

# Holiday Park – King George Neighbourhood Traffic Review

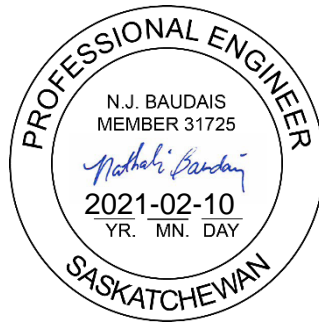


Authorization

Prepared By:



Mariniel Flores, P.Eng.  
Transportation Engineer



Nathalie Baudais, P.Eng.  
Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.  
Transportation Engineering Manager

### Acknowledgements

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

- Holiday Park – King George residents
- Holiday Park – King George Community Association
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor Hilary Gough

### Executive Summary

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

A public meeting was held in October 2019 to identify traffic concerns and potential solutions within the Holiday Park – King George neighbourhoods. As a result of the meeting, a number of traffic assessments was 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 December 2020.

A summary of recommended improvements for the Holiday Park – King George 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](#) document, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

The Holiday Park – King George Traffic Plan is illustrated in Exhibit ES-1.

## Holiday Park – King George Neighbourhood Traffic Review

Table ES-1: Holiday Park – King George Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	17 <sup>th</sup> Street and Avenue J	Relocate parking prohibition sign on northeast corner to 15 metres from crosswalk on 17 <sup>th</sup> Street	Improve pedestrian safety
2	17 <sup>th</sup> Street and Avenue H	Relocate northbound stop sign south of zebra crosswalk	Improve visibility of four-way stop signs
		Install additional northbound stop sign on west side of the south leg	
		Install Stop Ahead warning sign in the northbound and southbound directions	Improve driver stop compliance
		Install stop bars on all four legs	
Install standard crosswalks on all legs			
3	16 <sup>th</sup> Street and Avenue K	Install curb extension on southwest corner of 16 <sup>th</sup> Street	Reduce speed
		Send speed data to Saskatoon Police Service to consider for enforcement	
4	Victoria Park pathway midblock crossing of Avenue G	Collaborate with Parks Department to install a standard crosswalk and trim vegetation	Improve pedestrian safety
5	15 <sup>th</sup> Street and Avenue H	Install curb extension on southeast corner on Avenue H	Reduce speed and improve pedestrian safety
6	13 <sup>th</sup> Street and Avenue I (north intersection)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety
7	13 <sup>th</sup> Street and Avenue I (south intersection)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety
8	13 <sup>th</sup> Street and Avenue H	Install median island on north leg	Reduce speed
9	Avenue H and 12 <sup>th</sup> Street	Remove eastbound and southbound stop signs	Improve traffic operations
		Install eastbound and southbound curve warning signs	
10	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Install midblock pinch point on east side	Reduce traffic volume
11	11 <sup>th</sup> Street and Avenue K (west intersection)	Upgrade standard crosswalk to zebra crosswalk	Improve pedestrian safety
12	11 <sup>th</sup> Street and Avenue N (west intersection)	Relocate Pedestrian Crosswalk sign facing eastbound traffic farther west (west of tree)	Improve visibility of sign
13	Avenue O west side, north of Dudley Street	Relocate southbound School Zone sign farther south, closer to school zone	Improve compliance
14	Avenue O and Schuyler Street	Install curb extension on northeast corner of Avenue O	Reduce speed
		Send speed data to Saskatoon Police Service to consider for enforcement	
15	Avenue P and Schuyler Street	Install pedestrian accessibility ramps as per the Ramp Infill Program	Improve pedestrian accessibility

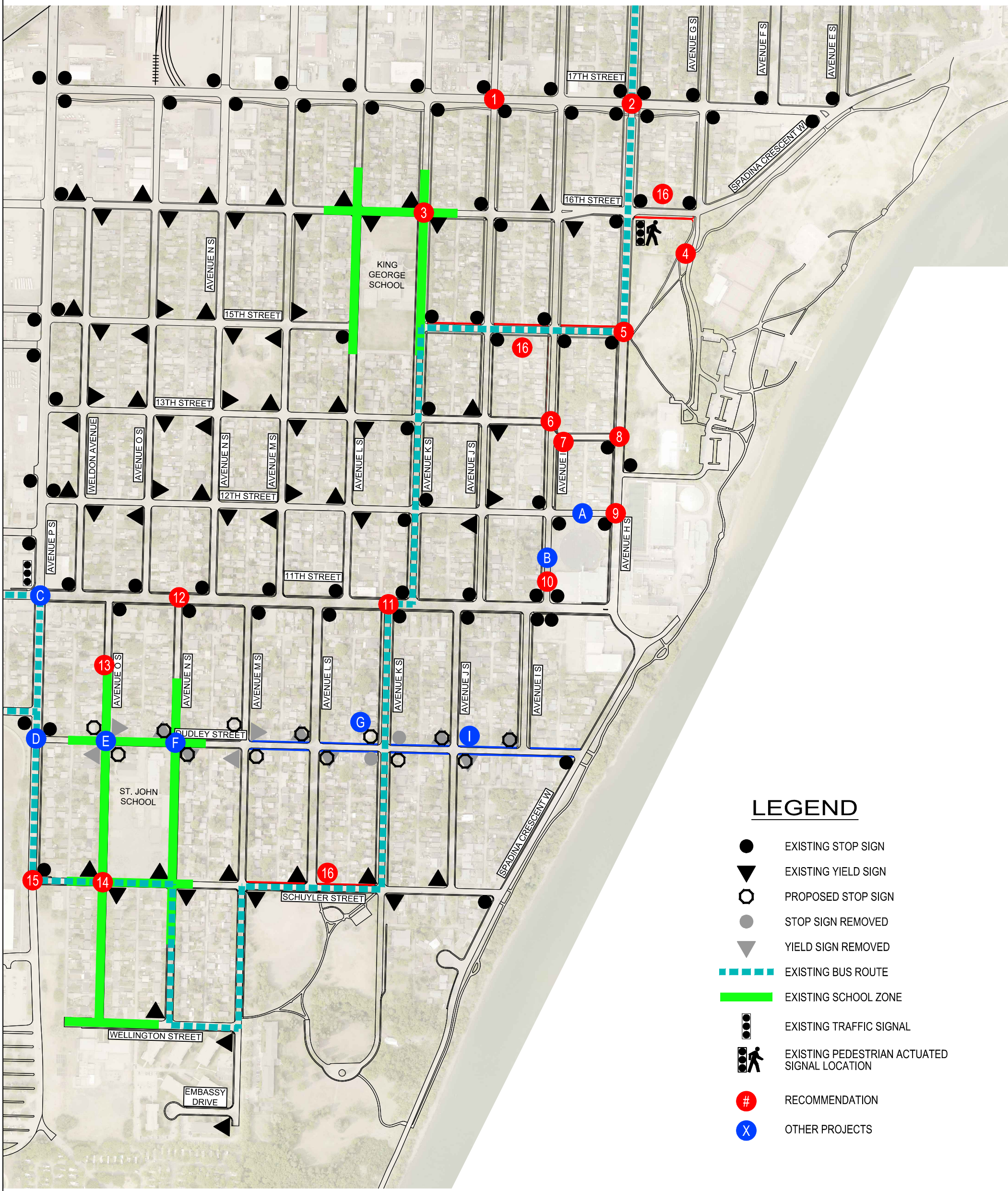
## Holiday Park – King George Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
16	15 <sup>th</sup> Street (Avenue H to Avenue K)	Install missing sidewalks as per the Sidewalk Infill Program	Improve pedestrian safety
	16 <sup>th</sup> Street (Avenue G to Avenue H)		
	Schuyler Street (Avenue K to Avenue M)		

Other Projects			
Item	Location	Project	Recommended Improvement
A	12 <sup>th</sup> Street (Avenue H to Avenue I)	Water Treatment Plant Project	Prohibit parking on the south side of 12 <sup>th</sup> Street
B	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)		Prohibit parking on the east side of Avenue I
C	11 <sup>th</sup> Street and Avenue P		Install permanent curb extension on southeast corner guiding eastbound vehicles into travel lane to replace temporary delineator posts
D	Avenue P and Dudley Street (South)	Neighbourhood Bikeways Project	Install pedestrian and cyclist activated signal
			Install curb extension on west side of Avenue P
E	Dudley Street and Avenue O		Install raised crosswalk on east leg
F	Dudley Street and Avenue N		Install raised crosswalk on west leg
G	Dudley Street and Avenue K		Install curb extensions on northwest, southwest, and southeast corners
H	Dudley Street (Avenue P to Spadina Crescent)		Revise traffic control to be stop control on all side streets (proposed stop signs shown on Exhibit ES-1)
I	Dudley Street (Avenue M to Spadina Crescent)		Install missing sidewalks

# HOLIDAY PARK - KING GEORGE TRAFFIC PLAN

Exhibit ES-1 Holiday Park - King George Traffic Plan



## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- PROPOSED STOP SIGN
- STOP SIGN REMOVED
- ▼ YIELD SIGN REMOVED
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- # RECOMMENDATION
- X OTHER PROJECTS

## Contents

Executive Summary.....	iii
1. Introduction .....	1
2. Identify Issues, Concerns and Possible Solutions.....	2
2.1. Speeding and Shortcutting .....	2
2.2. Pedestrian Safety .....	3
2.3. Traffic Control.....	4
2.4. Parking .....	1
2.5. Maintenance.....	2
2.6. Major Intersections and Corridors .....	2
3. Develop Draft Traffic Plan .....	4
3.1. Methodology.....	4
3.2. Traffic Volume and Speed Assessments.....	4
3.3. Traffic Control Assessments.....	7
3.4. Pedestrian Assessments .....	8
3.5. Traffic Signal Assessments .....	9
3.6. Collision Analysis .....	10
4. Present Traffic Plan .....	11
4.1. Methodology.....	11
4.2. Speeding and Shortcutting .....	11
4.3. Pedestrian Safety .....	12
4.1. Parking .....	12
4.2. Intersection Safety.....	13
4.3. Other Projects .....	14
4.4. Follow-up Consultation – Presentation of Traffic Plan.....	14
4.5. Engagement Summary.....	15
5. Implementation .....	16

## List of Figures

Exhibit ES-1: Holiday Park – King George Traffic Plan .....	vi
Exhibit 5-1: Recommended Holiday Park – King George Traffic Plan.....	22



### List of Tables

Table ES-1: Holiday Park – King George Neighbourhood Recommended Improvements .....	iv
Table 3-1: City of Saskatoon Street Classifications and Characteristics .....	5
Table 3-2: Speed Studies and Average Daily Traffic Counts (2020) .....	6
Table 3-3: All-Way Stop Warrant Criteria .....	7
Table 3-4: All-Way Stop Warrant Condition Requirements.....	8
Table 3-5: Pedestrian Assessments .....	9
Table 3-6: Traffic Signal Assessments .....	10
Table 4-1: Recommended Improvements – Speeding and Shortcutting .....	11
Table 4-2: Recommended Improvements – Pedestrian Safety .....	12
Table 4-3: Recommended Improvements – Parking .....	12
Table 4-4: Recommended Improvements – Intersection Safety .....	13
Table 4-5: Other Projects .....	14
Table 4-6: Public Meetings Summary.....	15
Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate .....	17
Table 5-2: Permanent Traffic Calming Cost Estimate.....	18
Table 5-3: Pedestrian Ramps Cost Estimate.....	18
Table 5-4: Sidewalks Cost Estimate .....	18
Table 5-5: Total Cost Estimate .....	19
Table 5-6: Holiday Park – King George Recommended Improvements .....	20

### List of Appendices

APPENDIX A: Public Meeting #1 – October 29, 2019
APPENDIX B: Traffic Data Collection
APPENDIX C: All-Way Stop Assessments
APPENDIX D: Pedestrian Device Assessments
APPENDIX E: Traffic Signal Warrant Assessments
APPENDIX F: Collision Analysis
APPENDIX G: Public Meeting #2 – December 15, 2020
APPENDIX H: Decision Matrix
APPENDIX I: Additional Concerns Received After Presentation of Draft Plan
APPENDIX J: Resident and Stakeholder Comments

# 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 Holiday Park – King George neighbourhoods.

The Holiday Park – King George neighbourhoods are bound by Gordie Howe Management Area to the south, Spadina Crescent to the east, Avenue P to the west and 17<sup>th</sup> Street to the north. The land use is residential. There are three schools and a number of parks.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic departments for feedback; make adjustments as needed; and present the plan to Standing Policy Committee on Transportation.
- **Stage 4** – Implement the proposed measures in specific time 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 October 2019 to identify traffic concerns within the Holiday Park – King George 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, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

### 2.1. Speeding and Shortcutting

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

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

- 11<sup>th</sup> Street
- 11<sup>th</sup> Street and Avenue P
- 12<sup>th</sup> Street
- 13<sup>th</sup> Street
- 15<sup>th</sup> Street
- 15<sup>th</sup> Street and Weldon Avenue
- 16<sup>th</sup> Street
- 17<sup>th</sup> Street
- 17<sup>th</sup> Street and Avenue E
- 17<sup>th</sup> Street and Avenue P
- Dudley Street
- Schuyler Street
- Avenue H
- Avenue H and 16<sup>th</sup> Street
- Avenue I
- Avenue J
- Avenue K
- Avenue L
- Avenue L and Dudley Street
- Avenue M
- Avenue M and Dudley Street
- Avenue M and Schuyler Street
- Avenue N
- Avenue O and 11<sup>th</sup> Street
- Avenue O and Dudley Street
- Avenue P
- Avenue P and Schuyler Street
- Back lane of 1000 block of Avenue J
- Spadina Crescent
- Spadina Crescent and 16<sup>th</sup> Street
- Spadina Crescent and 17<sup>th</sup> Street
- Schuyler Street
- Weldon Avenue
- Wellington Street
- Back lane of 11<sup>th</sup> Street (Avenue O to Avenue P)

## Holiday Park – King George Neighbourhood Traffic Review

---

The residents proposed the following solutions:

- Jersey barriers
- Enforcement
- Signage
- Improved traffic signal timing at 11<sup>th</sup> Street and Avenue P
- Change yield/stop signs to re-assign right-of-way
- Stop signs
- Curb extensions
- Pavement markings
- 'Trucks Prohibited' sign
- Keep/remove all-way stop control
- Parking prohibitions
- One-way street
- Traffic calming
- Lower the speed limit in residential areas
- School zone signs
- 'No Exit' or 'Not a Through Street' signs
- Create new access to Avenue P from Wellington Street
- Midblock crosswalk
- Additional 'Do Not Enter' signs
- Speed humps
- Retain on-street parking

### 2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states that the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide.

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

- 11<sup>th</sup> Street (Avenue I to Spadina Crescent)
- 11<sup>th</sup> Street and Avenue K
- 11<sup>th</sup> Street and Avenue L
- 11<sup>th</sup> Street and Avenue N
- 11<sup>th</sup> Street and Avenue P
- 15<sup>th</sup> Street
- 16<sup>th</sup> Street (Avenue G to Avenue H)
- 16<sup>th</sup> Street and Avenue G
- 17<sup>th</sup> Street
- 17<sup>th</sup> Street and Avenue E
- 500 block of Avenue M
- Avenue H and 12<sup>th</sup> Street
- Avenue H and 15<sup>th</sup> Street
- Avenue H and 16<sup>th</sup> Street
- Avenue H and 17<sup>th</sup> Street
- Avenue K and 17<sup>th</sup> Street
- Avenue M
- Avenue M and Schuyler Street
- Avenue P and Schuyler Street
- Dudley Street
- Schuyler Street
- Victoria Park pathway mid-block crossing of Avenue G
- Spadina Crescent and 17<sup>th</sup> Street
- Spadina Crescent south of 11<sup>th</sup> Street

The residents proposed the following solutions:

- Zebra crosswalk
- Overhead pedestrian device
- Sidewalks
- Pathways
- Curb extensions
- Pavement markings
- Improved visibility
- Active Pedestrian Corridor
- Stop signs
- Pedestrian accessibility ramps
- Raised crosswalk with flashing overhead pedestrian lights
- Road widening

### 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:

- 11<sup>th</sup> Street and Avenue I
- 11<sup>th</sup> Street and Avenue J
- 11<sup>th</sup> Street and Avenue L
- 11<sup>th</sup> Street and Avenue W
- 12<sup>th</sup> Street and Avenue H
- 12<sup>th</sup> Street and Avenue M
- 12<sup>th</sup> Street and Avenue N
- 13<sup>th</sup> Street and Avenue H
- 16<sup>th</sup> Street and Avenue G
- 17<sup>th</sup> Street and Avenue E
- Avenue H and 15<sup>th</sup> Street
- Avenue H and 16<sup>th</sup> Street
- Avenue H and 17<sup>th</sup> Street
- Avenue I and 13<sup>th</sup> Street
- Avenue K and Schuyler Street
- Avenue M and Schuyler Street
- Avenue N and Dudley Street
- Avenue N and Schuyler Street
- Avenue O and Schuyler Street
- Avenue P and 17<sup>th</sup> Street
- Avenue P and Schuyler Street
- Dudley Street and Avenue M
- Dudley Street and Spadina Crescent
- Spadina Crescent and Schuyler Street

Proposed solutions identified by residents:

- Remove stop signs
- Three-way stop
- Yield signs
- Change direction of stop signs to reassign right-of-way
- Stop signs
- All-way stops
- Traffic signals
- Improved street lighting
- Additional median signage
- Smaller median islands
- Improved pavement markings around median islands
- Improve visibility of stop signs
- Keep all-way stop
- Do not like stop and yield infill

### 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:

- 11<sup>th</sup> Street and Avenue K
- 11<sup>th</sup> Street and Avenue P
- 11<sup>th</sup> Street and Avenue N
- 17<sup>th</sup> Street (Avenue H to Avenue P)
- 17<sup>th</sup> Street and Avenue J
- 17<sup>th</sup> Street and Avenue K
- 17<sup>th</sup> Street and Avenue P
- 500 block of Avenue M
- Avenue O (Dudley Street to Schuyler Street)

