Kelts, Sheliza;
Cc: [redacted] (Police)
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Good afternoon Councillor Donauer,

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

Transportation will look into this and provide a response.

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

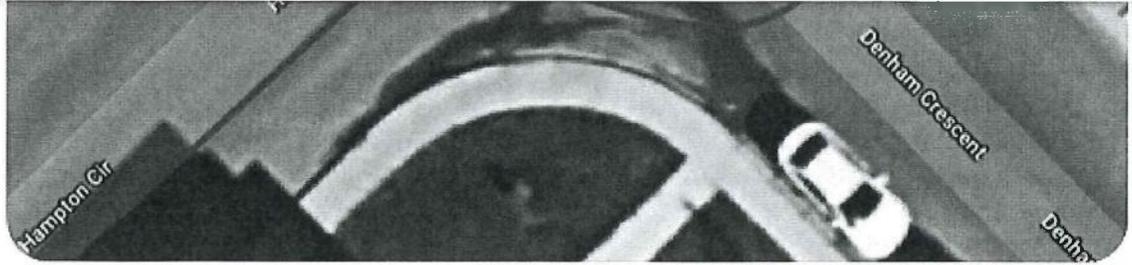
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From: Donauer, Randy (City Councillor) [mailto:Randy.Donauer@Saskatoon.ca]
Sent: Wednesday, July 3, 2019 3:08 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; TC - RF Councillor Enquiry <tuROCE@Saskatoon.ca>; Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>; [redacted]@Saskatoon.ca>;
Cc: [redacted]@Police.Saskatoon.Sk.CA>
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights (Thread:18011)

Here is an update from the resident, where SPS confirm that ped lights are not "controlled intersection"...



Tweet



4

14

45



Replying to @SPSTraffic and @cityofsaskatoon

What is considered "controlled by traffic lights" ? Do pedestrian crossing signals constitute "traffic lights" ?

5:44 PM · 30 Apr 19 · Twitter for Android

||| View Tweet activity



From: Donauer, Randy (City Councillor)
Sent: Wednesday, July 3, 2019 2:04 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry;

Cc:
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Not "I have". Should say "I understand".. the Silverwood NTR, etc...

From: Donauer, Randy (City Councillor)
Sent: Wednesday, July 3, 2019 2:01 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews; TC - RF Councillor Enquiry; Kelts, Sheliza;

Cc:
Subject: Fw: Contact Your City Councillor Submission: New u-turn, Lawson heights

See below.

Can this concern be added to the Lawson Heights Neighbourhood Traffic Review that is currently underway? Apparently, this sign was added as a result of the Silverwood NTR.

The resident contacted City Hall and _____ told him to call me.

- how should I proceed on this? I have the Silverwood NTR instituted the no u-turn sign. Now a Lawson resident (he says several) want it down. The Lawson NTR is currently ongoing. Do I put an inquiry in at Council or address this through NTR?

Patrick - resident alleges this is NOT a controlled intersection. Says pedestrian crossing does not make it controlled intersection. Can you confirm?

- Randy

From:
Sent: Monday, May 27, 2019 1:53 PM
To: Donauer, Randy (City Councillor)
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Randy,

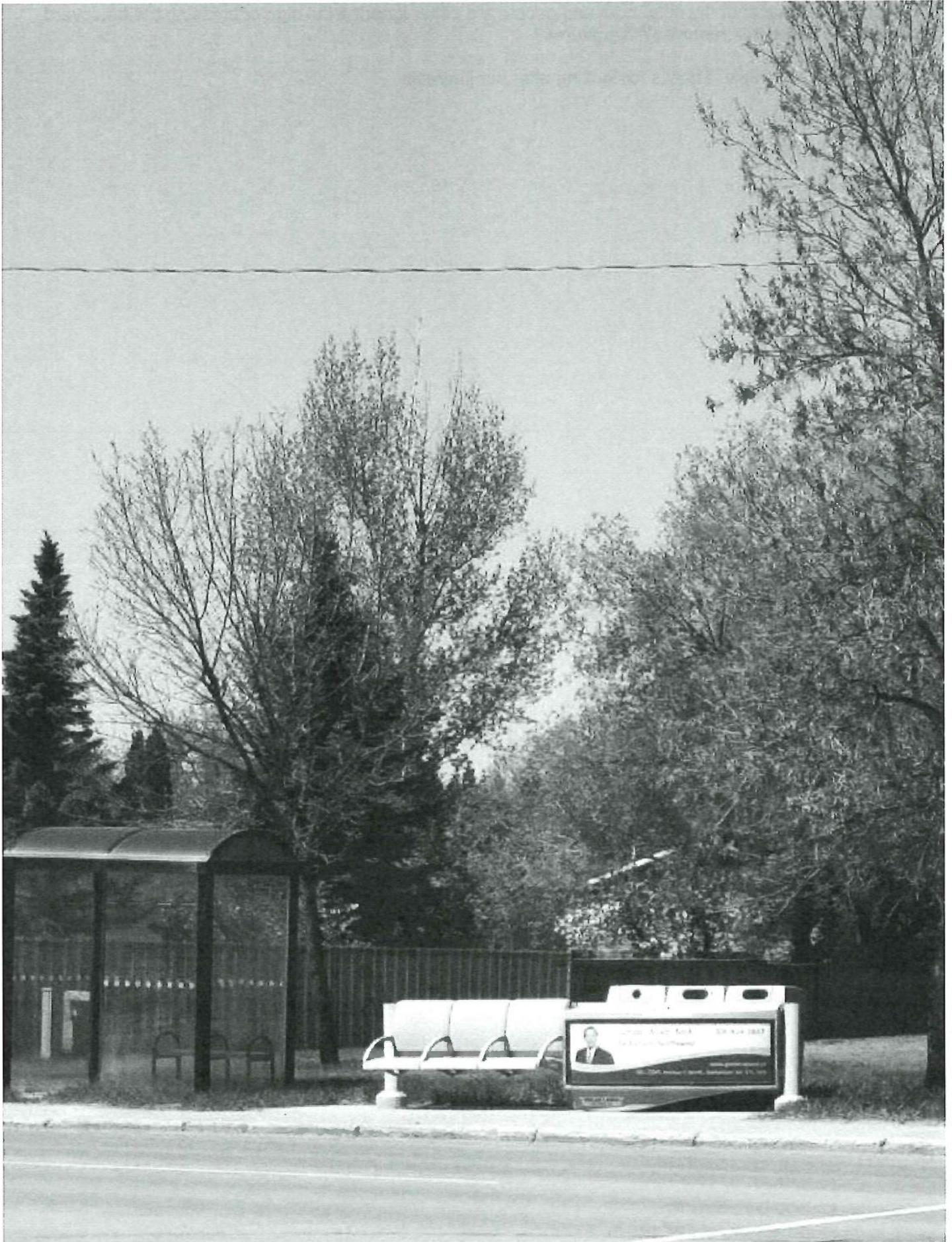
Thank you very much for returning this message. It is at the intersection of Lenore and laloche and was raised (I believe) from a Sherwood Heights community workshop that had a generic concern regarding the number of u-turns taking place on Lenore in general. That the justification was "congestion", NOT safety.