Proposed solutions identified by residents:

- Parking prohibition signs
- Parking prohibition curb paint

### 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).

We received concerns regarding road and sidewalk conditions at the following locations:

- 11<sup>th</sup> Street
- Avenue K
- Avenue M
- Avenue N
- Avenue P

Concerns regarding tree trimming were received at the following locations:

- Spadina Crescent and Schuyler Street
- Spadina Crescent and Dudley Street
- Dudley Street and Avenue P

We received concerns regarding winter maintenance at the following locations:

- 11<sup>th</sup> Street and Avenue P
- Avenue P and 17<sup>th</sup> Street
- Spadina Crescent and 17<sup>th</sup> Street around temporary calming devices
- Avenue I
- Avenue M
- Victoria Park pathways

Other concerns regarding maintenance issues were identified at the following locations:

- 15<sup>th</sup> Street and Avenue H
  - Damaged sign on median island
  - Improve visibility of concrete median islands
- Avenue N
  - Ponding issue
- Dudley Street (Avenue M to Avenue N)
  - Speed limit sign obstructed by tree

### 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.



## Holiday Park – King George Neighbourhood Traffic Review

---

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

- 11<sup>th</sup> Street
  - Noise from Circle Drive
- 11<sup>th</sup> Street and Avenue P
  - Delays for northbound through and left turning traffic especially when there are large events at Gordie Howe Sports Complex
  - Pavement markings to remind drivers of the lane designations
  - Directional closure suggested
  - Median island on the east leg
    - should have been temporarily installed
    - makes some turning movements difficult
    - not visible
    - too large
  - Eastbound traffic
    - Eastbound drivers continuing to drive in the parking lane, east of the intersection; lane is narrow due to traffic delineators
    - Long queue lengths for eastbound left turning traffic
    - Confusion over eastbound lane designations
    - Eastbound right turning traffic have to wait behind through traffic
  - Need better street lighting
  - Delays for westbound left turning traffic
- 11<sup>th</sup> Street and Avenue W (East intersection)
  - Signals suggested to replace existing all-way stop
- 11<sup>th</sup> Street and Avenue W (West intersection)
  - Delays for southbound traffic at stop sign
- 17<sup>th</sup> Street
  - Noise, vibration, air pollution, dust/dirt pollution
  - Heavy truck traffic
- 19<sup>th</sup> Street
  - Extend 19<sup>th</sup> Street to Avenue P
- 20<sup>th</sup> Street
  - Cannot handle traffic when 19<sup>th</sup> Street is closed
- Avenue P
  - Heavy traffic volume
  - Noise
  - Large truck and vehicle traffic
  - Dusty
  - Connect Avenue U or Fletcher Road as an alternate access to and from Gordie Howe Sports Complex

### 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.

## Holiday Park – King George Neighbourhood Traffic Review

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

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

\*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Holiday Park – King George neighbourhood 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.

## Holiday Park – King George Neighbourhood Traffic Review

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
11 <sup>th</sup> Street	Avenue P and Weldon Avenue	Minor Arterial	3,550	48
15 <sup>th</sup> Street	Weldon Avenue and Avenue O	Local	350	42
16 <sup>th</sup> Street	Avenue K and Avenue L	Local	750	School = 39 Regular = 46
17 <sup>th</sup> Street	Avenue J and Avenue K	Minor Collector	2,250	53
17 <sup>th</sup> Street	Avenue N and Avenue O	Minor Collector	3,000	53
Avenue H	13 <sup>th</sup> Street and 15 <sup>th</sup> Street	Minor Arterial	2,100	68
Avenue I	11 <sup>th</sup> Street and 12 <sup>th</sup> Street	Local	3,700	37
Avenue J	11 <sup>th</sup> Street and 12 <sup>th</sup> Street	Local	400	39
Avenue K	15 <sup>th</sup> Street and 16 <sup>th</sup> Street	Local	350	School = 34 Regular = 43
Avenue M	13 <sup>th</sup> Street and 15 <sup>th</sup> Street	Local	160	38
Avenue M	Dudley Street and 11 <sup>th</sup> Street	Local	600	43
Avenue O	Dudley Street and Schuyler Street	Local	200	School = 39 Regular = 43
Avenue P	Dudley Street and Schuyler Street	Local	2,650	54
Dudley Street	Avenue L and Avenue M	Local	200	39
Lane south of 11 <sup>th</sup> Street	Avenue O to Avenue P	Back Lane	20	21
Schuyler Street	Avenue L and Avenue M	Local	500	44
Spadina Crescent	17 <sup>th</sup> Street and Avenue G	Local	1,650	50

### 3.3. Traffic Control Assessments

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

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

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

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

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

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

*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
11 <sup>th</sup> Street and Avenue L	253	2,560	0	Conditions NOT met
Avenue H and 16 <sup>th</sup> Street	416	4,380	1	Conditions NOT met
Avenue P and 16 <sup>th</sup> Street	642	6,520	0	Conditions met
Avenue P and Schuyler Street	228	2,810	0	Conditions NOT met

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

## Holiday Park – King George Neighbourhood Traffic Review

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
Avenue P and 16 <sup>th</sup> Street	10% - Condition NOT met	Yes – Condition NOT met	All-Way Stop Not Warranted

The intersections did not meet the requirements for an all-way stop. 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 that considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

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

## Holiday Park – King George Neighbourhood Traffic Review

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
11 <sup>th</sup> Street and Avenue K (West)	Confirmed	Connection to convenience store. Zebra crosswalk recommended (west leg).
11 <sup>th</sup> Street and Avenue L (West)	Confirmed	Adjacent crosswalk available within 200 m. Unmarked crosswalk appropriate. Existing standard crosswalk to remain.
11 <sup>th</sup> Street and Avenue N (West)	Confirmed	Connection to schools and parks. Standard crosswalk appropriate. Existing Pedestrian Corridor to remain.
17 <sup>th</sup> Street and Avenue K	Confirmed	Connection to schools, parks and businesses. Existing standard crosswalk appropriate.
Avenue H and 15 <sup>th</sup> Street	Confirmed	Connection to Victoria Park. Standard crosswalk appropriate. Existing zebra crosswalk to remain.
Avenue H and 16 <sup>th</sup> Street	Confirmed	Connection to Victoria Park and businesses. Standard crosswalk appropriate. Existing Pedestrian Actuated Signal to remain.

### 3.5. Traffic Signal Assessments

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

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

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

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

A summary of the traffic signal assessments is provided in Table 3-6. Details of the traffic signal assessments are provided in **Appendix E**.

## Holiday Park – King George Neighbourhood Traffic Review

Table 3-6: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Avenue H and 15 <sup>th</sup> Street	4	Traffic signal not warranted
Avenue H and 16 <sup>th</sup> Street	8	

### 3.6. Collision Analysis

The most recently available five-year collision data (2015 to 2019) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections with two or more collisions per year within Holiday Park – King George include:

- 16<sup>th</sup> Street and Avenue N
- 17<sup>th</sup> Street/Spadina Crescent and Avenue E
- Avenue M and Dudley Street
- 17<sup>th</sup> Street and Avenue N

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



## 4. Present Traffic Plan

### 4.1. Methodology

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

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

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

### 4.2. 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
16 <sup>th</sup> Street and Avenue K	Install curb extension on southwest corner of 16 <sup>th</sup> Street	Reduce speed
	Send speed data to Saskatoon Police Service to consider for enforcement	
Avenue H and 15 <sup>th</sup> Street	Install curb extension on southeast corner on Avenue H	Reduce speed and improve pedestrian safety
Avenue H and 13 <sup>th</sup> Street	Install median island on north leg	Reduce speed
Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Install midblock pinch point on east side	Reduce traffic volume
Avenue O and Schuyler Street	Install curb extension on northeast corner of Avenue O	Reduce speed
	Send speed data to Saskatoon Police Service to consider for enforcement	

### 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
Victoria Park pathway midblock crossing of Avenue G	Collaborate with Parks Department to install a standard crosswalk and trim vegetation	Improve pedestrian safety
11 <sup>th</sup> Street and Avenue K (west intersection)	Upgrade standard crosswalk to zebra crosswalk	Improve pedestrian safety
Avenue P and Schuyler Street	Install pedestrian accessibility ramps as per the Ramp Infill Program	Improve pedestrian accessibility
15 <sup>th</sup> Street (Avenue H to Avenue K)	Install missing sidewalks as per the Sidewalk Infill Program	Improve pedestrian safety
16 <sup>th</sup> Street (Avenue G to Avenue H)		
Schuyler Street (Avenue K to Avenue M)		

### 4.1. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-3.

*Table 4-3: Recommended Improvements – Parking*

Location	Recommended Improvement	Justification
17 <sup>th</sup> Street and Avenue J	Relocate parking prohibition sign on northeast corner to 15 metres from crosswalk on 17 <sup>th</sup> Street	Improve pedestrian safety

## Holiday Park – King George Neighbourhood Traffic Review

### 4.2. 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 4-4.

*Table 4-4: Recommended Improvements – Intersection Safety*

Location	Recommended Improvement	Justification
17 <sup>th</sup> Street and Avenue H	Relocate northbound stop sign south of zebra crosswalk	Improve visibility of four-way stop signs
	Install additional northbound stop sign on west side of the south leg	
	Install Stop Ahead warning sign in the northbound and southbound directions	Improve driver stop compliance
	Install stop bars on all four legs	
	Install standard crosswalks on all legs	
13 <sup>th</sup> Street and Avenue I (North)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety
13 <sup>th</sup> Street and Avenue I (South)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety
Avenue H and 12 <sup>th</sup> Street	Remove eastbound and southbound stop signs	Improve traffic operations
	Install eastbound and southbound curve warning signs	
11 <sup>th</sup> Street and Avenue N (West)	Relocate Pedestrian Crosswalk sign facing eastbound traffic farther west (west of tree)	Improve visibility of sign
Avenue O west side, north of Dudley Street	Relocate southbound School Zone sign farther south, closer to school zone	Improve compliance

### 4.3. Other Projects

There are other projects in the area which will be making several changes to the transportation network in the Holiday Park and King George neighbourhoods as outlined in Table 4-5.

Table 4-5: Other Projects

Other Projects			
Item	Location	Project	Recommended Improvement
A	12 <sup>th</sup> Street (Avenue H to Avenue I)	Water Treatment Plant Project	Prohibit parking on the south side of 12 <sup>th</sup> Street
B	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)		Prohibit parking on the east side of Avenue I
C	11 <sup>th</sup> Street and Avenue P		Install permanent curb extension on southeast corner guiding eastbound vehicles into travel lane to replace temporary delineator posts
D	Avenue P and Dudley Street (South)	Neighbourhood Bikeways Project	Install pedestrian and cyclist activated signal
			Install curb extension on west side of Avenue P
E	Dudley Street and Avenue O		Install raised crosswalk on east leg
F	Dudley Street and Avenue N		Install raised crosswalk on west leg
G	Dudley Street and Avenue K		Install curb extensions on northwest, southwest, and southeast corners
H	Dudley Street (Avenue P to Spadina Crescent)		Revise traffic control to be stop control on all side streets (proposed stop signs shown on Exhibit ES-1)
I	Dudley Street (Avenue M to Spadina Crescent)		Install missing sidewalks

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

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in December 2020. The meeting minutes and presentation are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix H**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support

## Holiday Park – King George Neighbourhood Traffic Review

from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet and Support and Transit.

### 4.5. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-6.

Table 4-6: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1</b> October 29, 2019 Royal Canadian Legion Branch 63 ~35 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Meeting #2</b> December 15, 2020 Microsoft Teams Live Event 5 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in <b>Appendix F</b>

Residents and stakeholders in Holiday Park – King George were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, [saskatoon.ca/engage](http://saskatoon.ca/engage), and [saskatoon.ca/NTR](http://saskatoon.ca/NTR);
- 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.

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

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

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

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

### 5. Implementation

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

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Therefore, installations for Holiday Park – King George are likely to begin in summer 2021.

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

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

## Holiday Park – King George Neighbourhood Traffic Review

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

Location	Device	Cost Estimate	Implementation Goal
17 <sup>th</sup> Street and Avenue J	“No Parking” sign (1)	\$250	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
17 <sup>th</sup> Street and Avenue H	Stop sign and four-way tab (2)	\$1,000	
	Stop Ahead warning sign (2)	\$500	
	Stop bar (4)	\$1,000	
	Standard crosswalk (3)	\$750	
16 <sup>th</sup> Street and Avenue K	Curb extension (1)	\$500	
Victoria Park pathway midblock crossing of Avenue G	Standard crosswalk (1)	\$250	
Avenue H and 15 <sup>th</sup> Street	Curb extension (1)	\$500	
13 <sup>th</sup> Street and Avenue I (North)	Yield sign (1)	\$250	
13 <sup>th</sup> Street and Avenue I (South)	Yield sign (1)	\$250	
13 <sup>th</sup> Street and Avenue H	Median island (1)	\$500	
Avenue H and 12 <sup>th</sup> Street	Curve warning sign (2)	\$500	
Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Pinch point (1)	\$500	
11 <sup>th</sup> Street and Avenue K (West)	Zebra crosswalk (1)	\$250	
11 <sup>th</sup> Street and Avenue N (West)	Pedestrian Crosswalk sign (1)	\$250	
Avenue O west side, north of Dudley Street	School Zone sign (1)	\$250	
Avenue O and Schuyler Street	Curb extension (1)	\$500	
<b>Total</b>		<b>\$8,000</b>	

## Holiday Park – King George Neighbourhood Traffic Review

Table 5-2: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
16 <sup>th</sup> Street and Avenue K	Curb extension (1)	\$45,000	3 to 5 years
Avenue H and 15 <sup>th</sup> Street	Curb extension (1)	\$45,000	
Avenue H and 13 <sup>th</sup> Street	Median island (1)	\$5,000	
Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Pinch point (1)	\$45,000	
Avenue O and Schuyler Street	Curb extension (1)	\$45,000	
<b>Total</b>		<b>\$185,000</b>	

Table 5-3: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Avenue P and Schuyler Street	Pedestrian accessibility ramp (4)	\$14,000	5 years plus
<b>Total</b>		<b>\$14,000</b>	

Table 5-4: Sidewalks Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
15 <sup>th</sup> Street (Avenue H to Avenue K)	Sidewalk (1)	\$150,000	5 years plus
16 <sup>th</sup> Street (Avenue G to Avenue H)	Sidewalk (1)	\$45,000	
Schuyler Street (Avenue K to Avenue M)	Sidewalk (1)	\$100,000	
<b>Total</b>		<b>\$295,000</b>	



## Holiday Park – King George Neighbourhood Traffic Review

Table 5-5: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$8,000		
Permanent Traffic Calming		\$185,000	
Pedestrian Accessibility Ramps			\$14,000
Sidewalks			\$295,000
<b>Total</b>	<b>\$8,000</b>	<b>\$185,000</b>	<b>\$309,000</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$8,000. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian ramps and sidewalks) is \$494,000.

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

The resulting recommended Holiday Park – King George Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

## Holiday Park – King George Neighbourhood Traffic Review

Table 5-6: Holiday Park – King George Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	17 <sup>th</sup> Street and Avenue J	Relocate parking prohibition sign on northeast corner to 15 metres from crosswalk on 17 <sup>th</sup> Street	Improve pedestrian safety
2	17 <sup>th</sup> Street and Avenue H	Relocate northbound stop sign south of zebra crosswalk	Improve visibility of four-way stop signs
		Install additional northbound stop sign on west side of the south leg	
		Install Stop Ahead warning sign in the northbound and southbound directions	Improve driver stop compliance
		Install stop bars on all four legs	
Install standard crosswalks on all legs			
3	16 <sup>th</sup> Street and Avenue K	Install curb extension on southwest corner of 16 <sup>th</sup> Street	Reduce speed
		Send speed data to Saskatoon Police Service to consider for enforcement	
4	Victoria Park pathway midblock crossing of Avenue G	Collaborate with Parks Department to install a standard crosswalk and trim vegetation	Improve pedestrian safety
5	15 <sup>th</sup> Street and Avenue H	Install curb extension on southeast corner on Avenue H	Reduce speed and improve pedestrian safety
6	13 <sup>th</sup> Street and Avenue I (north intersection)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety
7	13 <sup>th</sup> Street and Avenue I (south intersection)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety
8	13 <sup>th</sup> Street and Avenue H	Install median island on north leg	Reduce speed
9	Avenue H and 12 <sup>th</sup> Street	Remove eastbound and southbound stop signs	Improve traffic operations
		Install eastbound and southbound curve warning signs	
10	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Install midblock pinch point on east side	Reduce traffic volume
11	11 <sup>th</sup> Street and Avenue K (west intersection)	Upgrade standard crosswalk to zebra crosswalk	Improve pedestrian safety
12	11 <sup>th</sup> Street and Avenue N (west intersection)	Relocate Pedestrian Crosswalk sign facing eastbound traffic farther west (west of tree)	Improve visibility of sign
13	Avenue O west side, north of Dudley Street	Relocate southbound School Zone sign farther south, closer to school zone	Improve compliance
14	Avenue O and Schuyler Street	Install curb extension on northeast corner of Avenue O	Reduce speed
		Send speed data to Saskatoon Police Service to consider for enforcement	
15	Avenue P and Schuyler Street	Install pedestrian accessibility ramps as per the Ramp Infill Program	Improve pedestrian accessibility

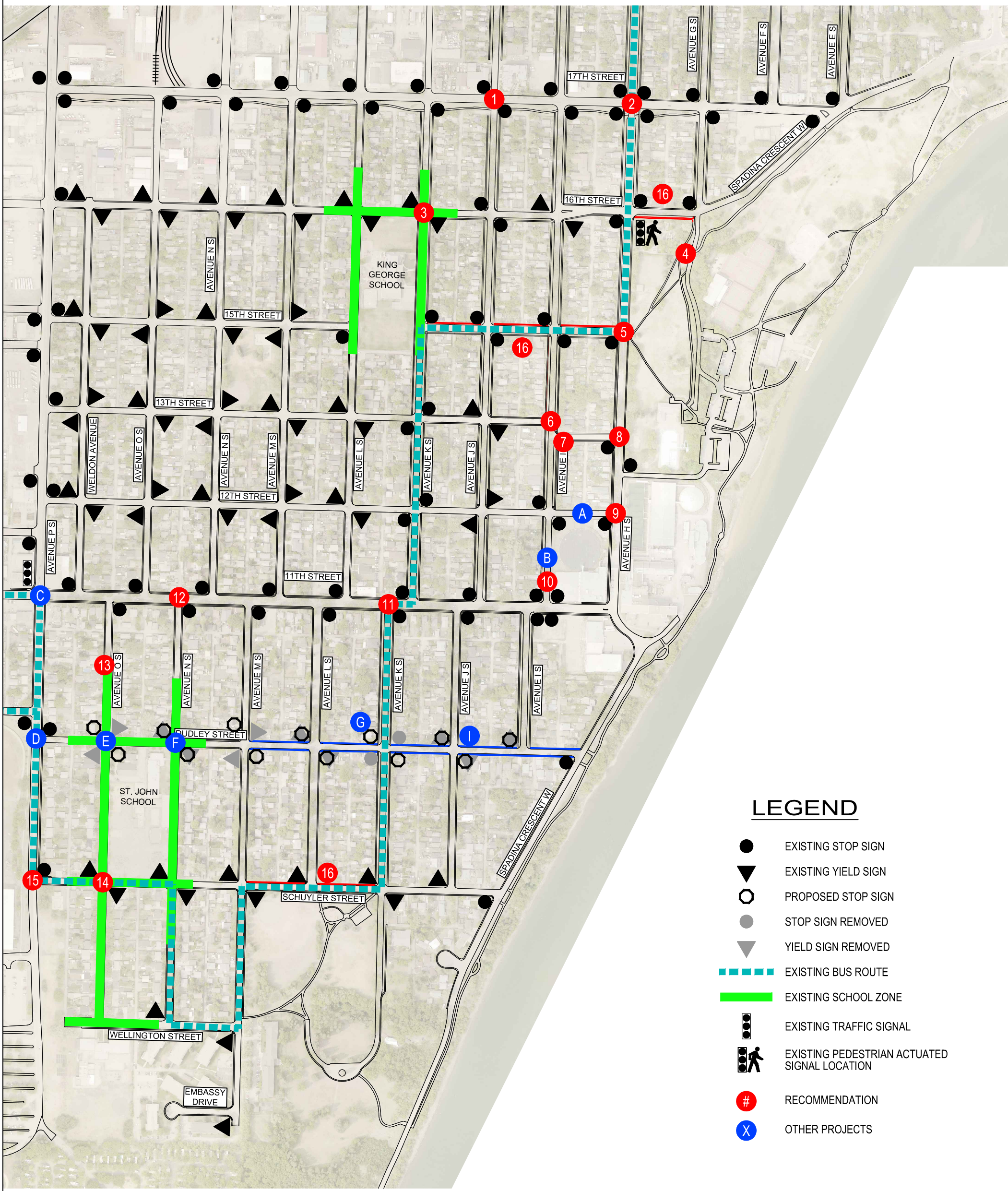
## Holiday Park – King George Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
16	15 <sup>th</sup> Street (Avenue H to Avenue K)	Install missing sidewalks as per the Sidewalk Infill Program	Improve pedestrian safety
	16 <sup>th</sup> Street (Avenue G to Avenue H)		
	Schuyler Street (Avenue K to Avenue M)		












Other Projects			
Item	Location	Project	Recommended Improvement
A	12 <sup>th</sup> Street (Avenue H to Avenue I)	Water Treatment Plant Project	Prohibit parking on the south side of 12 <sup>th</sup> Street
B	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)		Prohibit parking on the east side of Avenue I
C	11 <sup>th</sup> Street and Avenue P		Install permanent curb extension on southeast corner guiding eastbound vehicles into travel lane to replace temporary delineator posts
D	Avenue P and Dudley Street (South)	Neighbourhood Bikeways Project	Install pedestrian and cyclist activated signal
			Install curb extension on west side of Avenue P
E	Dudley Street and Avenue O		Install raised crosswalk on east leg
F	Dudley Street and Avenue N		Install raised crosswalk on west leg
G	Dudley Street and Avenue K		Install curb extensions on northwest, southwest, and southeast corners
H	Dudley Street (Avenue P to Spadina Crescent)		Revise traffic control to be stop control on all side streets (proposed stop signs shown on Exhibit ES-1)
I	Dudley Street (Avenue M to Spadina Crescent)		Install missing sidewalks

# HOLIDAY PARK - KING GEORGE TRAFFIC PLAN

Exhibit 5-1 - Recommended Holiday Park - King George Traffic Plan



## LEGEND

-  EXISTING STOP SIGN
-  EXISTING YIELD SIGN
-  PROPOSED STOP SIGN
-  STOP SIGN REMOVED
-  YIELD SIGN REMOVED
-  EXISTING BUS ROUTE
-  EXISTING SCHOOL ZONE
-  EXISTING TRAFFIC SIGNAL
-  EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
-  RECOMMENDATION
-  OTHER PROJECTS

# **Appendix A**

Public Meeting #1 – October 29, 2019

# CITY OF SASKATOON

## Holiday Park - King George Neighbourhood Traffic Review Minutes

**Date:** Tuesday, October 29, 2019

**Time:** 7:00 – 9:00 pm

**Location:** Royal Canadian Legion Branch 63 (606 Spadina Crescent West)

**Attendees:**

<b>Name</b>	<b>Position</b>
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer Holiday Park - King George Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Goran Lazic	City of Saskatoon, Senior Transportation Engineer
Sheliza Kelts	City of Saskatoon, Senior Transportation Engineer
David LeBoutillier	City of Saskatoon, Transportation Engineering Manager
Councillor Hilary Gough	Ward 2 City Council Representative
Patrick Barbar	Staff Sergeant, Traffic Unit, Saskatoon City Police

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – October 29, 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 Holiday Park - King George and potential solutions.

Group 1: Nathalie Baudais

- Gordie Howe Complex on Avenue P
  - Only one way in and out
  - Secondary access would be a benefit (by ball parks/golf course). Suggestion for the secondary access to go through the park to Avenue U or Fletcher Road; however, some residents expressed concerns that this would affect the cross-country trails.
  - Not enough accesses
  - Is there a new parking lot coming up? Visit [gordiehowesportscomplex.ca](http://gordiehowesportscomplex.ca) for more information.
- 17<sup>th</sup> Street
  - Inland Steel trucks are parked on both sides, and sit and wait a long time
  - The street is too narrow, only one vehicle can pass through at a time
  - Trucks parked on the street create visibility issues
  - More traffic now that 11<sup>th</sup> Street is closed at Spadina Crescent & Avenue H
  - Cars park on south side between Avenue H and Avenue P which never used to happen before
  - Inland Steel is moving their steel recycling to another location so there will be more trucks until all of the steel has been moved
  - Trailers sometimes park without a cab
- Avenue P
  - What are the limits of the road resurfacing project between 11<sup>th</sup> Street and Schuyler Street? What are the construction detour plans? *Resurfacing Avenue P from Schuyler Street to 11<sup>th</sup> Street is currently scheduled for 2021. Asset Preservation's current program for 2019-2021 can be viewed [here](#).*
  - Speeding
  - Nothing has been done for 50+ years
  - Sidewalk condition along 1200 block makes it impossible for wheelchair users. Tree roots have lifted sidewalk panels so the surface is uneven and creates a tripping hazard.
  - There is a pothole on the 1200 block that is so large. It is growing grass and weeds.
  - Missing accessibility ramps at Schuyler Street
- Avenue I
  - Lots of traffic
  - Suggestion for a one-way

- Avenue P & 11<sup>th</sup> Street
  - This is a route for RV's but trucks with campers can't make the northbound right turn due to the new median
  - There are delays when there are large events at Gordie Howe in the northbound direction. Northbound traffic needs more green time in the summer months.
  - Directional closure
- Spadina Crescent Closure
  - Concerned with emergency services accessing Meewasin trail
  - Kids doing bonfires. People may get hurt. How would ambulances get to them?
  - Construction detour signs were a challenge during water treatment plant construction
- Drainage at 1234 Avenue N South
  - Water ponds at end of driveway
- Avenue P & Schuyler Street
  - Lack of compliance for stop sign
- Avenue N
  - Seniors falling due to poor sidewalk condition
  - What is the status of construction for the missing sidewalk on the west side of the 1200 block? There was an injury recently. *The construction contract has been issued and work will begin in the spring.*
- General
  - Construction communication – lacking detour signs

Group 2: Goran Lazic

- Avenue P & 11<sup>th</sup> Street
  - New median island is poorly marked and not visible
  - This island and other concrete islands present a danger to drivers
- 11th Street & Avenue W (West)
  - Do not like stopping at the existing stop signs
- 11<sup>th</sup> Street & Avenue W (East)
  - Existing four-way stop is frustrating because drivers have to stop when nobody is coming out
  - Signals suggested
- 13<sup>th</sup> Street & Avenue H
  - Do not like stopping at the existing stop signs
- 12<sup>th</sup> Street & Avenue H
  - Southbound forced to stop to turn right. Do not like the existing stop sign.



- 12<sup>th</sup> Street & Avenue I
  - Do not like stopping at the existing stop signs
- 11<sup>th</sup> Street & Avenue I
  - Do not like stopping at the existing stop signs
- Spadina Crescent & Dudley Street
  - Do not like stopping at the existing stop signs
- Spadina Crescent & Schuyler Street
  - Do not like stopping at the existing stop signs
- Avenue H & 16<sup>th</sup> Street
  - Pedestrian Actuated Signal is confusing to drivers. Suggestion to change it to an Active Pedestrian Corridor.
  - Pedestrian desire line on the south side
- 11<sup>th</sup> Street & Avenue K
  - “No Parking” sign was recently installed
  - Visibility issues on the southwest corner because of a tree
- Avenue P
  - Speeding south of 11<sup>th</sup> Street to Gordie Howe at night
  - Need to repave Avenue P
  - Sidewalk on east side is in bad shape. Need a new sidewalk.
  - Only one access in and out of Gordie Howe complex. Connect Avenue U as an alternate second egress. This existed in the past. Re-open it.
- Schuyler Street from Spadina Crescent to Avenue P
  - Speeding
  - Trucks shouldn't use this street. Inland Steel trucks should be using Dundonald Avenue.
- Spadina Crescent
  - Speeding at night from Dudley Street but Spadina closure will take care of that
- 11<sup>th</sup> Street & Avenue K
  - Pedestrian crossing (north to south) is poorly marked
- 15<sup>th</sup> Street (Avenue H to Avenue K)
  - Missing sidewalk on north side
- 16<sup>th</sup> Street & Avenue G
  - Is the four-way stop temporary? *The four-way stop is temporary.*
  - Pedestrian connection to Meewasin trail suggested. There is currently a gravel path trail.
- 15<sup>th</sup> Street & Avenue H
  - Concrete median island is not visible
- Avenue P & Schuyler Street
  - City garbage trucks speed

- Wellington Street
  - Suggested connection to Avenue P so school buses use Avenue P instead of Avenue O

Group 3: David LeBoutillier

- Avenue I & 12<sup>th</sup> Street
  - Lots of traffic, so much that one resident said they couldn't even leave their driveway some days
  - Avenue I between 11<sup>th</sup> Street and 12<sup>th</sup> Street is really narrow. People are speeding.
  - Go back to a four-way stop
  - Put "No Parking" signs along the east side of the road by the Water Treatment Plant
  - Speeding on Avenue I
- Avenue P & 11<sup>th</sup> Street
  - The median island on 11<sup>th</sup> Street causes long traffic line-ups at the signal because drivers want to stay in the eastbound outside lane. Suggest making the island smaller.
  - Need better street lighting
  - Not every eastbound driver (on west approach) knows they have a forced left turn. They cut people off. Suggest making the island smaller.
  - The northbound green light is very short which makes people leave Avenue P at Dudley Street or Schuyler Street. This leads to shortcutting through the neighbourhood. Need to make northbound left turn green longer for football games.
  - The median island on 11<sup>th</sup> Street is too big. It makes eastbound traffic stay in the curb lane. Wants a concrete barrier to force traffic back out of the curb (parking) lane.
  - Still have big trucks on 11<sup>th</sup> Street (east of the intersection)
  - Big trucks making southbound right turn are not fully stopping to complete their turn and are using the eastbound 11<sup>th</sup> Street lanes. They need to stop and proceed when it is safe and they have room.
  - Winter road maintenance is needed, especially by the car wash. It needs salt and sand because of the ice build-up in the curb lane.
  - Houses on the south side of 11<sup>th</sup> Street can hear freeway noise in their backyards
  - First business east of intersection is using the south sidewalk for parking in evenings
- Spadina Crescent
  - Lots of people park in southbound curb lane and cross the street to get to the skate park. Request for a mid-block crosswalk.
  - Need a southbound parking restriction at the pinch point where the road narrows at 17<sup>th</sup> Street

- Lane behind 11<sup>th</sup> Street (Avenue O to Avenue P)
  - People are shortcutting in the lane between Avenue O and Avenue P to avoid the traffic signal
- 11<sup>th</sup> Street & Avenue N
  - Suggested overhead pedestrian device and crosswalk
  - People park too close to the corners on 11<sup>th</sup> Street so northbound drivers on Avenue N can't see oncoming traffic
- 15<sup>th</sup> Street & Weldon Avenue
  - Change orientation of yield signs, or change to stop signs to slow the people exiting the neighbourhood
- Roads intersecting Spadina Crescent south of Water Treatment Plant
  - Make sure there are "No Exit" or "Not a Through Street" signs at each intersection before the closure is complete
- Avenue O (Dudley Street to Schuyler Street)
  - There are now school buses idling on east side of Avenue O
- Avenue O & Dudley Street
  - Change the yield signs to stop signs to discourage speeding in front of school and one block north
- 17<sup>th</sup> Street & Avenue P
  - Roads are always icy. Needs salt and sand.
  - There are always lots of semi-trailers parked on 17<sup>th</sup> Street making it hard to see at intersection
- Spadina Crescent & 17<sup>th</sup> Street
  - The recommended devices will encourage traffic to use Avenue H & 17<sup>th</sup> Street

Group 4: Sheliza Kelts

- Avenue I & 11<sup>th</sup> Street
  - No one comes to a complete stop at the four-way stop
  - Not an aligned intersection
- 11<sup>th</sup> Street & Avenue P
  - Traffic calming helps
  - Some residents don't like traffic calming
  - Want northbound left turn dedicated turning signal all the time
  - Current lane configuration creates delay and causes shortcutting
- Avenue I & 11<sup>th</sup> Street
  - Large amount of traffic
  - Avenue I not designed for this amount of traffic volume
- 16<sup>th</sup> Street
  - Thoroughfare. Alternate yield/stop signs down 12<sup>th</sup> Street and 13<sup>th</sup> Street so these streets also become thoroughfare.
- Avenue M (11<sup>th</sup> Street to Schuyler Street)
  - Speeding

- Avenue M & Schuyler Street
  - Pedestrian was nearly hit while crossing Avenue M. Suggested stop signs.
- Avenue I
  - Difficult to back up out of driveway
  - Traffic that used to go down the road that is now closed is now using Avenue I instead
  - Avenue I was not designed for this additional traffic volume. Mixed support about widening Avenue I.
  - Discussed making Avenue I safer for traffic or calm the roadway. Consider doing both.
  - Only other way out of the neighbourhood is Avenue P. *Avenue I also crosses the rail line heading north.*
  - Suggested making Avenue I a southbound one-way street
- 11<sup>th</sup> Street & Avenue L
  - Three-way stop suggested to create gaps between traffic along 11<sup>th</sup> Street
- Spadina Crescent
  - Shortcutting
- Dudley Street & Avenue P
  - Trim tree at northwest corner
- Dudley Street & Avenue M
  - Suggested stop signs
- General
  - Traffic calming measures that the City is using causes accidents and winter maintenance issues which costs the City money. Paint them to make them more visible.
  - Make roadways one-way. Create one-way starting with Avenue H southbound between 12<sup>th</sup> Street and 13<sup>th</sup> Street, 12<sup>th</sup> Street westbound between Avenue H and Avenue I and Avenue I southbound between 11<sup>th</sup> Street and 12<sup>th</sup> Street.