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

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

I have spoken to several of my neighbors and people are either ignoring the sign or crossing the boulevard, what will it take to get this removed? Signatures?

I look forward to your reply. Thanks for looking after our interests



Kelts, Sheliza

From:
Sent: Wednesday, August 28, 2019 8:57 AM
To: Baudais, Nathalie
Subject: FW: Contact Your City Councillor Submission: New u-turn, Lawson heights

From:
Sent: Wednesday, August 28, 2019 8:36 AM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Cc: @Saskatoon.ca>
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Any further word on this? As school is starting soon, I would suggest you investigate a few things WRT these signs:

- Come to the neighborhood when school is in session (starting or ending) and observe the traffic
- Attempt to leave from Cypress Court and go to say... Princess Auto from our location. During school hours and after
- Attempt to get to our location from Silverwood Heights school or from Silverwood road

You should notice that (one) the sign is being ignored and (two), that the u-turns are FORCING people to drive INTO the Marion Graham parking lot to complete their turn around, undoubtedly forcing more traffic into an area heavily utilized by student pedestrian traffic. Ironically, this is the LEGAL way to now proceed. Please call me when you come and I can accompany you.

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: July 3, 2019 3:10 PM
To:
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Thx. This is helpful. Will get back to you

- Randy

Sent from my iPhone

On Jul 3, 2019, at 2:39 PM, i

wrote:

I asked on Twitter and have since verified the same with retired SPS officers. Pedestrian crossing lights do not control the intersection. And... not too hard to come up with other examples. See image of exchange with SPS comms from Twitter.

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: Wednesday, July 3, 2019 2:02:22 PM
To:
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

I'm still working on this. I just wanted you to know I haven't forgotten. My understanding was that the signs are redundant, as the lights make it a controlled intersection so no u-turn is allowed. You said you talked to SPS about this. Who did you talk to and what did they say?

- Randy

From:
Sent: Friday, June 14, 2019 10:06 AM
To: Donauer, Randy (City Councillor)
Cc:
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Any update on this? Just as an FYI (in case you hadn't seen it) u-turns at this intersection are ONLY being prohibited for west bound traffic....

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: May-27-19 3:17 PM
To: I
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Great. That will help.

I'll speak to the traffic engineer working on this, and the Saskatoon Police Service and one of us will get back to you.

I can't promise that sign will come down right away... but we can work on it. Things take time...

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[@randydonauer](#)
[facebook.com/donauerward5](https://www.facebook.com/donauerward5)

From:
Sent: May 27, 2019 3:07 PM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Kelts, Sheliza

From:
Sent: Friday, June 14, 2019 10:10 AM
To: Baudais, Nathalie
Subject: Fwd: Contact Your City Councillor Submission: New u-turn, Lawson heights

Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
@saskatoon.ca
www.saskatoon.ca

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Begin forwarded message:

From:
Date: June 14, 2019 at 10:06:08 AM CST
To: "Donauer, Randy (City Councillor)" <Randy.Donauer@Saskatoon.ca>
Cc: "@Saskatoon.ca"
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Any update on this? Just as an FYI (in case you hadn't seen it) u-turns at this intersection are ONLY being prohibited for west bound traffic....

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: May-27-19 3:17 PM
To:
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Great. That will help.

I'll speak to the traffic engineer working on this, and the Saskatoon Police Service and one of us will get back to you.

I can't promise that sign will come down right away... but we can work on it. Things take time...

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

@randydonauer

facebook.com/donauerward5

From:

Sent: May 27, 2019 3:07 PM

To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>

Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

I have . Missed the meeting (I travel extensively through the week) but submitted online through the survey

From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>

Sent: Monday, May 27, 2019 2:41:21 PM

To:

Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Thanks . The Lawson Heights Neighborhood Traffic Review is currently underway. Have you been participating in that, and have you submitted your comments?

Randy Donauer, Pro. Dir. | tel 306.244.6634

City Councillor, Ward 5

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

[@randydonauer](#)

facebook.com/donauerward5

From:

Sent: May 27, 2019 1:53 PM

To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>

Subject: Re: Contact Your City Councillor Submission: New u-turn, Lawson heights

Randy,

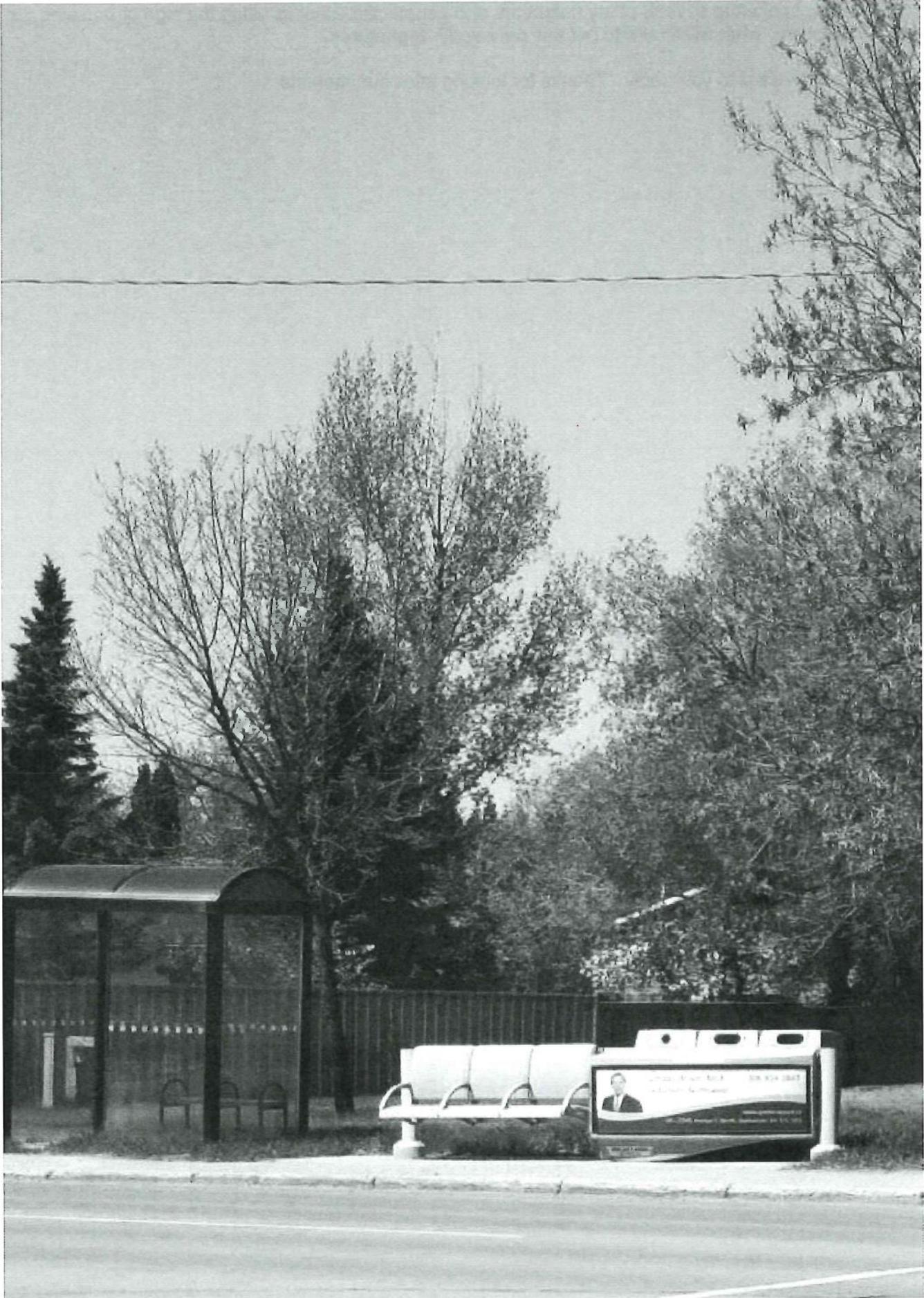
Thank you very much for returning this message. It is at the intersection of Lenore and laloche and was raised (I believe) from a Sherwood Heights community workshop that had a generic concern regarding the number of u-turns taking place on Lenore in general. That the justification was "congestion", NOT safety.

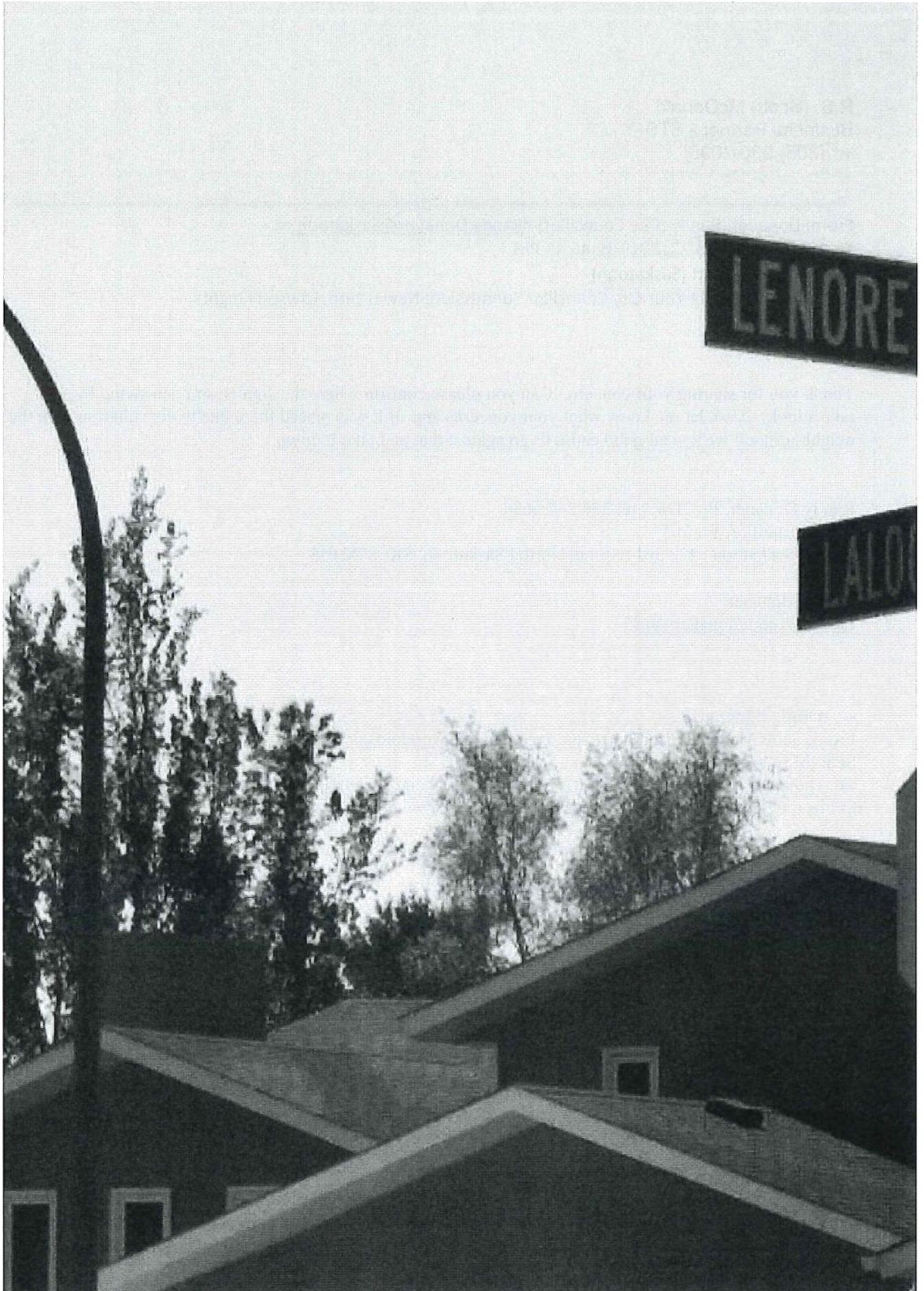
There are no silverwood Heights residents at that intersection and the placement of that new sign now causes the residents if cyress court and the gated communities behind us to travel down to the church to get home. There appears to be no consideration given to how it affected that traffic.

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

I have spoken to several of my neighbors and people are either ignoring the sign or crossing the boulevard, what will it take to get this removed? Signatures?