Group 5: Mariniel Flores

- 11<sup>th</sup> Street & Avenue P
  - Eastbound right turning traffic gets backed up when through traffic is stopped at the red light. Right turning vehicles are shortcutting through A1 parking lot.
  - Remove median on east leg
  - Congestion. Extend green for northbound left turns and westbound left turns.
- Avenue H & 12<sup>th</sup> Street
  - Remove eastbound stop sign

- 11<sup>th</sup> Street & Avenue I
  - Remove southbound stop sign
- 19<sup>th</sup> Street
  - Serves three bridges
  - Extend 19<sup>th</sup> Street to Avenue P
- 16<sup>th</sup> Street & Avenue H
  - Flip stop signs
- Avenue K
  - Resurface
- Avenue H & 12<sup>th</sup> Street
  - Remove three-way stop
- 17<sup>th</sup> Street & Avenue P
  - Keep three-way stop
- 17<sup>th</sup> Street Extension
  - Support parking restriction to prevent large trucks from parking too close to corners at Avenue P
- Avenue I
  - Remove parking on the east side
  - Suggested creating a one-way street after consultation with adjacent residents
- Avenue J
  - Suggested creating a one-way street after consultation with adjacent residents
- 20<sup>th</sup> Street
  - Cannot handle detour traffic when 19<sup>th</sup> Street is closed
- Saskatoon French School
  - Congestion
  - Suggested connecting to Avenue P
- Schuyler Street & Avenue O
  - Yield sign should be upgraded to a stop sign
- Dudley Street
  - Many missing sidewalks between Avenue M and Spadina Crescent
- Schuyler Street
  - Many missing sidewalks between Avenue K and Avenue M
- General
  - Difficult to see past parked cars at intersections
  - Don't like the Water Treatment Plant closure. Used 11<sup>th</sup> Street to Spadina Crescent before. No through road from downtown to neighbourhood now. How did the City plan traffic to flow through the neighbourhood after the Water Treatment Plant closure? Interested to see traffic data. Suggested designating a prioritized route for residents from neighbourhood to downtown. Suggested a one-way couplet street (one street is northbound and one is southbound).
  - Concerns regarding motorcycle traffic noise

### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than November 29, 2019
3. Additional public input via Engage Page no later than November 29, 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**

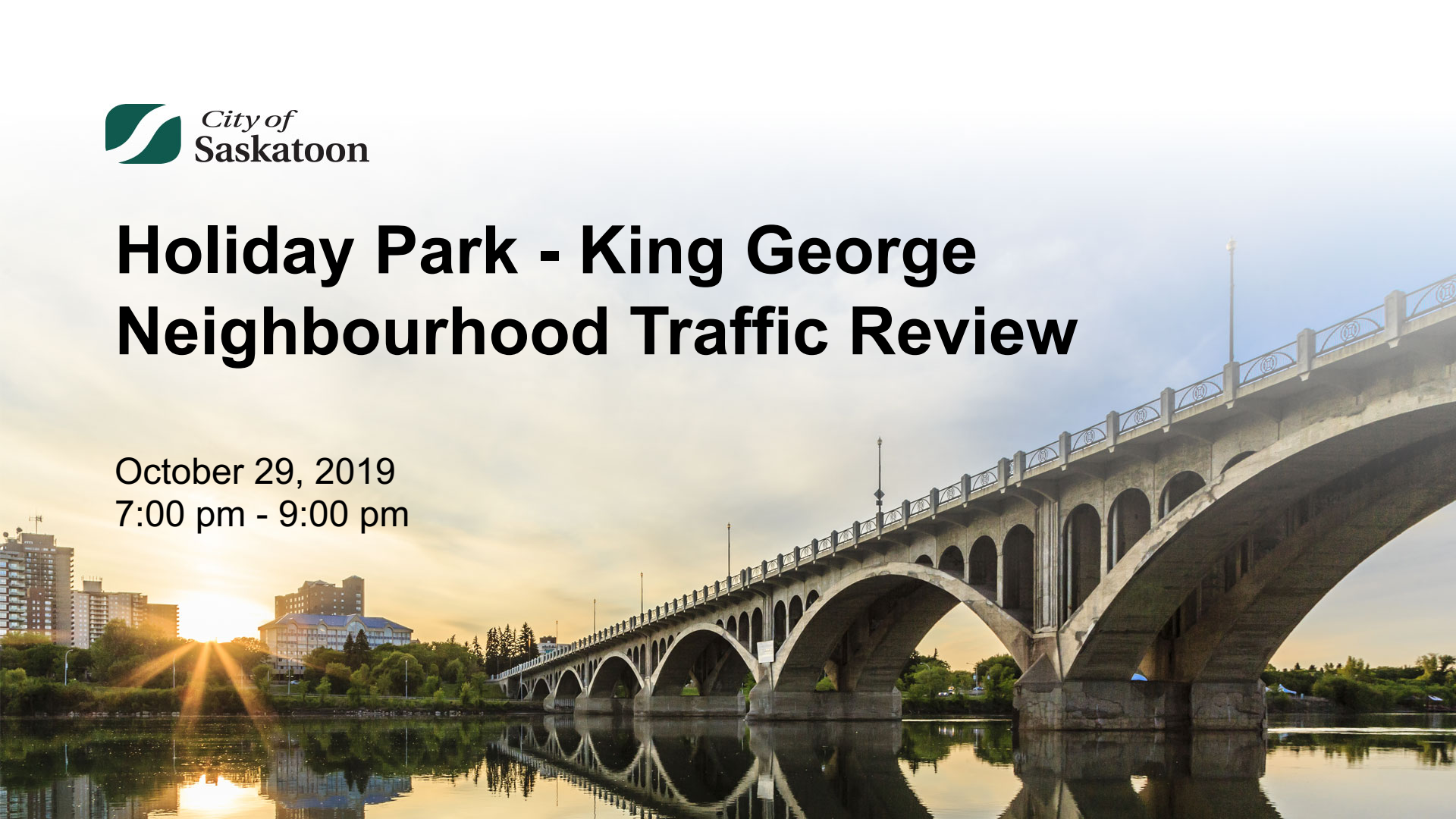
Resident: Closure of water treatment plant resulted in major change in neighbourhood. 11<sup>th</sup> Street was wide open with major traffic flow. 17<sup>th</sup> Street is also wide open. Accidents can happen anywhere. There have been collisions on 12<sup>th</sup> Street at Avenue M and at Avenue N. 12<sup>th</sup> Street is completely different than 11<sup>th</sup> Street. Yield signs were installed on 12<sup>th</sup> Street but drivers are not complying with the yield signs. Vehicle hit a parked vehicle then trapped two cyclists underneath the vehicle. 12<sup>th</sup> Street and Avenue I were not built for this traffic. I hope that people submit the changes that they want to see.

Councillor Gough: Meewasin trail will connect to Spadina Crescent south of the closure. Meewasin is developing the plans now and will be hosting public open house in the new year.



# Holiday Park - King George Neighbourhood Traffic Review

October 29, 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
- Holiday Park - King George Schedule
- Sources of Information
- Sample of Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

# Neighbourhood Traffic Review Background

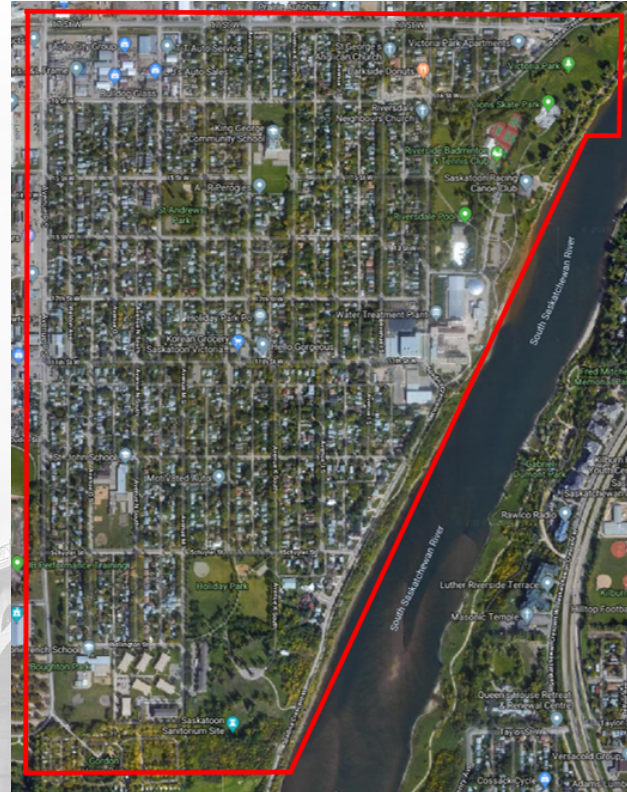
- NTR Introduction
  - Developed to address traffic issues holistically rather than case by case
  - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
  - Number of outstanding concerns
  - Number of collisions
  - Number of existing temporary traffic calming 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
  - Holiday Park - King George
  - Nutana Park
  - Pacific Heights - Kensington
  - Lawson Heights - Lawson Heights Suburban Centre
  - Briarwood
  - Airport Business Area
  - Blairmore Suburban Centre
  - University Heights Suburban Centre

# Study Area

- Study Limits
  - Spadina Crescent (east)
  - 17<sup>th</sup> Street (north)
  - Avenue P (west)
  - Gordie Howe Area (south)
- Local and Collector Roads

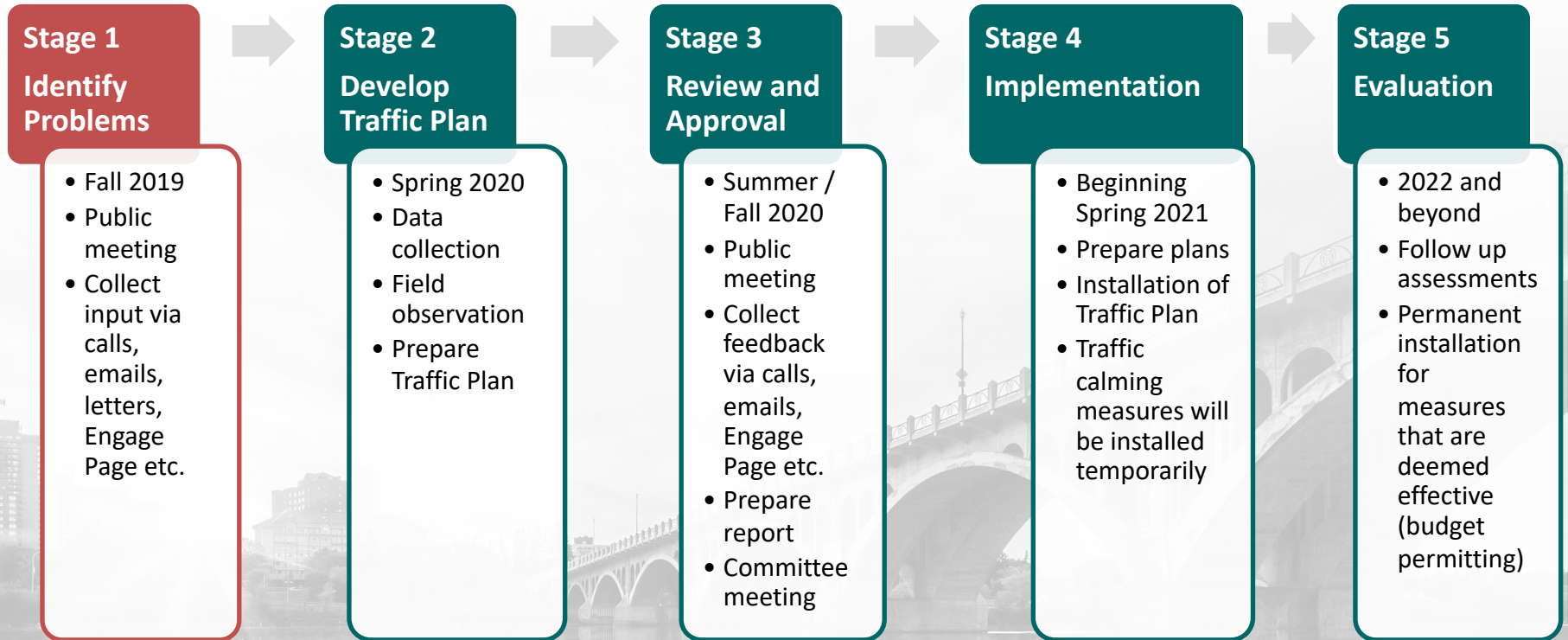


# Neighbourhood Traffic Review Process



← We are here

# Neighbourhood Traffic Review Schedule



# Sources of Information

- Past Studies
- Ongoing Projects
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments
- Councillor Input



# Sample of Concerns Received

- Speeding/Shortcutting
  - 11<sup>th</sup> Street
  - 17<sup>th</sup> Street
  - Avenue I
  - Avenue H
  - Avenue K
  - Avenue M
  - Avenue N
  - Dudley Street
  - Spadina Crescent
- Traffic Operations
  - 11th Street & Avenue P
  - Avenue H & Spadina Crescent
- Pedestrian Safety
  - 11<sup>th</sup> Street
  - 17<sup>th</sup> Street
  - Spadina Crescent
- Parking
  - 17<sup>th</sup> Street & Avenue K

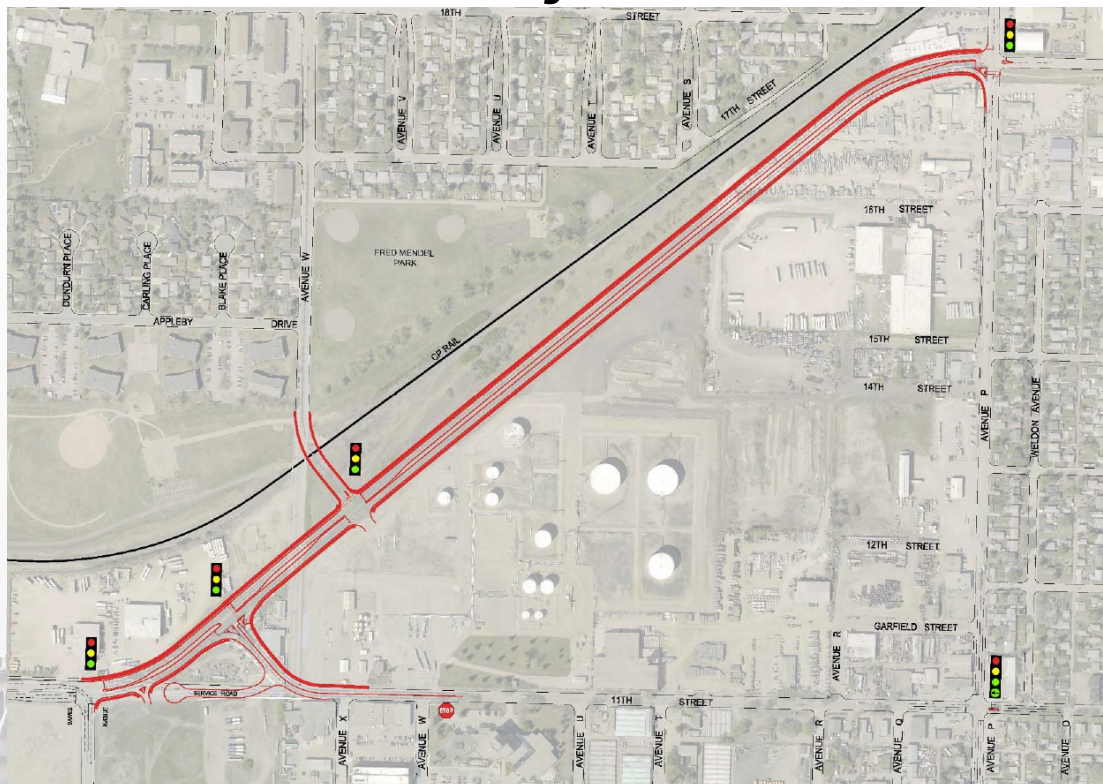
*Note: This is a sample of concerns received and does not include every reported traffic issue for this area*

# Additional Studies / Projects

- Spadina Crescent & 17<sup>th</sup> Street
  - Riversdale NTR recommendation
  - Signage and temporary traffic calming in Spring 2020
- Spadina Crescent Closure & Dundonald Avenue Realignment
  - Construction in 2020

# Additional Studies / Projects

- 17<sup>th</sup> Street Extension
  - Detailed design 2021
  - Construction 2022



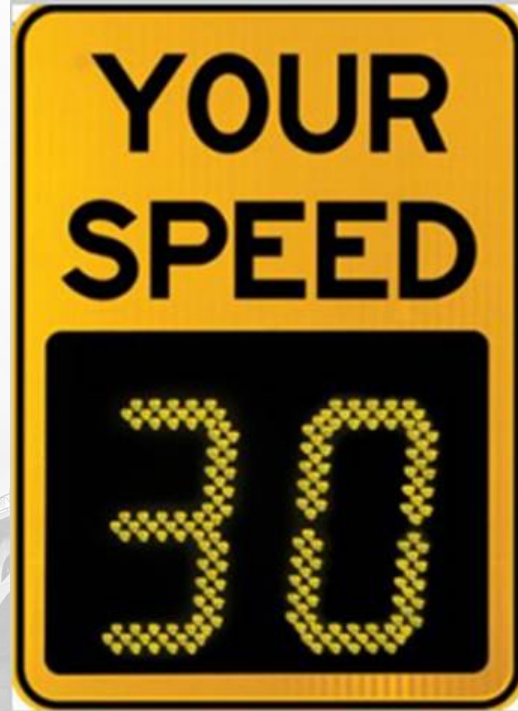
For more information, visit [saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies](https://saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies)

# 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 shortcutting 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 HOLIDAY PARK - KING GEORGE

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 Holiday Park - King George.

# How Did You Hear About the Meeting?

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

# Next Steps

## Stage 1 Identify Problems

- **Fall 2019**
- Public meeting
- Collect input via calls, emails, letters, Engage Page etc.

## Stage 2 Develop Traffic Plan

- **Spring 2020**
- Data collection
- Field observation
- Prepare Traffic Plan

## Stage 3 Review and Approval

- **Summer / Fall 2020**
- Public meeting
- Collect feedback via calls, emails, Engage Page etc.
- Prepare report
- Committee meeting

## Stage 4 Implementation

- **Beginning Spring 2021**
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

## Stage 5 Evaluation

- **2022 and beyond**
- Follow up assessments
- Permanent installation for measures that are deemed effective (budget permitting)

# Join the Discussion

- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Provide comments by: November 29, 2019

The screenshot shows the City of Saskatoon website's navigation bar with links for 'Create Account', 'Sign In', 'Accessibility', 'Engage', and 'Contact Us'. Below the navigation bar, there are several menu items: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a sidebar with categories like 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Managing Traffic', and 'Traffic Studies'. The main text explains the review process, from community meetings to Council approval, and provides contact information for reporting concerns.

The screenshot shows the 'Engage' page for the 'Holiday Park and King George' Neighbourhood Traffic Review. The page features a large header image of a street scene with a stop sign. Below the image, there is a section titled 'Engage' with tabs for 'Engage', 'Background', and 'Process'. The main text describes the review process and provides contact information for Marinel Flores.

Engage Background Process

**Contact Us**

Thank you for visiting the Holiday Park and King George Neighbourhood Traffic Review Engage page! Please feel free to invite others from your neighbourhood that should be included in this discussion. Your participation is encouraged and gladly accepted.

**Marinel Flores**  
306-975-3463  
Email Us

A [neighbourhood meeting](#) is scheduled for Tuesday, October 29 at 7:00 p.m. at Branch 63 of the Royal Canadian Legion.

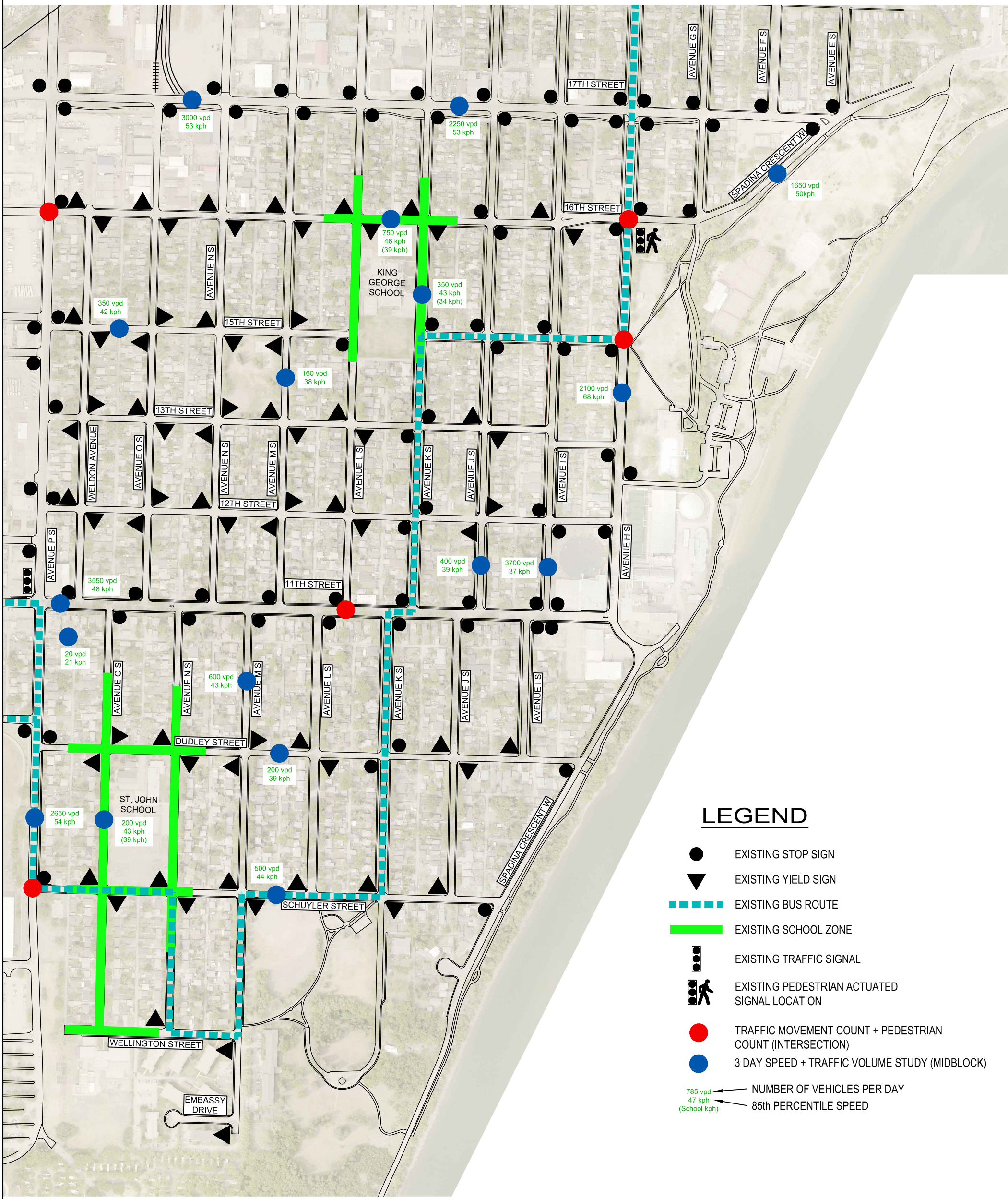


# **Appendix B**

## Traffic Data Collection



# HOLIDAY PARK - KING GEORGE TRAFFIC DATA



## LEGEND

- EXISTING STOP SIGN
  - ▼ EXISTING YIELD SIGN
  - EXISTING BUS ROUTE
  - EXISTING SCHOOL ZONE
  - 🚦 EXISTING TRAFFIC SIGNAL
  - 🚶 EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
  - TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
  - 3 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 785 vpd → NUMBER OF VEHICLES PER DAY  
 47 kph (School kph) → 85th PERCENTILE SPEED

# **Appendix C**

## All-Way Stop Assessments

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

Step 1:

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

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

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
11 <sup>th</sup> Street and Avenue L	0 – Condition NOT met	253 – Condition NOT met 2,560 – Condition NOT met	NA	No – Criteria NOT met	NA	Criteria not met. Do not proceed to Step 2.
Avenue H and 16 <sup>th</sup> Street	1 – Condition NOT met	416 – Condition NOT met 4,380 – Condition NOT met	NA	No – Criteria NOT met	NA	Criteria not met. Do not proceed to Step 2.
Avenue P and 16 <sup>th</sup> Street	0 – Condition NOT met	642 – Condition met 6,520 – Condition met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
Avenue P and Schuyler Street	0 – Condition NOT met	228 – Condition NOT met 2,810 – Condition NOT met	NA	No – Criteria NOT met	NA	Criteria not met. Do not proceed to Step 2.

Step 2:

The following conditions must be met to warrant an all-way stop:

- 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: 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
Avenue P and 16 <sup>th</sup> Street	10% - Condition NOT met	Yes – Condition NOT met	All-Way Stop Not Warranted

# **Appendix D**

## Pedestrian Device Assessments

### 11<sup>th</sup> Street & Avenue K (West Intersection)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	N/A
	Warranted (Y/N)	N/A
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAUs
	Vehicular Volume	4,000 vehicles/day (2019 count in AADT report)
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200m
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to and from businesses.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Ground mounted device appropriate. Zebra crosswalk on west leg recommended.

---

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

### 11<sup>th</sup> Street & Avenue L (West Intersection)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	N/A
	Warranted (Y/N)	N/A
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAUs
	Vehicular Volume	4,000 vehicles/day (2019 count in AADT report)
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	325 m to all-way stop at 11 <sup>th</sup> Street and Avenue H
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to and from businesses.
	Answer (Y/N)	N Unmarked crosswalk appropriate. Existing standard crosswalk to remain.

---

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

### 11<sup>th</sup> Street & Avenue N (West Intersection)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	N/A
	Warranted (Y/N)	N/A
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAUs
	Vehicular Volume	4,000 vehicles/day (2019 count in AADT report)
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	190 m from traffic signals at 11 <sup>th</sup> Street and Avenue P
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to and from schools, parks and businesses.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate. Existing Pedestrian Corridor to remain.

---

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



## 17<sup>th</sup> Street & Avenue K

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	N/A
	Warranted (Y/N)	N/A
Average Hourly Pedestrian Volume $\geq$ 15 EAU <sup>1</sup> s AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	N/A
	Vehicular Volume	2,250 vehicles/day
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	300 m to all-way stop at Avenue H and 17 <sup>th</sup> Street
	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	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to and from schools, parks and businesses.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate. Existing standard crosswalk appropriate.

---

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

## Avenue H & 15<sup>th</sup> Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	4
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	19 EAUs
	Vehicular Volume	3,700 veh/day (2019 count in AADT report)
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	160 m from Pedestrian Actuated Signal at Avenue H and 16 <sup>th</sup> Street
	Answer (Y/N)	N
Based on engineering judgement, is this location on a pedestrian desire line?	Answer (Y/N)	Yes. This crossing provides a connection to Victoria Park.
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate. Existing zebra crosswalks to remain.

---

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

## Avenue H & 16<sup>th</sup> Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	8
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU <sup>1</sup> s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	9 EAUs
	Vehicular Volume	3,700 veh/day (2019 count in AADT report)
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	150 m from all-way stop at Avenue H and 17 <sup>th</sup> Street
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to and from Victoria Park and businesses.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate. Existing Pedestrian Actuated Signal to remain.

---

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

# **Appendix E**

## Traffic Signal Assessments

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Ave H S	Direction (EW or NS)	NS
Side Street (name)	15th St W	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	MF
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jan 13, Wed
Count Date:	2020 Oct 20, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
Ave H S	NB		1					175	1
Ave H S	SB					1			1
15th St W	WB								
15th St W	EB				1				

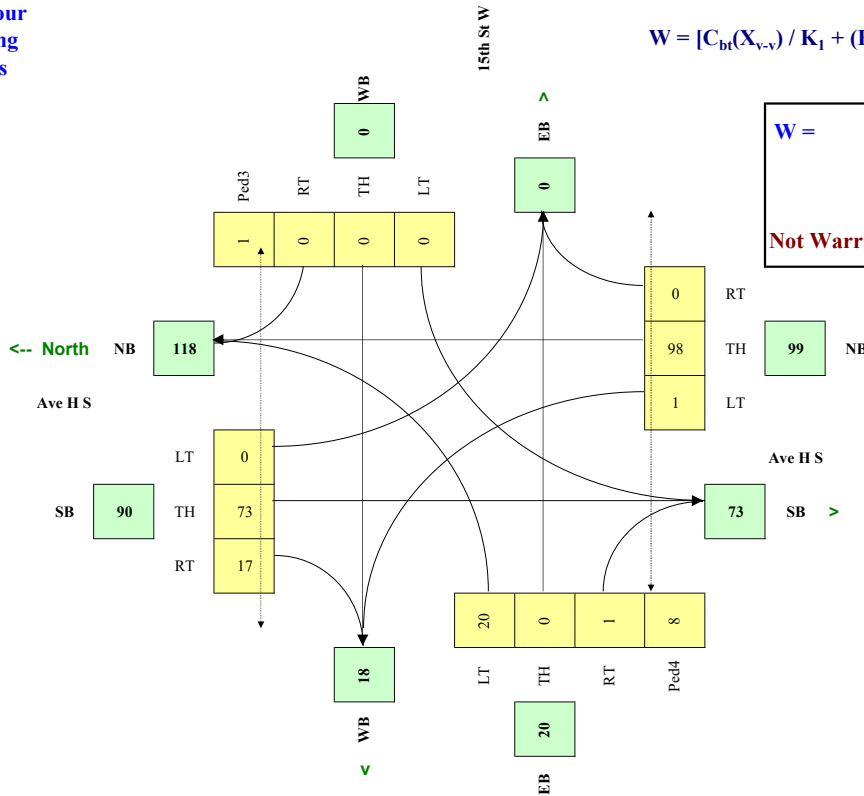
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	275,000
Central Business District	(y/n)	n

Are the 15th St W EB right turns significantly impeded by through movements? (y/n)

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Ave H S	NS	50	2.0%	y	1.5
15th St W	EW		2.0%	y	

Traffic Input	Set Peak Hours												Ped1	Ped2	Ped3	Ped4
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	1	101			32	6			19		0	1	0	1	0	1
8:00 - 9:00	0	85			44	15			32		0	1	1	1	6	
11:30 - 12:30	0	81			68	14			16		0	3	2	2	1	
12:30 - 13:30	0	88			65	15			17		0	1	0	0	0	
16:00 - 17:00	0	122			119	26			20		2	0	3	3	26	
17:00 - 18:00	2	112			108	28			15		1	0	2	2	12	
<b>Total (6-hour peak)</b>	<b>3</b>	<b>589</b>	<b>0</b>	<b>0</b>	<b>436</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>119</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>46</b>	
<b>Average (6-hour peak)</b>	<b>1</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	

### Average 6-hour Peak Turning Movements



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

<b>W =</b>	<b>4</b>	<b>2</b>	<b>2</b>
	<i>Veh</i>	<i>Ped</i>	
<b>Not Warranted - Vs &lt; 75</b>			

RESET SHEET

## City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Ave H S	Direction (EW or NS)	NS	Comments <div style="background-color: #e0f0ff; padding: 5px; text-align: center;">MF</div>
Side Street (name)	16th St W	Direction (EW or NS)	EW	
Quadrant / Int #	#####			
for Warrant Calculation Results, please hit 'Page Down'				

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jan 13, Wed
Count Date:	2020 Oct 15, Thu
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th-RT+LT	Th & RT	Excl RT	Upstream Signal (m)	# of Thru Lanes
Ave H S	NB		1				1	500	1
Ave H S	SB				1				1
16th St W	WB				1				
16th St W	EB				1				

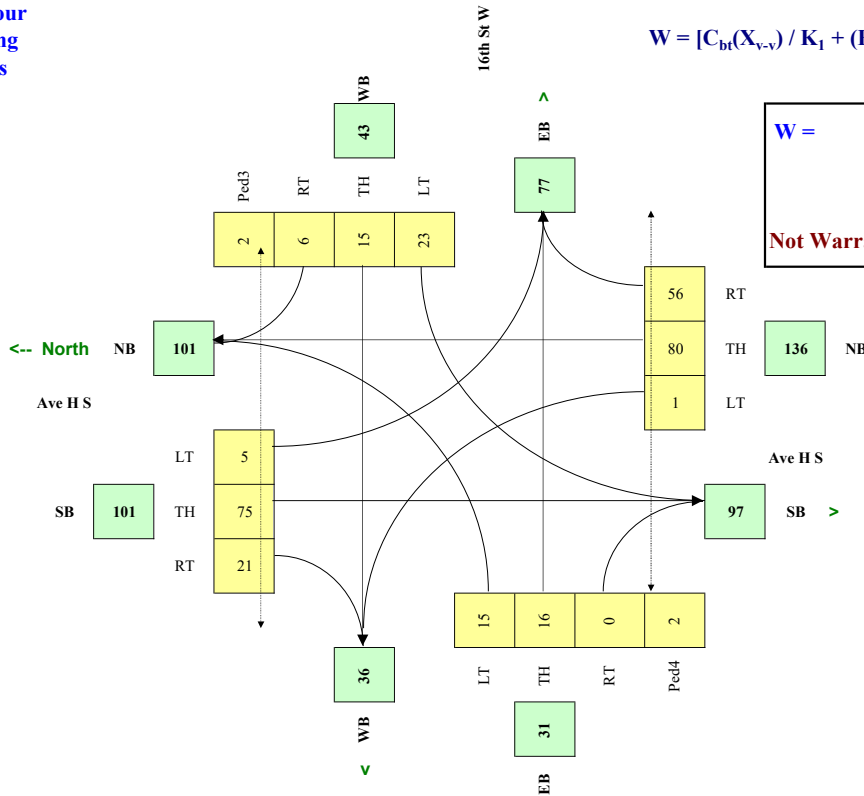
Are the 16th St W WB right turns significantly impeded by through movements? (y/n) n  
 Are the 16th St W EB right turns significantly impeded by through movements? (y/n) n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Ave H S	NS	50	2.0%	y	0.0
16th St W	EW		2.0%	n	

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

Traffic Input	Set Peak Hours												Ped			
	NB			SB			WB			EB			NS	NS	EW	EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	0	71	41	0	23	7	7	10	3	16	19	0	1	3	2	4
8:00 - 9:00	1	86	51	0	47	18	15	11	5	10	10	0	0	3	0	0
11:30 - 12:30	1	70	38	9	71	29	23	12	6	19	12	0	6	2	3	2
12:30 - 13:30	1	68	67	7	71	25	20	14	6	23	15	0	0	4	4	1
16:00 - 17:00	0	85	65	7	119	31	41	22	9	15	20	1	2	0	1	1
17:00 - 18:00	0	99	73	8	117	16	29	18	7	9	18	0	1	3	4	1
<b>Total (6-hour peak)</b>	<b>3</b>	<b>479</b>	<b>335</b>	<b>31</b>	<b>448</b>	<b>126</b>	<b>135</b>	<b>87</b>	<b>36</b>	<b>92</b>	<b>94</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>14</b>	<b>9</b>
<b>Average (6-hour peak)</b>	<b>1</b>	<b>80</b>	<b>56</b>	<b>5</b>	<b>75</b>	<b>21</b>	<b>23</b>	<b>15</b>	<b>6</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>