I look forward to your reply. Thanks for looking after our interests





From: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Sent: Monday, May 27, 2019 12:46:41 PM
To:
Subject: RE: Contact Your City Councillor Submission: New u-turn, Lawson heights

Hi

Thank you for sharing your concern. Can you please confirm where the sign is, so I can swing by and take a look. Also, let me know what your concerns are. If it was placed there due to consultation with the neighbourhood we'll need good cause to go against that and take it down.

Randy Donauer, Pro. Dir. | tel 306.244.6634
City Councillor, Ward 5
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[@randydonauer](#)
[facebook.com/donauerward5](https://www.facebook.com/donauerward5)

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

From:
Sent: May 9, 2019 3:24 PM
To: Donauer, Randy (City Councillor) <Randy.Donauer@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: New u-turn, Lawson heights

Submitted on Thursday, May 9, 2019 - 15:24
Submitted by user: Anonymous

First Name: .
Last Name: .
Address
Email: .
Phone: (
Other Phone:
City: Saskatoon
Province: Saskatchewan
Councillor: Ward 5 - Randy Donauer

==== Message ====

Subject: New u-turn, Lawson heights

Message: I have been going back and fourth with Tom Simpson regarding a new u-turn sign on Lenore drive in Lawson heights that was placed due a safety concern raised in a silverwood heights traffic review. He advised you were a member of this committee and as my councillor, would be best placed to

discuss what can be done to have it removed.

Attachment:

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Kelts, Sheliza

From: Eglan, Martina
Sent: Monday, June 17, 2019 3:17 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: River Heights/ Lawson Heights

Hello

just called wondering there isn't a 3 way stop at the corner of Pinehouse Dr and Saguenay Dr. She said multiple people are disappointed at how long it takes to turn left onto Pinehouse. She would like to see some type of traffic control at this intersection.

Thank you

Martina Eglan | tel 306.975.2476

Service Saskatoon Contact Centre

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

martina.eglan@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From: Kowalchuk, Amy
Sent: Tuesday, June 18, 2019 1:08 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: River Heights Engage

Good Afternoon,

received an Engage letter but is wondering if it is for a different neighborhood.

There are certain things that came up in the meeting that were not addressed in this letter that he received. Pinehouse drive for instance was not in the River Heights traffic plan. Can someone please contact [redacted] to discuss? He is ok with email.

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

amy.kowalchuk@saskatoon.ca

www.saskatoon.ca

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Kelts, Sheliza

From:
Sent: Tuesday, June 18, 2019 7:25 PM
To: Baudais, Nathalie
Subject: Re: River Heights Engage Letter

Thank you Nathalie. Just to clarify, will those of us with a Pine House Drive address that received this last letter ALSO receive the Lawson Heights letter?

When might we expect to see it?

On Tue, Jun 18, 2019, 4:08 PM Baudais, Nathalie, <Nathalie.Baudais@saskatoon.ca> wrote:

Hello

I understand that you have recently received a flyer regarding the implementation for the River Heights Neighbourhood Traffic Review. I apologize for any confusion that this may have caused. There are two separate neighbourhood traffic reviews and the mail delivery has overlapping boundaries.

The Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review is currently underway. Pinehouse Drive is being considered as part of this review.

Please let me know if you have any further questions.

Thanks,

Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

Treaty 6 Territory & Homeland of the Métis

nathalie.baudais@saskatoon.ca

www.saskatoon.ca

*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*

Kelts, Sheliza

From: Simpson, Tom
Sent: Monday, June 24, 2019 3:28 PM
To: |
Cc: Web E-mail - Transportation
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Thank you for the enquiry. I will ask our Senior Engineer to review this location.

There are a few options when it comes to crosswalks:

- Unmarked
- Standard
- Zebra
- Pedestrian Corridor
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

In addition there are a number of conditions that must be met for each installation:

- Total pedestrians crossing
- Distance to cross
- Speed of traffic
- Proximity to a signalized intersection
- Etc.

Prior to any installation or changes for any crosswalk our Engineering Section will review the request, and if necessary, do some counts, pedestrian and vehicular.

Please feel free to contact me directly with any transportation related concern,

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

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Monday, June 24, 2019 9:25 AM

To: Web E-mail - Transportation <Transportation@Saskatoon.ca>

Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1120

Issues: PEDESTRIAN SAFETY,

Name:

Email:

Phone: :

Comment: Hello, We live on _____ in Lawson Heights and our kids _____ for our area. We are inquiring about getting a pedestrian crossing light at one of the crosswalks on Pinehouse Drive between the Soccer Centre Entrance and Reindeer Road. Our kids like to bike and walk to school and crossing Pinehouse is a major safety concern for kids because of the speed of traffic and the amount of parked cars on the street.

Attachment:

Kelts, Sheliza

From:
Sent: Friday, September 06, 2019 4:43 PM
To: Kelts, Sheliza
Subject: Re: Traffic concerns

Ok.
No problem. As long as it's being worked on.
I'm ok with that.

On Fri, Sep 6, 2019, 4:37 PM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

Hi

Unfortunately, I do not have a plan for you at this time. I will have it ready for you on October 3rd which is when we are planning our next meeting in your neighbourhood (we have not started advertising for the meeting yet).

Take care,

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

From: (_____
Sent: Wednesday, September 04, 2019 12:26 PM
To: Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Traffic concerns

Hi Sheliza.

It's _____ from _____ : once again.

I'm just wondering what kind of data was collected last June from the speeding traffic on Laloche Road??

As you are well aware, school is back in session and the lunch hour and after school "racing" has resumed.

All we are seeing around here is Police presence in the school zones pulling drivers over. Nothing new.
Still nothing in the residential areas where the real problem is.

Can you share the plan with me??

Thank you

On Wed, May 1, 2019, 4:49 PM < > wrote:

Ok.

Thank you very much for getting back to me and clarifying.

On Wed, May 1, 2019, 4:32 PM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

Hi

Thank you for the email.

I wanted to let you know that no, this is not the end of our efforts. As previously stated, we will continue to receive comments through emails, phone calls, and Engage page until May 10th, 2019. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood. I look forward to hearing from you again once you have review the draft traffic plan.

Have a great day!

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

From: ' _____ ailtc _____
Sent: Monday, April 29, 2019 10:31 AM
To: Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Traffic concerns

Hi Sheliza.

Attached below, you will see a photo of the speed indicating sign on my street where I live.

I do appreciate the effort, but unfortunately the message did not reach the target driver audience of the local high school drivers.

Easter break was last week and they were not in school.

The signage was in place for 2 days.

I hope, this is not the end of the effort to curb speeding on my street and surrounding areas of my neighborhood.