### Average 6-hour Peak Turning Movements



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

W =	8	8	0	
		Veh	Ped	
<b>Not Warranted - Vs &lt; 75</b>				

RESET SHEET

# Appendix F

## Collision Analysis

Street 1	Street 2	UGRID	2015	2016	2017	2018	2019	Total Number of Collisions (2015 - 2019)	Total Number of Collisions (2019)	Right Angle, Left Turn & Right Turn Only (2015 - 2019)	Right Angle, Left Turn & Right Turn Only (2019)	Average Number of Collisions (2014 - 2019)
17th St	Ave P	SKE9-95	2	4	2	2	0	10	0	2	0	2
16th St	Ave N	SKE9-47	2	1	3	1	1	8	1	3	0	2
17th St / Spadina Cr	Ave E	SKF9-16	1	0	2	3	2	8	2	2	0	2
Ave M	Dudley St	SKE10-18	1	2	2	2	0	7	0	4	0	2
Ave G	600 S 16th-17th	SKF9-50	1	1	3	2	0	7	0	1	0	2
16th St	Ave P	SKE9-64	1	2	0	0	3	6	3	5	3	2
17th St	Ave N	SKE9-94	0	0	1	4	1	6	1	4	1	2
Ave H	700 S 15th-16th	SKF9-26	0	0	3	1	2	6	2	0	0	2
Ave M	Schuyler St	SKE10-17	3	1	0	0	1	5	1	4	1	1
Embassy Dr	Ave M - Ave N	SKE10-61	1	1	1	0	2	5	2	0	0	1
Ave J	700 S 15th-16th	SKE9-15	2	0	1	1	1	5	1	0	0	1
Ave I	600 S 16th-17th	SKE9-7	3	0	1	1	0	5	0	0	0	1
Ave H	600 S 16th-17th	SKF9-29	2	1	1	1	0	5	0	0	0	1
17th St	Ave H	SKF9-30	2	2	0	1	0	5	0	3	0	1
Ave O	Schuyler St	SKE10-22	0	2	1	0	1	4	1	2	0	1
Ave P	S Of Schyler	SKE10-33	0	0	1	2	1	4	1	0	0	1
Ave N	Schuyler St	SKE10-34	2	0	0	1	1	4	1	3	1	1
Ave N	600 S 16th-17th	SKE9-48	0	1	1	1	1	4	1	1	0	1
13th St	Ave P	SKE9-87	1	1	2	0	0	4	0	1	0	1
Spadina Cr	1100 11th - Dudley	SKF10-19	1	1	1	0	1	4	1	0	0	1
Spadina Cr	700 W Ave G - Ave H	SKF9-27	1	0	1	1	1	4	1	0	0	1
16th St	Ave H	SKF9-28	1	2	0	0	1	4	1	0	0	1
Ave P	Schuyler St	SKE10-24	0	0	1	2	0	3	0	0	0	1
Ave M	Dudley - Schuyler	SKE10-32	3	0	0	0	0	3	0	0	0	1
Ave J	Dudley - Schuyler	SKE10-6	1	1	0	1	0	3	0	0	0	1
Weldon Ave	15th - 16th	SKE9-104	2	1	0	0	0	3	0	1	0	1
Ave O	13th - 15th	SKE9-121	1	0	1	1	0	3	0	0	0	1
17th St	Ave J	SKE9-17	0	1	0	1	1	3	1	0	0	1
13th St	Ave L	SKE9-28	1	0	1	1	0	3	0	1	0	1
16th St	Ave M	SKE9-38	0	0	0	3	0	3	0	1	0	1
12th St	Ave N	SKE9-43	0	0	2	0	1	3	1	1	0	1
Ave I	700 S 15th-16th	SKE9-5	0	1	0	1	1	3	1	0	0	1
Ave I	13th - 15th	SKE9-76	1	0	2	0	0	3	0	0	0	1
Ave N	700 S 15th-16th	SKE9-79	0	3	0	0	0	3	0	0	0	1
Ave K	700 S 15th-16th	SKE9-96	0	0	1	1	1	3	1	0	0	1
Ave K	Dudley - Schuyler	SKE10-11	2	0	0	0	0	2	0	0	0	1
Ave K	11th - Dudley	SKE10-13	1	0	0	1	0	2	0	0	0	1
Ave O	11th - Dudley	SKE10-23	1	0	0	0	1	2	1	0	0	1
Ave P	Dudley St	SKE10-26	0	1	0	1	0	2	0	1	0	1
Ave O	Dudley St	SKE10-28	0	0	2	0	0	2	0	1	0	1
Wellington Ave	1400 W Ave N - Ave O	SKE10-54	0	0	0	2	0	2	0	0	0	1
Ave O	1400 Schuyler - Wellington	SKE10-64	1	0	1	0	0	2	0	0	0	1
17th St	Ave O	SKE9-154	1	0	0	0	1	2	1	1	0	1
16th St	Ave I	SKE9-164	0	0	1	0	1	2	1	1	1	1
Ave K	12th - 13th	SKE9-20	0	0	0	1	1	2	1	0	0	1
17th St	Ave K	SKE9-23	0	0	1	1	0	2	0	1	0	1
15th St	Ave M	SKE9-37	1	0	1	0	0	2	0	1	0	1
13th St	Ave N	SKE9-44	0	2	0	0	0	2	0	1	0	1
16th St	Ave O	SKE9-54	0	0	0	1	1	2	1	2	1	1
16th St	Ave I	SKE9-6	0	0	0	0	2	2	2	1	1	1
Ave P	600 S 16th-17th	SKE9-65	0	1	1	0	0	2	0	1	0	1
Ave M	700 S 15th-16th	SKE9-73	2	0	0	0	0	2	0	0	0	1
Ave I	12th - 13th	SKE9-78	0	0	1	0	1	2	1	0	0	1
Ave J	600 S 16th-17th	SKE9-81	0	1	0	0	1	2	1	0	0	1
15th St	Ave P	SKE9-85	0	0	0	0	2	2	2	0	0	1
17th St	1000 W Ave J - Ave K	SKE9-86	1	0	0	0	1	2	1	1	1	1
12th St	Ave H	SKF9-22	1	0	1	0	0	2	0	0	0	1
Ave G	Spadina Cr	SKF9-40	0	0	0	2	0	2	0	1	0	1
Spadina Cr	Bridge W - Schuyler St	SKD12-5	0	0	0	0	1	1	1	0	0	1
Spadina Cr	S Of Schuyler	SKE10-1	1	0	0	0	0	1	0	0	0	1
Ave L	Dudley St	SKE10-16	0	0	1	0	0	1	0	1	0	1
Ave M	11th - Dudley	SKE10-19	0	0	1	0	0	1	0	0	0	1
Schuyler St	Spadina Cr	SKE10-2	0	1	0	0	0	1	0	0	0	1
Ave N	11th - Dudley	SKE10-21	0	1	0	0	0	1	0	0	0	1
Spadina Cr	1200 Dudley - Schuyler	SKE10-31	0	0	1	0	0	1	0	0	0	1
Ave N	Wellington St	SKE10-48	0	0	0	1	0	1	0	0	0	1
Dudley St	900 W Ave I - Ave J	SKE10-52	0	0	0	1	0	1	0	0	0	1
Ave M	Embassy Dr	SKE10-55	0	0	1	0	0	1	0	0	0	1
Wellington St	Ave M - Ave N	SKE10-59	0	0	1	0	0	1	0	0	0	1
Ave J	Dudley St	SKE10-7	0	1	0	0	0	1	0	0	0	1
Spadina Cr	Dundonald - Schuyler	SKE11-1	0	0	0	0	1	1	1	0	0	1
Ave N	11th - 12th	SKE9-100	0	0	0	0	1	1	1	0	0	1
Ave J	12th - 13th	SKE9-107	0	0	0	0	1	1	1	1	1	1



Street 1	Street 2	UGRID	2015	2016	2017	2018	2019	Total Number of Collisions (2015 - 2019)	Total Number of Collisions (2019)	Right Angle, Left Turn & Right Turn Only (2015 - 2019)	Right Angle, Left Turn & Right Turn Only (2019)	Average Number of Collisions (2014 - 2019)
Ave M	11th - 12th	SKE9-110	1	0	0	0	0	1	0	0	0	1
Ave L	700 S 15th-16th	SKE9-112	0	0	1	0	0	1	0	0	0	1
Ave M	13th - 15th	SKE9-113	0	0	1	0	0	1	0	0	0	1
17th St	1200 W Ave M - Ave N	SKE9-114	0	0	1	0	0	1	0	1	0	1
Ave N	900 12th - 13th	SKE9-116	0	0	0	1	0	1	0	0	0	1
Weldon Ave	12th - 13th	SKE9-117	0	0	0	0	1	1	1	0	0	1
Ave O	11th - 12th	SKE9-118	1	0	0	0	0	1	0	0	0	1
13th St	1400 W Ave N - Ave O	SKE9-119	0	0	1	0	0	1	0	0	0	1
13th St	Ave J	SKE9-13	0	0	1	0	0	1	0	0	0	1
12th St	1200 W Ave L - Ave M	SKE9-135	0	0	1	0	0	1	0	0	0	1
13th St	Ave K - Ave L	SKE9-138	1	0	0	0	0	1	0	0	0	1
15th St	Ave J	SKE9-14	0	1	0	0	0	1	0	0	0	1
17th St	1500 W Ave O - Ave P	SKE9-151	0	0	0	0	1	1	1	1	1	1
Ave O	12th - 13th	SKE9-156	0	1	0	0	0	1	0	0	0	1
16th St	Weldon Ave	SKE9-158	0	1	0	0	0	1	0	0	0	1
12th St	Ave K	SKE9-19	0	1	0	0	0	1	0	0	0	1
12th St	Ave I	SKE9-2	0	1	0	0	0	1	0	1	0	1
15th St	Ave K	SKE9-21	0	0	1	0	0	1	0	1	0	1
16th St	Ave K	SKE9-22	0	0	1	0	0	1	0	1	0	1
12th St	Ave L	SKE9-27	0	1	0	0	0	1	0	0	0	1
15th S	Ave I	SKE9-4	0	0	0	0	1	1	1	1	1	1
17th St	Ave M	SKE9-40	0	0	0	0	1	1	1	1	1	1
12th St	Ave O	SKE9-51	0	0	0	0	1	1	1	1	1	1
15th St	Ave O	SKE9-53	0	1	0	0	0	1	0	1	0	1
15th St	Weldon Ave	SKE9-58	0	0	0	1	0	1	0	1	0	1
12th St	Ave W	SKE9-61	1	0	0	0	0	1	0	0	0	1
Ave P	12th - 13th	SKE9-62	0	0	0	1	0	1	0	0	0	1
Ave P	15th - 16th	SKE9-70	0	0	0	0	1	1	1	1	1	1
Ave J	11th - 12th	SKE9-75	0	0	0	0	1	1	1	0	0	1
17th St	Ave I	SKE9-8	0	0	1	0	0	1	0	1	0	1
13th St	Weldon Ave	SKE9-82	0	0	0	1	0	1	0	0	0	1
16th St	1000 W Ave J - Ave K	SKE9-83	0	1	0	0	0	1	0	1	0	1
Ave J	13th - 15th	SKE9-89	0	1	0	0	0	1	0	0	0	1
Ave O	700 S 15th-16th	SKE9-90	0	1	0	0	0	1	0	0	0	1
16th St	Spadina Cr	SKF9-14	0	0	1	0	0	1	0	0	0	1
17th St	500 W Ave E - Ave F	SKF9-17	0	0	0	1	0	1	0	0	0	1
17th St	Ave F	SKF9-18	0	1	0	0	0	1	0	0	0	1
17th St	Ave G	SKF9-19	1	0	0	0	0	1	0	1	0	1
Ave H	11th - 12th	SKF9-21	1	0	0	0	0	1	0	0	0	1
13th St	Ave H	SKF9-23	0	0	0	0	1	1	1	1	1	1
Ave H	13th - 15th	SKF9-24	0	0	0	0	1	1	1	0	0	1
15th St	Ave H	SKF9-25	0	1	0	0	0	1	0	1	0	1
13th St	800 W Ave H - Ave I	SKF9-58	0	0	0	0	1	1	1	0	0	1

# **Appendix G**

Public Meeting #2 – December 15, 2020

# CITY OF SASKATOON

## Holiday Park and King George Neighbourhood Traffic Review Minutes

**Date:** Tuesday, December 15, 2020

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

Name	Position
Mariniel Flores	City of Saskatoon Transportation Engineer Project Manager, Holiday Park and King George Neighbourhood Traffic Review
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Hilary Gough	Ward 2 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Mariniel Flores – Transportation Engineer)

See Video – Online meeting video recording – December 15, 2020

See Draft Traffic Plan and Recommendation List – December 15, 2020

Avenue H

1. **Comment:** There is a lot of traffic calming measures planned for Avenue H, but that is somewhat of an arterial and a main route downtown. Is there an alternate route planned or just a plan to restrict flow?

**Nathalie:** There's not an alternate route planned. Avenue H is a minor arterial. Our plan is to reduce speeds not to restrict flow.

2. **Comment:** Will the median island at 15<sup>th</sup> Street and Avenue H be removed when the curb extensions are installed?

**Mariniel:** The median island will not be removed. The recommended curb extension is an additional traffic calming device. They will both be in place.

**Nathalie:** We measured the speed with the median islands in place and it was still quite high, which is why we're trying to narrow the street further. The south side was selected so the curb extension would not interfere with transit turning movements.

- Comment:** There are stop signs at Avenue H and 12<sup>th</sup> Street. Why are more traffic calming measures at Avenue H and 13<sup>th</sup> Street recommended?

**Mariniel:** More traffic calming measures are required to reduce speeding. In addition to speeding concerns we received at the initial meeting, the speed data shows that there still is a speeding issue on Avenue H.

**Nathalie:** When we recommend traffic calming, it's typically justified when the speeds are greater than 5 km/h above the posted speed limit.

On a roadway with a posted speed limit of 50 km/h, traffic calming measures are recommended if 85% of operating speeds are higher than 55 km/h.

#### Avenue I

- Comment:** Avenue I from 16<sup>th</sup> Street should be a one-way southbound.

**Comment:** The issues along Avenue I will not be resolved without making this a one-way street.

**Mariniel:** A one-way is not recommended because one-way streets work best in downtowns or very heavily congested areas. A physical device is preferable because signage only changes rely on enforcement measures.

- Comment:** The recommended pinch point restricts the only route out of the area towards downtown. With no alternate route out, the expectation is to just slow people down everywhere rather than providing a direct route.

**Nathalie:** Avenue I is not the only route towards downtown because it is a grid neighbourhood. You can travel north on any street to 17<sup>th</sup> Street and continue east towards the downtown.

**Comment:** Correction, Avenue I is the most direct route, not the only route to the downtown. Avenue H and Avenue P are the only major roads. The other roadways are local roadways.

**Nathalie:** The pinch point doesn't restrict the route. It requires drivers to yield to other traffic. It allows traffic to flow but traffic will have to take turns which is what's already happening on the street if there are cars parked on both sides.

**Mariniel:** There are other locations in the City with pinch points – on Saskatchewan Crescent, and on 23<sup>rd</sup> Street.

**Nathalie:** The pinch point on 23<sup>rd</sup> Street is west of Avenue E and will be installed permanent next summer.

**Comment:** At least 23<sup>rd</sup> Street is one block from 22<sup>nd</sup> Street. Avenue P is eight blocks away so it's not an easy alternative route.

**Comment:** The pinch point is going to be the same as the truck and trailer that's always parked there which is already hard to deal with and causes close calls. You turn the corner and then see the oncoming traffic and it is too late then.

**Nathalie:** The pinch point may act as a parked vehicle, but it might not be as wide and as high, so you'll be able to see oncoming traffic much more easily than a parked vehicle.

**Comment:** The plan is to re-route traffic out of Holiday Park with the closure at Avenue H and 11<sup>th</sup> Street but too many controls are in place for Holiday Park residents to head toward downtown.

**Comment:** Will parking be prohibited on one side along Avenue I?

**Mariniel:** Parking will be prohibited on the east side of Avenue I between 11<sup>th</sup> Street and 12<sup>th</sup> Street.

I received mixed feedback from residents that live on Avenue I regarding the pinch point. Some are willing to try the temporary installation, but some are hesitant. Speed humps were suggested as an alternative to the pinch point. Some also do not support the parking prohibitions.

**Nathalie:** The proposed parking restrictions on the east side of this block of Avenue I could lead to increased speeds. The proposed pinch point would help mitigate that.

**Comment:** The parking prohibition on the east side of Avenue I between 11<sup>th</sup> Street and 12<sup>th</sup> Street would solve all the issues and clear up the most direct route between 11<sup>th</sup> Street and Avenue H.

#### 11<sup>th</sup> Street

6. **Comment:** Big fan of the additional zebra markings at 11<sup>th</sup> Street and Avenue K.
7. **Comment:** Suggesting zebra crosswalks at 11<sup>th</sup> Street and Avenue L because that's where the store is.

**Mariniel:** This location will be reviewed.

Other

8. **Comment:** Does sending speed data to the Saskatoon Police Service mean wires across the road, photo radar or one of those speed display boards?

**Mariniel:** We collect data using tubes on the road.

**Nathalie:** We send the raw data that is collected to the Saskatoon Police Service so that they can see when the worst offences occur or when there are a higher number of speeding infractions. They can enforce the location more efficiently by deploying their units specific to those times.

9. **Comment:** There is an issue with vehicles running the stop sign on both northbound and southbound on Avenue M at Schuyler Street.

**Mariniel:** This location will also be reviewed as we finalize the draft traffic plan.

**Nathalie:** Sometimes it's hard for us to gauge compliance. If it doesn't happen when we're there and if there's no collision data suggesting that that's an issue, it's hard for us to verify.

**Comment:** There are collisions, but they are minor and not reported to the police.

**Nathalie:** If the collisions are not reported to the police, there is no damage claim and it does not go to the Saskatchewan Government Insurance (SGI) and we don't see that data in our collision database.

10. **Comment:** Speed is also an issue on the 1300 block on Avenue M due to the apartment and condominium traffic.

**Mariniel:** 85<sup>th</sup> percentile speeds were measured along Avenue M. The 85<sup>th</sup> percentile speed is the speed at which 85% percent of traffic is travelling at or below. It is used to determine if traffic calming measures are warranted.

The 85 percentile speeds were measured to be 38 kph on Avenue M between 13<sup>th</sup> Street and 15<sup>th</sup> Street and 43 kph on Avenue M between Dudley Street and 11<sup>th</sup> Street.

**Comment:** It's Avenue M between Schuyler Street and Wellington Street.

**Nathalie:** We typically don't see a lot of speed variation between individual blocks on a local street unless the cross section of the road has changed.

Mariniel provided an overview of the Residential Speed Limit Review. Often even though people might not be speeding on the street, it might feel too fast for the street. Details on the Residential Speed Limit Review is included in the “Other Projects” section below.

11. **Comment:** All apartment traffic from Schuyler Street heads south on Avenue M. It was suggested that speeds should be monitored along Avenue M between Schuyler Street and Wellington Street.

**Nathalie:** Our speed data collection program doesn’t run over the winter because there may be errors with the data. We typically collect data in the spring, summer, and fall months.

12. **Comment:** Has extending Wellington Street westbound to Avenue P been explored to reduce the apartment traffic going through the middle of Holiday Park?

**Mariniel:** This was suggested at the initial meeting but was not included in the draft traffic plan as this is outside the scope of the Neighbourhood Traffic Review.

13. **Comment:** The 17<sup>th</sup> Street and Avenue E intersection elevation changes are an issue. Suggest making this a one-way entering southbound on Spadina Crescent West to Avenue H (south of 17<sup>th</sup> Street West). The road is narrow so this would alleviate this issue as well.

**Comment:** Elevation changes at 17<sup>th</sup> Street and Avenue E are bad. It’s hard to see pedestrians because of all the signage. Is it possible to widen Spadina Crescent rather than narrow it and install a pedestrian activated crosswalk?