The traffic Sergeant who visited my home location had some very good "covert" suggestions in gathering data from all drivers on my street. That sign wasn't very sneaky. You will never get any REAL data with that.

Due to the school spring break, traffic was VERY quiet last week.

Thanks

On Tue, Apr 16, 2019, 10:43 AM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

That is great news!

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

From:
Sent: Tuesday, April 16, 2019 10:38 AM
To: Kelts, Sheliza <Sheliza.Kelts@Saskatoon.ca>
Subject: Re: Traffic concerns

Hi Sheliza.

I did in fact make it to the meeting.

I'm very glad I was able to attend and I feel very confident that I was heard.

Especially when the traffic Sergeant showed up to my house and street personally.....the next day!

He said my street has been added to his watch list.

Thankyou.

On Tue, Apr 16, 2019, 10:32 AM Kelts, Sheliza, <Sheliza.Kelts@saskatoon.ca> wrote:

Hello

Thank you for providing your comments regarding neighbourhood traffic in the Lawson Heights neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Engage page until May 10th, 2019. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

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

Thank you again for your email,

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

From: _____
Sent: Wednesday, April 10, 2019 9:41 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns

Hi.

I may or may not be able to attend the Lawson Heights Suburban Center review at the Lawson Heights Alliance Church on Thursday April 11.

So, I'd like to voice my concerns here, and now.

The excessive speeding on Laloche Road (both north and southbound), is staggering. I have no idea what makes a residential street off a busy thoroughfare SOOO attractive to floor the accelerator of your car and go as fast as possible.

It's baffling.

I am ON RECORD with the city police with making official complaints with the appropriate department. I called 3-4 times last summer months.

Nothing. Not one cruiser showed up.

I even suggested that they park in front of my house out of sight!!! It's perfect. The (mostly) high school kids reach top speed at that point. There is rumors that there is "timed" racing around this area as well.

This needs to get under control. It's been going on WAAAY too long.

Thankyou

Kelts, Sheliza

From:
Sent: Friday, September 13, 2019 1:41 PM
To: Kelts, Sheliza
Subject: Lawson Heights Traffic Review

I tried to log on to the online site for the Lawson Heights Traffic Review and it said there was no such site!

I used the info on the flier that was in our mail box.

Please help me !

Kelts, Sheliza

From:
Sent: Friday, September 13, 2019 2:19 PM
To: Kelts, Sheliza
Subject: Neighbourhood Traffic Review/Lawson Heights

Hi Sheliza,

I am wondering what changes are being projected for Lawson Heights. I have lived in Lawson Heights for over 30 years and don't feel there need to be any changes. The only thing I would like is to have the drag racing on Lenore eliminated.

I have a previous commitment on October 3rd, is there any way to find out the proposals are so I can in writing add my 2 cents worth?

Thanks,

Kelts, Sheliza

From:
Sent: Sunday, September 15, 2019 9:16 AM
To: Kelts, Sheliza
Subject: Lawson Heights neighbourhood traffic review

I very much agree with many of the traffic concerns that are posted on Saskatoon.ca/engage page, and specifically:

Reindeer and Redberry: please add stop signs on Redberry to make this a 3-way stop junction. There is often confusion and congestion during times when children are crossing Redberry to get to school, with children trying to decide if it is safe to cross - and particularly more challenging in winter, as children try to climb over snow mounds that are often not cleared when streets are cleaned. Turning onto Redberry (left or right) from Reindeer can be challenging at times due to limited visibility with cars that are parked along Redberry, as well when a bus is stopped right at the corner.

Pinehouse and Reindeer: Please make this 3-way stop junction. Turning onto Pinehouse from Reindeer can be very challenging, particularly during winter months when roads are slippery. As well, visibility is often limited with cars parked along Pinehouse.

Pinehouse and where path from Cochin Cres exit onto Pinehouse (across from tennis courts). Please add a pedestrian crossing just east of here, right where entrance to Umea Soccer field parking lots is located. I realize that there is a pedestrian crossing at Pinehouse and La Ronge. However, most that take this path are walking/biking to Lawson Civic Centre, Lawson soccer centre and Umea fields, Lawson Mall, biking to university etc. and do not backtrack to that corner to cross Pinehouse. So most that exit this path cross the road at this point. It would improve pedestrian/bike traffic at this junction if a pedestrian crosswalk can be added.

Whiteswan and Lenore: please make this 3-way stop junction. Getting onto and leaving from Meewasin trail at this corner, as a pedestrian, is at times frightening. This is a difficult corner, as the Meewasin trail exits onto middle of a very wide intersection. Vehicles often travel fast and do not yield to pedestrians. And those traveling down Lenore often do not slow down, when making a right turn.

Thank you!

Kelts, Sheliza

From:
Sent: Monday, September 16, 2019 1:52 PM
To: Kelts, Sheliza
Subject: Lawson Heights traffic

My biggest concern is we lost our dedicated turn lane from 51st east onto Warman south. What's with that?

Kelts, Sheliza

From:
Sent: Thursday, October 31, 2019 7:57 AM
To: Baudais, Nathalie
Cc:

Subject: My recommendations to the Lawson Heights Traffic Review - LAST DAY TO SEND YOUR SUBMISSIONS
Attachments: Lawson traffic map.jpg; 13 Traffic issues.jpg; Solar Pedestrian signal.jpg; City Traffic site info.jpg; Traffic subscribe site.jpg
Importance: High

TODAY IS LAST DAY TO SEND YOUR SUBMISSIONS!

A number of us from the neighbourhood went to the Traffic meeting October 3rd.

Attached are the 13 Traffic issues discussed, traffic map details, picture of Solar Pedestrian signal, City website traffic site as well as the subscription site to get all immediate email info on this Traffic issue.

Several items deal with some type of lights for pedestrian crossings.
The "approximate" costs of different options below.

Well over \$100,000 - Overhead electrically powered traffic control as on Lenore and east end Redberry Road.

\$45,000 - Overhead electrically powered amber flashing light as on Lenore and La Loche.
These are too costly initially and in the long run.
You could have 2 of the Solar powered at 2 locations and protect more pedestrians for approximately the same cost. **GO GREEN!**

\$25,000 – 3 **Solar powered** pedestrian activated flashing amber LED lights on a 6 foot pedestal. Even though the \$45,000 - Overhead electrically powered amber flashing light may be a little more visible, the Solar powered are almost half the initial cost and after that are **no electrical cost, no pressure on electrical grid, and work during a power outage.**

GO GREEN!

\$250 – One STOP sign

\$2500 for 3 stop signs and median islands Reindeer & Pinehouse

\$5000 to \$7000 for permanent concrete median island (difference in cost does not justify 10 to 14 times the cost rubber)

\$500 for a rubber median island LaRonge and Pinehouse

STAY WITH RUBBER IN ALL CASES AND REDUCE SPEED IN 10 TIME MORE PLACE AT SAME COST!

Helps city become tire neutral!

Below are my feeling on some of the items as all dollars spent are OUR DOLLARS.

Money might be saved, spent on better projects or help reduce taxes.

1. NO! - Sidewalk on north side Lenore from Russell to Warman – New sidewalk just made on south side. my view from my window includes the wall and north side of street. VERY FEW people ever walk there! COST NOT JUSTIFIED!
2. NO! - Change to Solar Pedestrian control due to good visibility area – Reduce cost now and ALSO long term re **Solar powered** (think **GREEN**)
3. YES! – Also consider **removal in front of Marion Graham school** – currently there are several crosswalks near Marion – minimal foot traffic across road in front of school
4. YES!
5. YES! However only use the \$500 for a rubber median island LaRonge and Pinehouse - **STAY WITH RUBBER IN ALL CASES AND REDUCE SPEED IN 10 TIME MORE PLACE AT SAME COST! Helps city become tire neutral! GO GREEN!!**
6. YES!
7. YES!
8. YES!
9. NO! – If parking restriction of one vehicle length implemented on the south west corner of intersection, visibility is a minimal issue, tree can be trimmed and the cost saving is significant re no sidewalk & ramp reconstruction.
10. YES!
11. YES!
12. NO! – Lots of room to walk and traffic in that parking area is at very reduced speed
13. YES!

Kelts, Sheliza

From:
Sent: Thursday, October 31, 2019 1:57 PM
To: Baudais, Nathalie
Subject: My feedback of the Lawson Heights traffic plan.

Hello Nathalie Baudais,

These are my wife's & my recommendations with regard to the Lawson Heights Suburban Centre Draft Neighbourhood Traffic Plan.

1. No! I don't agree with installing a sidewalk on the north side of Lenore Drive between Warman Road & Primrose Drive. A new sidewalk on the south side is enough. Very few people walk on the north side.
2. No! Use solar powered control due to good visibility area. Reduce cost now & long term. Go Green!
3. Yes! Also consider removal of School Zone on south side, east bound traffic, in front of Marion Graham School. There are currently several crosswalks near Marion Graham with minimal foot traffic across the road in front of the school.
4. Yes! Remove U-turn restriction.
5. Yes! But use \$500 rubber median island @ LaRonge & Pinehouse. Stay with rubber in all cases. Go Green & help city become tire neutral.
6. Yes! Restrict parking on north side of Pinehouse Drive to clear driveway sight lines.
7. Yes! Relocate street name sign blade to be more visible.
8. Yes! Convert to a 3 way stop @ Pinehouse Drive & Reindeer Road to improve traffic operations & pedestrian safety.

9. No! If parking is restricted to one vehicle length on the southwest corner of the intersection, visibility is a minimal issue. Save costs by trimming tree, no sidewalk & no ramp reconstruction.

10. Yes! Improve site lines @ Redberry Road & La Loche Road/Turtle Crescent by trimming the trees on the northeast corner.

11. Yes! Add speed display solar boards (both directions) to help reduce speed on Whiteswan Drive between Lenore Drive & Pinehouse Drive. I know of one death because of speeding on that road.

12. No! There is lots of room to walk in that parking area. Install Slow Speed signs & or Watch for Pedestrian signs to improve pedestrian safety.

13. Yes! Review the traffic signal timing @ Primrose Drive & Pinehouse Drive.

I hope you will consider our recommendations to help traffic & pedestrian safety, help save money, provide money for better projects & help reduce taxes.

Thank you,

Kelts, Sheliza

From: Kelts, Sheliza
Sent: Wednesday, November 06, 2019 10:49 AM
To: 'pipe77@msn.com'
Subject: RE: Lawson Heights traffic review - comments

Hello

Thank you for taking the time to submit your comments for the Lawson Heights Neighbourhood Traffic Review. I will include your comments in the project file.

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

From: .
Sent: Thursday, October 31, 2019 4:39 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Lawson Heights traffic review - comments

Oct 3 discussion. Group 1 suggested:

Lenore Drive & Redberry Road: Currently a Pedestrian Activated Signal device. Would like to see this changed to an Active Pedestrian Corridor device to allow for more effective traffic flow.

This would be the east Redberry/Lenore intersection. I strongly agree with the suggestion to switch this traffic light to an active pedestrian corridor. I own the property () on which one of the traffic light/poles is installed so extremely familiar with the pedestrian and vehicular traffic at this intersection. Some observations:

- pedestrians crossing often to not wait for the light, they press the button and walk, as there is a delay before the orange>red appears. There is a false sense of security for pedestrians.
- A traffic light still allows red turn on red, potentially leading drivers to watch the light and not pedestrians. A designated crosswalk light would be a reminder that this system is for pedestrian crossing not a regular lighted traffic intersection.
- traffic lights are only east/west bound at the 3 way intersection - drivers turning onto Lenore from Redberry have a stop sign. this combination is confusing and leads to drivers trying to watch traffic signals meant for other drivers to judge what is happening. I've seen many near accidents and a couple accidents, likely due to this and other issues i'm outlining.
- multiple lengthy red lights hinders traffic flow
- the combination of 2 light poles, fire hydrant, and large light control box creates a visibility issue for eastbound Lenore drivers and northbound Redberry drivers, often difficult to see cars and pedestrians approaching the intersection. I'd also be willing to remove a large shrub that is further back but would further help visibility.
- light pollution - many homes very near that night. the changing green/orange/red is a nuisance.

- noise pollution - there is constant beeping from the traffic light system, and the frequent red lights creates a lot of stop and go traffic.
- this traffic light constantly malfunctions, and will randomly change to red every 30 seconds to a minute. this is always repaired in time but the issue seems to reoccur too often.
- U-turns should be allowed at this intersection (and cannot be under the current traffic light system). there are several duplex residences on the north side of the street where drivers have little choice but to make an u-turn or partial u-turn to get to their driveways.



- Engage
 - Background
 - Process
- Engage

Engage

Thank you to everyone who sent in transportation concerns for the Lawson Heights - Lawson Heights Suburban Centre Neighbourhood Traffic review. The Transportation Division considered the feedback received, analyzed traffic data and conducted field observations to develop a Draft Neighbourhood Traffic Plan with recommendations.