**Nathalie:** Pedestrian crossing areas would change if we make this permanent. Pedestrians would be more visible because if they’re crossing Spadina Crescent, they’d be crossing further to the north. We’d re-align that pathway so that they are crossing at the intersection rather than south of the intersection.

14. **Comment:** Can you address the proposal around adding stop signs along Dudley Street from Avenue P to Spadina Crescent?

**Nathalie:** That was related to the Neighbourhood Bikeways Project. It’s a neighbourhood bikeway so the cyclists are on the street and it does not impact on-street parking.

The stop signs for the north and south directions are recommended to increase safety because sometimes, it’s difficult to see a cyclist or judge their

speed. Having drivers come to a complete stop will improve safety for cyclists along Dudley Street.

Several traffic calming measures are recommended along Dudley Street, including:

- Raised crosswalks at Avenue N and at Avenue O by the school.
- Curb extensions at Avenue K.

15. **Comment:** Dudley Street will now become a thoroughfare and speed will become an issue.

**Nathalie:** To ensure speed doesn't become an issue, traffic calming was recommended at Avenue K, Avenue O, and Avenue N on Dudley Street.

As part of the Residential Speed Limit Review, we're going to be asking City Council to consider a reduced posted speed limit for the neighbourhood bikeways. A lowered posted speed limit on Dudley Street is one of the options.

**Comment:** The bulk of your proposals are around reducing speeding but adding the stop signs on Dudley Street will increase speeds and traffic.

**Nathalie:** This feedback will be passed along to the Neighbourhood Bikeways Project team.

The intent is to reduce cyclists from having to stop and start all the time. If this is a bike corridor, cyclists should have right-of-way, and we have traffic calming measures in place to address driver speeds.

This will be presented to City Council for approval. You're welcome to submit comments to City Council. It will be presented to City Council on December 21<sup>st</sup>. The Council agenda is posted at online at <https://www.saskatoon.ca/city-hall/city-council-boards-committees/council/minutes-and-agendas>

**Comment:** Will there be a review similar to this meeting for the Neighbourhood Bikeways Project?

**Nathalie:** The Neighbourhood Traffic Review and the Neighbourhood Bikeways Project are two separate projects. The online meeting for Dudley Street was held on August 19, 2020 and the meeting recording is available at <https://www.saskatoon.ca/engage/neighbourhood-bikeways-project>



## **Updates on other relevant projects**

### Southwest Transportation Study

The [Southwest Transportation Study](#) includes the 17<sup>th</sup> Street Extension from Avenue P to 11<sup>th</sup> Street. Detailed design of the 17<sup>th</sup> Street Extension is planned next year and construction in 2022, pending funding.

### 17<sup>th</sup> Street / Spadina Crescent and Avenue E

The traffic calming measures installed at 17<sup>th</sup> Street, Avenue E, and Spadina Crescent were recommended through the [Riversdale Neighbourhood Traffic Review](#).

The measures were installed temporarily so that we can assess their effectiveness. If this configuration operates well, the permanent design of the intersection would adjust the multi-use pathway crossing to cross Spadina Crescent West perpendicular to traffic, at the intersection, rather than south of the intersection in its current location. Ramps would also be adjusted accordingly.

### Speed Limit Review

As requested by City Council, we are undertaking a speed limit review for residential streets. More specifically, we are reviewing:

- Posted speed limits on residential streets, including lowering the posted speed limit
- Removing reduced speed limits for high schools
- Potentially reducing speed limits in playground zones
- The potential for establishing senior zones.

We anticipate that this work will be presented to Council in 2021.

### **Next Steps**

- Continue monitoring traffic issues in your neighbourhood.
- Mail-in or email comments no later than January 15, 2021.
- Additional public input via Engage Page no later than January 15, 2021.
- Determine revisions and finalize traffic plan.
- Present traffic plan to City Standing Policy Committee on Transportation.

## **Adjournment**



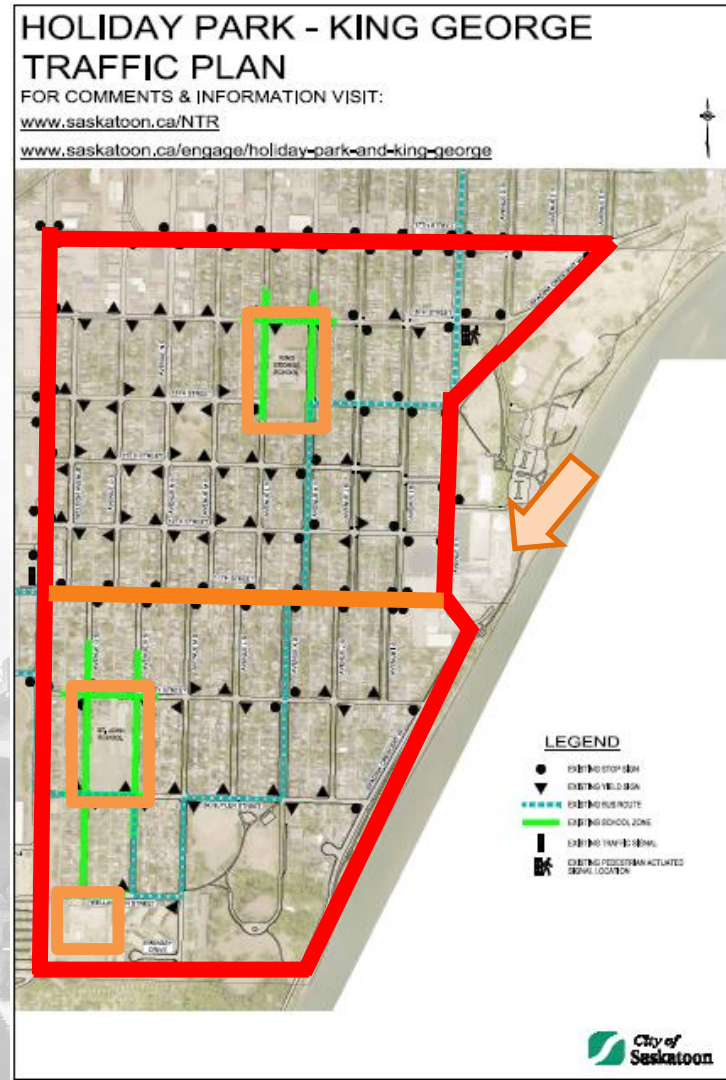
# Neighbourhood Traffic Review Holiday Park and King George Neighbourhoods

December 15, 2020

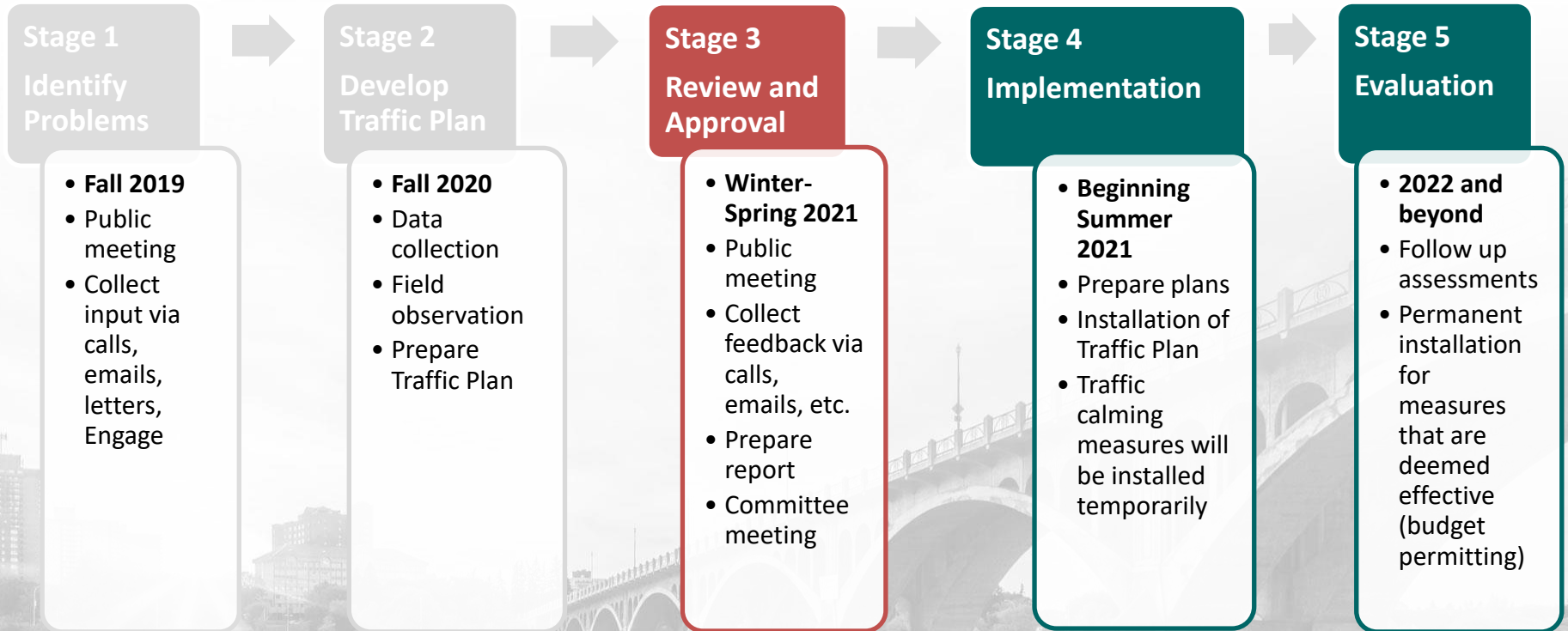


# Study Area

- Study limits
  - Avenue P
  - 17<sup>th</sup> Street
  - Spadina Crescent
  - Gordie Howe Management Area
- Local and collector streets



# Neighbourhood Traffic Review Schedule



\*Schedule is pandemic dependent

# What We Heard

## A. Speeding / Shortcutting Concerns:

- 11<sup>th</sup> Street
- 15<sup>th</sup> Street
- 16<sup>th</sup> Street
- 17<sup>th</sup> Street
- Avenue H
- Avenue I
- Avenue J
- Avenue K
- Avenue M
- Avenue O
- Avenue P
- Dudley Street
- Schuyler Street
- Spadina Crescent

# What We Heard

## B. Pedestrian Concerns:

- 11<sup>th</sup> Street at Avenue K, Avenue L
- 16<sup>th</sup> Street at Avenue G, Avenue H
- 17<sup>th</sup> Street at Avenue K
- Avenue H at 12<sup>th</sup> Street, 15<sup>th</sup> Street
- Avenue P & Dudley Street
- Mid-block crossing at Victoria Park

# What We Heard

## B. Intersection Safety Concerns:

- 11<sup>th</sup> Street at Avenue I, Avenue J, Avenue K, Avenue L, Avenue P
- 12<sup>th</sup> Street at Avenue M, Avenue N
- 13<sup>th</sup> Street & Avenue I
- 17<sup>th</sup> Street at Avenue H, Avenue P
- Avenue H at 12<sup>th</sup> Street, 13<sup>th</sup> Street, 15<sup>th</sup> Street, 17<sup>th</sup> Street
- Dudley Street at Avenue L, Avenue M, Spadina Crescent
- Schuyler Street at Spadina Crescent, Avenue K, Avenue L, Avenue M, Avenue O, Avenue P

# What We Heard

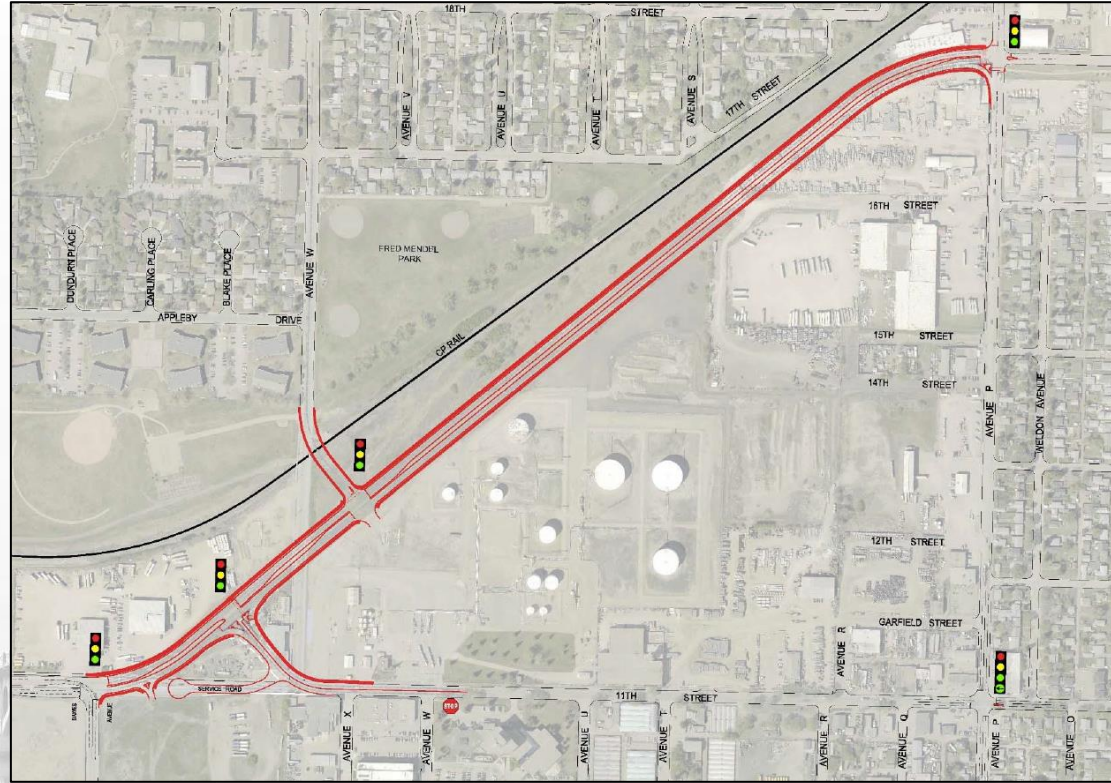
## C. Other Concerns:

- Parking
- Maintenance
  - Roadway and sidewalk
  - Winter road
  - Tree



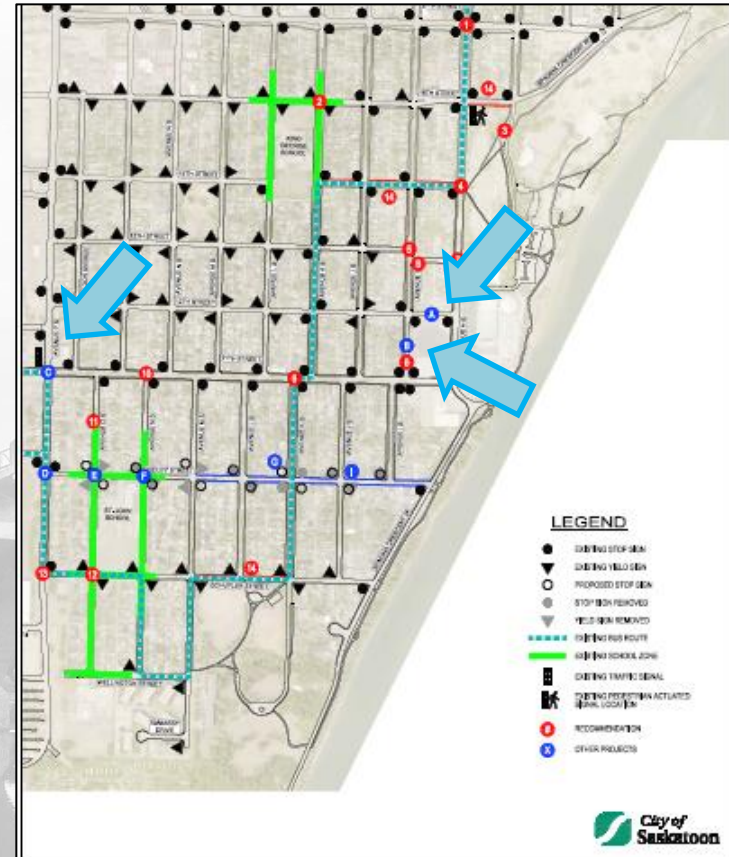
# Other Projects – Southwest Transportation Study

- 17<sup>th</sup> Street Extension
  - Detailed design 2021
  - Construction 2022



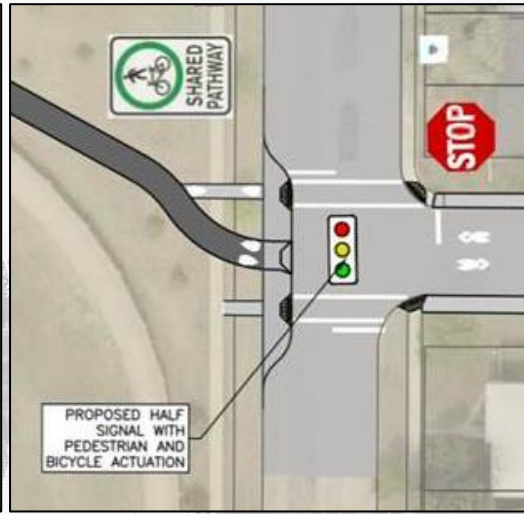
# Other Projects – Water Treatment Plant

- Prohibit parking on south side of 12<sup>th</sup> Street (Avenue I to Avenue H)
- Prohibit parking on the east side of Avenue I (11<sup>th</sup> Street to 12<sup>th</sup> Street)
- Install permanent curb on south side of 11<sup>th</sup> Street, east of Avenue P to replace temporary delineator posts