Comments are now closed and are being considered in finalizing the Traffic Plan. If you missed it, you can review the presentation and meeting minutes from the second community held on Thursday, October 3. If you were unable to attend the first community meeting or would like to revisit what was discussed, see the meeting presentation and minutes.

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Timeline

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- April 11, 2019**
- Meeting #1 - Identify Traffic Issues

-

- Spring 2019**
- Data Collection

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- Summer 2019**
- Develop Draft Traffic Plan

-

- October 3, 2019**

12 Comments

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• a month ago

I think a good change to the pedestrian crossing at the corner of Redberry Road Wathaman/Frobisher Crescent would be to bulb the corners of the sidewalks at both sides thereby decreasing the distance of the pedestrian crossing, together with the addition of a median island, both of these changes are similar to that already in place at the other end of the school zone at the corner of Redberry Road and Reindeer Road.

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**Nathalie Baudais, Transp. Eng.** Mod →

• a month ago

Thanks for the comment . We'll consider this as we finalize the traffic plan.

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• 6 months ago

My name is _____ and I have lived _____ for ten years. I would like to add my concerns and observations to the current traffic review.

I am also concerned with the speeding and traffic noise that occurs along Whiteswan. I live about halfway between _____, I am adjacent to a _____ and _____. Because I live in the middle of the road, by the time the cars get to my house they are often traveling above the speed limit. We, (my family and I) have experienced many unsafe traffic practices over the years. The most disconcerting incident occurred several years ago when _____ were wanting to cross the street to play catch in the park. While crossing in the crosswalk they were almost hit by a car. One car stopped to let them cross but the vehicle behind them passed the stopped vehicle as my family was crossing. Luckily my family was not hit.

It is not uncommon to see vehicles passing other vehicles that are doing the speed limit. We also see a lot of motorcycles traveling in packs and stunting. The other day I witnessed a motorcycle doing a " wheelie " driving down Whiteswan. The motorcycles rev their engines as they cruise along the street and creat a lot of noise. Two nights ago I was awakened by car racing.

I have read the minutes from the meeting and I am deeply concerned that several people have suggested removing the stop sign at Whiteswan/Spadina and Pinehouse, in my mind this will only increase the speed at which people travel along Whiteswan Drive. If they have no reason to stop or slow down I think it will create more problems with respect to speed. Traveling all the way from Silverwood to Thirty third street without any reason to stop seems like an invitation to use Whiteswan/Spadina as a freeway and I think it could possibly divert traffic from Warman road as it would be quicker than having to deal with the traffic lights on Warman Road. I do not think we want to increase traffic flow into the area nor do we want to encourage more speeding and drag racing. Long stretches of uncontrolled traffic seem problematic to me.

If anything, I think we need to make vehicles stop or slow down more. Perhaps a three way stop sign at Lenore and or other traffic calming measures.

Thank you for your time, and can I ask that you add this letter to your public forum with respect to this meeting.

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Nathalie Baudais, Transp. Eng. Mod →

6 months ago

Thank you for sharing your concerns, neighbourhood traffic review.

Your concerns will be considered as part of the

You are correct that removing the stop sign from the intersection Whiteswan / Spadine & Pinehouse could increase travelling speeds along the corridor. Arterial corridors are outside the scope of the neighbourhood traffic review; however, we will collect speed data to verify if a temporary speed display board may be worthwhile.

Noise concerns are not addressed through the neighbourhood traffic reviews. They are also very difficult to enforce since the drivers are often gone by the time the police are dispatched to the location. I believe that the Saskatoon Police Service is planning a motorcycle education campaign along Spadina Crescent in late Spring.

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6 months ago

I submit these topics for consideration:

Reindeer & Pinehouse - we would like to see either a traffic circle or a 3-way stop. This would slow down traffic on Pinehouse and make it easier to make a left-hand turn from Reindeer onto Pinehouse. The slope of the hill combined with constant on-street parking near the intersection make for very poor visibility, as well as constant on-street parking to the right, making it very difficult to see oncoming traffic. There will soon be increased traffic due to the new condo building nearby on Pinehouse, making it even more difficult to make that left-hand turn.

Pinehouse & Primrose Dr intersection - the traffic light cycle is in serious need of better balance. The green light for Pinehouse traffic lasts a maximum of 8-10 seconds (sometimes I swear it's even shorter). With driver inattention/phone use, it often takes the first car at the intersection 4-5 seconds to go through, and often only 3 or 4 cars can get through before the light goes red. The light favouring Primrose Dr lasts much longer than necessary for traffic volume for most of the day. There is a reason that many years ago, drivers turned the intersection into an unofficial dual left-turn, out of sheer necessity. If you are unlucky enough to be behind a city bus, there is no hope of getting through. As above, the addition of a new condo building on Pinehouse will increase the traffic at this intersection.

Lenore & Warman/Wanuskewin intersection - requires a countdown sign, similar to that at the intersection of Arcola and Prince of Wales Dr in Regina. It would be so very helpful for drivers to know when to anticipate a change of light there, reducing the chances of red-light running and rear-ender accidents.

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Nathalie Baudais, Transp. Eng. Mod →

6 months ago

Hello

Thanks for submitting your concerns for the Lawson Heights neighbourhood.

The intersection of Reindeer Road & Pinehouse Drive will be reviewed as part of the NTR study. We will also collect the traffic data needed to review the traffic signal timing of Pinehouse Drive & Primrose Drive.

For the Lenore Drive & Warman Road / Wanuskewin Drive intersection, I think that you are requesting pedestrian countdown timers. Pedestrian countdown timers are intended and best suited for locations with heavy pedestrian activity. Pedestrian countdown timers are not meant to provide an indication to motorists as to when the light will change from green to amber.

Because of the complexity of the signal timing at vehicle activated intersections such as 51st Street & Warman Road, the pedestrian cycle is not always called and cannot be displayed reliably since the pedestrian signals are activated by pushbuttons for optimal intersection efficiency. If there are no pedestrians, the walk light and countdown timers will not be displayed to drivers. There is the possibility that the countdown timer would reach zero and while the vehicle signal is still green (before the vehicle signal changes to amber). This could send misleading information to drivers who may be anticipating the signal to change from green to amber when the countdown timer reaches zero.

Motorists should pay attention to the vehicle signals for their cue on when to slow down. The amber light is 3.8 seconds for both Warman Road and 51st Street. The duration of the amber light is calculated based on the speed limit and should provide sufficient time for vehicles to come to a full stop at a comfortable deceleration rate or proceed through the intersection on amber if unable to stop safely. The red light camera system will not issue a ticket to vehicles that cross the stop line when the light is amber, only to those running the red light.

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• 7 months ago



Adjust the speed limit on Redberry to 40km/h. The reasons: all residential properties along this street, 2 schools, and would improve safety for pedestrians.

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Nathalie Baudais, Transp. Eng. Mod ➔ • 7 months ago

Hello The Administration is undertaking a review of residential speed limits. The report will be presented to Council in the fall.

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• 8 months ago



would request review of wathaman - during school hours this becomes a shortcut around the school zone

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

We will add this location to the list of locations to review.

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• 8 months ago



I am writing about the stretch of road where Reindeer meets Redberry. There is a school and playground there and currently, no stop signs on Redberry and I'd like to suggest implementing a three-way stop.

1. It's difficult to see traffic when sitting at the stop on Reindeer given parking in both direction.
2. The speeding, especially in the summer, is out of control given that Redberry has few stops and thus, provides a nice stretch of raceway.
3. There is evidence of said problems given the number of times the media signs had been replaced to the point they are no longer replaced.

A three-way stop would increase safety, allow easier turning (especially when school gets out), and greatly reduce the speed.

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Nathalie Baudais, Transp. Eng. Mod →

• 8 months ago

Thank you for providing your comments regarding neighbourhood traffic in Lawson Heights-Lawson Heights Suburban Centre. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, Engage page and at the upcoming public meeting on April 11. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

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ALSO ON CITY OF SASKATOON

Blairmore Suburban Centre

19 comments • 8 months ago

 **Nathalie Baudais, Transp. Eng.** — Hello
AvatarHart Road will be included in the neighbourhood traffic review, as well as the intersection of Hart

Briarwood

15 comments • 8 months ago

 **Nathalie Baudais, Transp. Eng.** — As part of the
Avatarneighbourhood traffic review, we will collect and review speed data for Briarwood Road between

College Park-College Park East

1 comment • 2 years ago

 — Yield signs should be installed
Avataron McGill, Yale and Cambridge where they intersect Carlton Drive. Virtually all drivers traveling

Nutana Park

19 comments • 8 months ago

 **Nathalie Baudais, Transp. Eng.** — Hi
AvatarAn Active Pedestrian Corridor is scheduled for installation at the Preston Avenue & East Drive

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The scope of the Neighbourhood Traffic Review is for the local and collector streets in the neighbourhood. Concerns regarding arterial streets will be addressed through a separate process. Please identify the location you have concerns about specific to the neighbourhood identified above using an intersection, street name, address or other indicator.	Please help us understand why you selected the answer above. Add a description of your concern.
Open-Ended Response	Open-Ended Response
Lenore drive and laloche road. Someone put a no u-turn sign there without consideration of traffic flow	There is no safety concern at this intersection and drivers on the south side of Lenore have to now travel and additional kilometre per day to get home
Redberry Road	Traffic speeding through this area consistently. Likely due to the width Redberry Road making it more conducive to speeding. Suggest adjusting the speed limit to 40km/h. More enforcement also required in the two school zones on this street.
Due to tree shading the street light there is a dark zone for pedestrians crossing E-W where Reindeer Road meets Pinehouse Drive. Drivers turning from both directions on Pinehouse Drive will not see pedestrians well at night.	E-W crosswalk (and both N-S crosswalks) needs painting, much better lighting and signage.
Pedestrians often afraid to cross N-S from LaRonge Road over Pinehouse Drive.	Needs better signage, painting, lighting, and some police enforcement.
A traffic review that leads to the installation of scattered flow restriction infrastructure at problem locations but that does not also create ways of improving traffic flow will create worse congestion and a net loss for safety, efficiency, and quality of life.	Have submitted a five page document to the NTR, with seven recommendations.
Where Reindeer Road meets Primrose Drive there is a dark zone at night, as tree shades nearest street light. The E-W crossing and both N-S crossings need much better lighting and painting.	Know people that have been injured at that pedestrian crossing. See close calls.
Pedestrians often afraid to cross Pinehouse Drive from LaRonge Road. Needs painting, signage, lighting, and sometimes enforcement.	Visual observations over forty years
Lenore/Wanuskewin Road. The new design makes it seem dangerous to turn left coming from the north on Wanuskewin Road because of a very poor sight line of oncoming cars from the south. I rarely go to Michael's independent anymore because of the increased difficulty getting onto 51st/Lenore since the changes. Also, would like to see access from Lawson Heights to River Heights opened up through access through Coppermine Crescent. The City should not be turning streets into personal cul de sacs. That increases driving distance to access River Heights and contributes to increased gas usage and greenhouse gases.	There have been speed bumps in some areas of the City, and low vehicles like mine must almost stop to go over them comfortably. We have a speed limit, and these require that vehicles go less than speed limit and should not be part of the City's traffic measures.
Spadina and Pinehouse intersection and parking along the entire length of Pinehouse Drive.	Speeding: drivers turn onto Pinehouse Drive from Spadina and accelerate to far above the speed limit, roaring their engines at the same time. Dangerous and annoying. Traffic Safety: cyclists hardly ever stop at the Pinehouse and Spadina intersection causing issues with other vehicles and pedestrians. Traffic control: vehicles park on the street for weeks at a time during the winter and disrupt the snow removal process and get covered in snow and road grime so you cannot see through them at intersections.
La Loche Road Redberry Road Redberry and Reindeer intersection	People speed down Redberry. Speeding down La Loche. U-Turns happening in front of Lawson Heights school. Sight obstructions on Reindeer and Redberry (you can't see people coming up the hill as well as parking on the west side of the road makes it hard to see if anyone is coming - a 3 way stop here would be great. Outside Lawson Heights School people speed through that school zone if they are turning onto reindeer road.
Intersection of Pinehouse Drive and La Ronge Rd.	3 way stop would enhance traffic on to Pinehouse Drive and more safely.
The Lawson heights school on Redberry Road and the crosswalk by Frobisher and wathaman crescent is a concern. Many cars speed up after the school and the road goes down a hill and they do not slow down or stop for the pedestrians. I have even noticed city buses do the same and do not stop. I have seen cars get into accidents and lose control because they are going down the icy hill and try to stop quickly when they see the kids crossing. It seems very unsafe for all the kids that are walking to school.	The kids crossing the street and getting hit by a car
Pinehouse Drive	Speeding up and down street. Cars not stopping for pedestrians at marked crosswalks
Redberry Rd & Reindeer Rd intersection	Please do not put a 3 way stop at this location. If any traffic measures are considered please consider a traffic circle to keep flow of traffic. There appears to be ample room. Also the bus stop close to this intersection can often create concerns. The landscaping on private property combined with the ability for close parking to the intersection on the SW side of the intersection is also problematic.