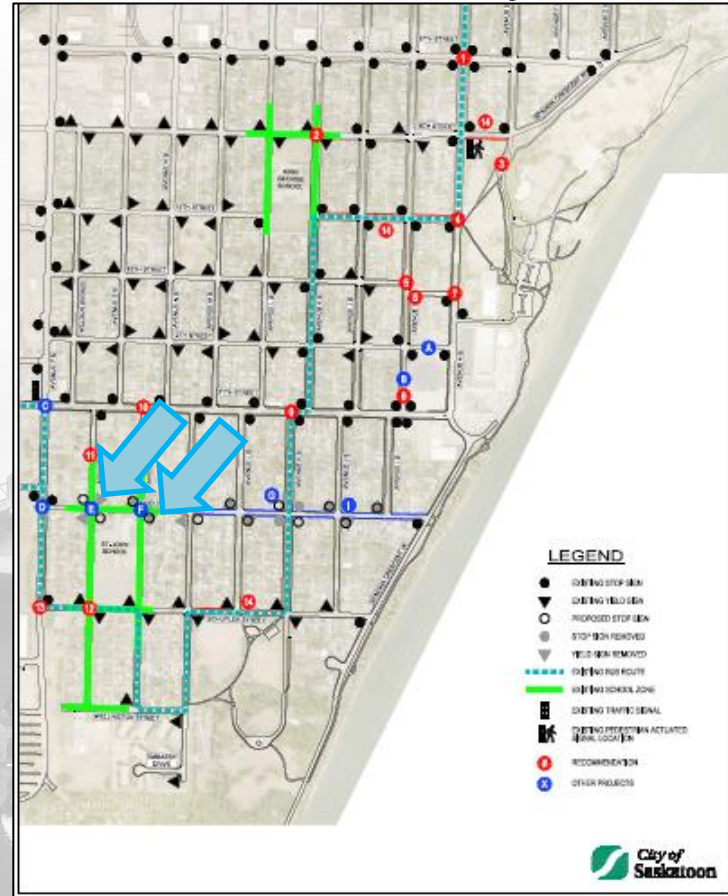
# Other Projects – Dudley Street Bikeway

- Dudley Street and Avenue P (South)
  - Pedestrian and cyclist activated signal
  - Curb extension on west side



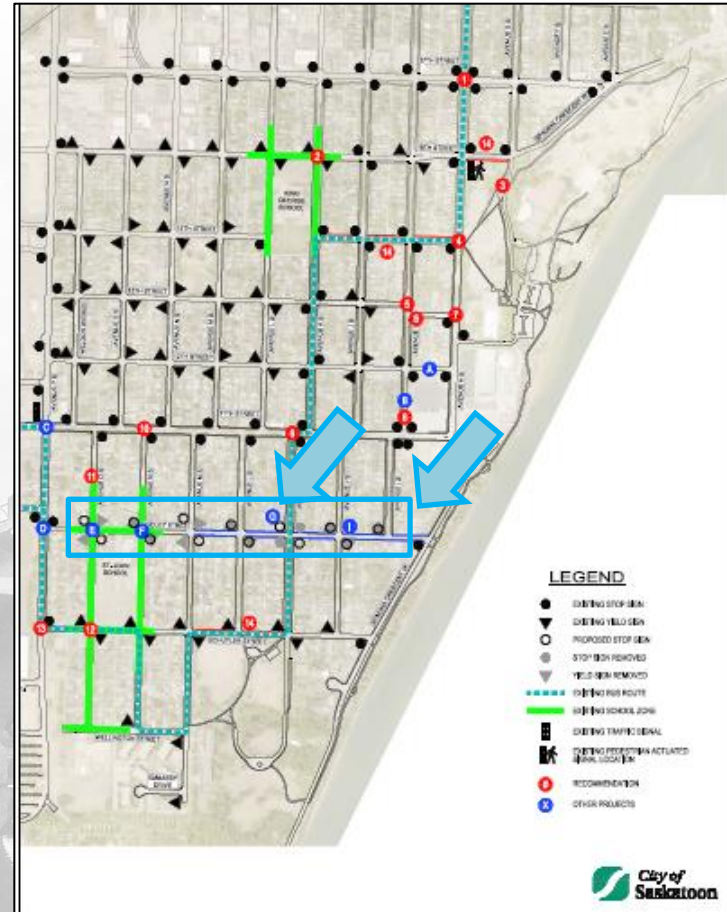
# Other Projects – Dudley Street Bikeway

- Dudley Street at Avenue O and Avenue N
  - Raised crosswalks



# Other Projects – Dudley Street Bikeway

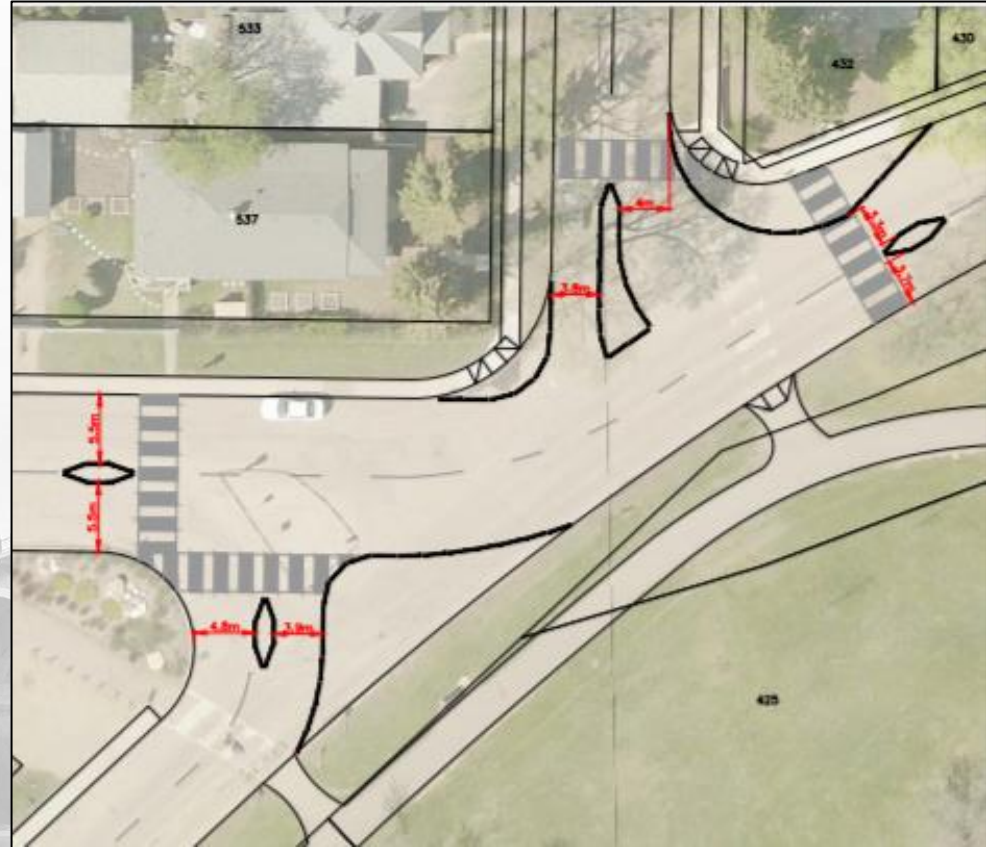
- Dudley Street and Avenue K
  - Curb extensions
- Dudley Street (Avenue P to Spadina)
  - Revise traffic control to be stop control for N-S direction
- Dudley Street (Avenue M to Spadina)
  - Install missing sidewalks (pending feasibility assessment)



For more information, visit  
<https://www.saskatoon.ca/engage/neighbourhood-bikeways-project>

# Other Projects – Riversdale NTR

- 17<sup>th</sup> Street and Avenue E  
– Temporary traffic calming

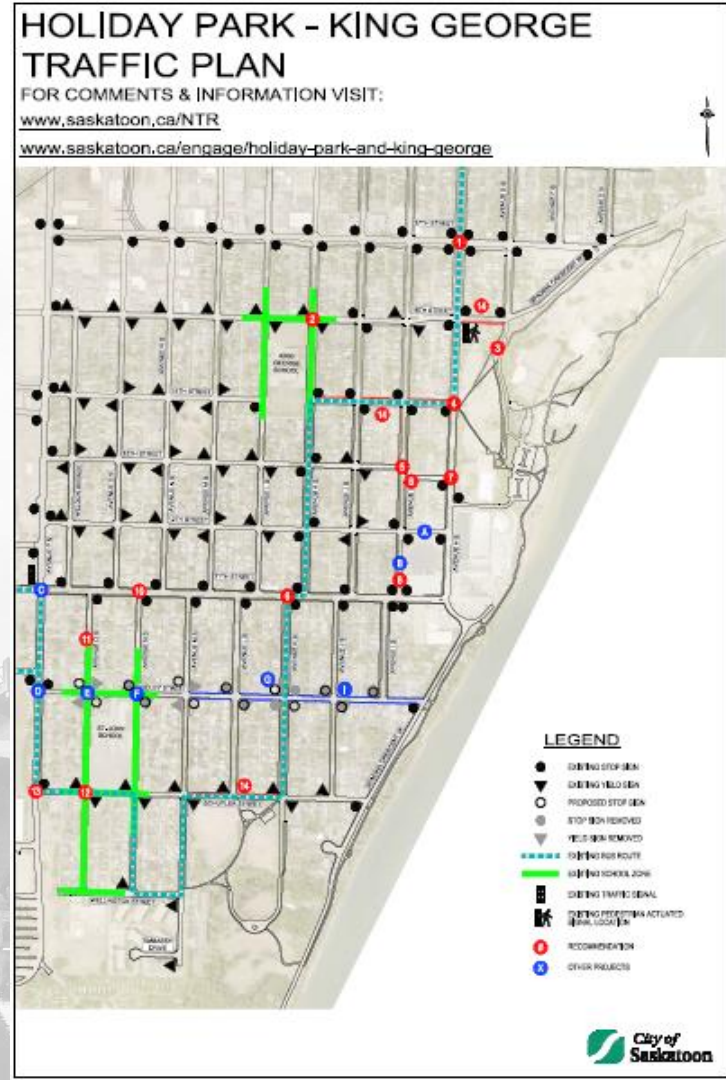


# What We Did

- Field observations
- Data collection:
  - 17 traffic volume / speed studies
  - 5 intersection / pedestrian counts
- Collision Analysis

# What We Propose

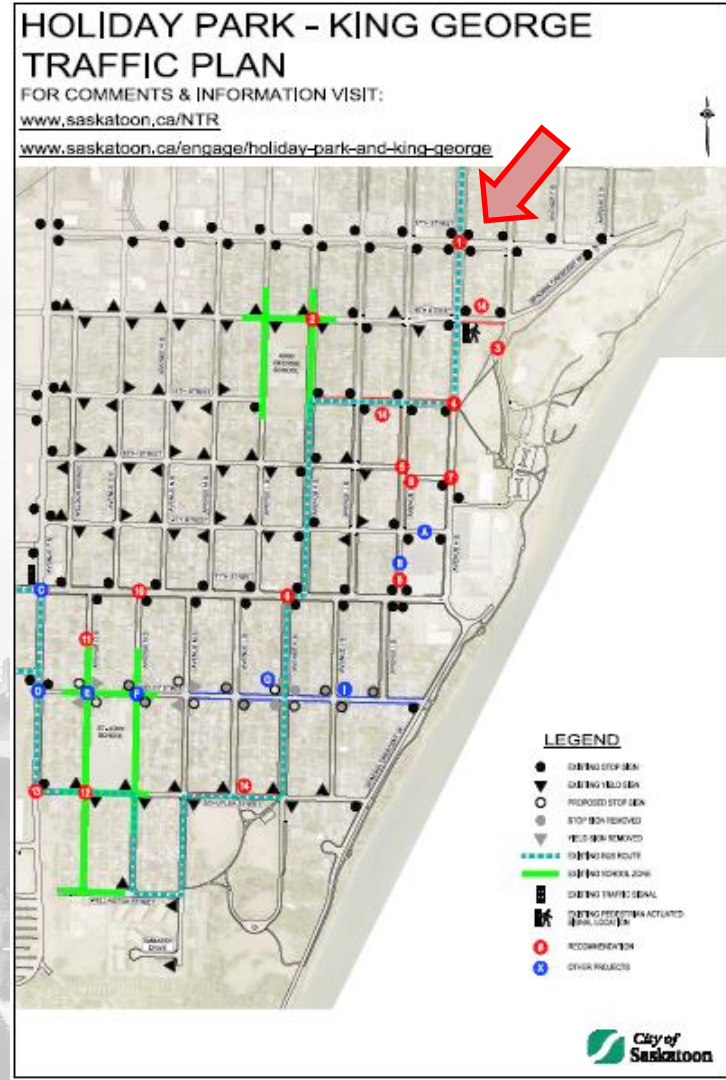
- Stop and Yield Signs
- Painted Stop Bars
- Standard and Zebra Crosswalks
- Median Island
- Curb Extensions
- Pinch Point
- Pedestrian Accessibility Ramps
- Sidewalks





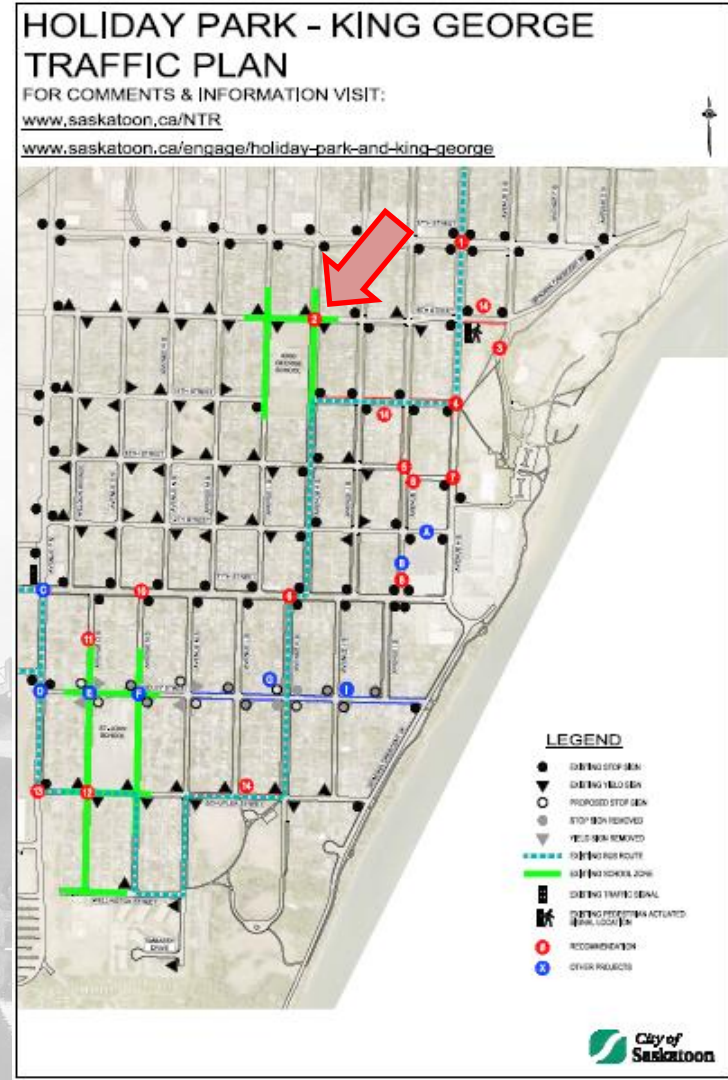
# Draft Traffic Plan

- 17<sup>th</sup> Street and Avenue H
  - Relocate northbound stop sign south of zebra crosswalk
  - Install additional northbound stop sign on west side of the south leg
  - Install Stop Ahead warning sign for northbound and southbound traffic
  - Install stop bars
  - Install standard crosswalks on other 3 legs



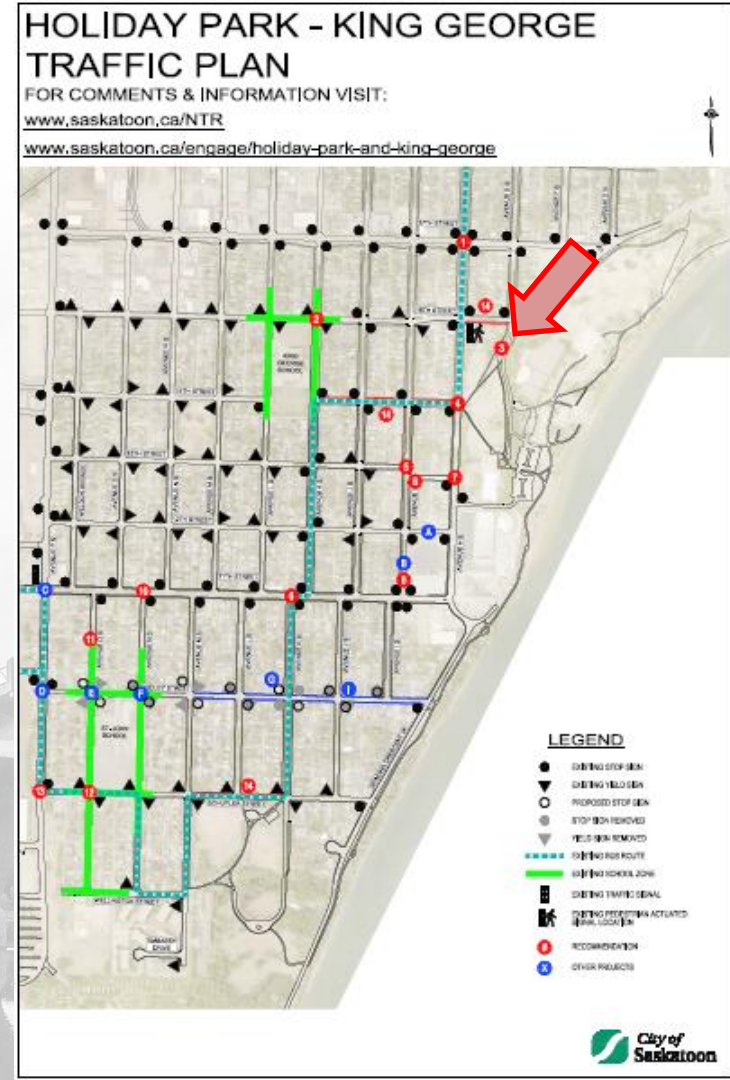
# Draft Traffic Plan

- 16<sup>th</sup> Street and Avenue K
  - Install curb extension on SW corner
  - Send speed data to Saskatoon Police Service



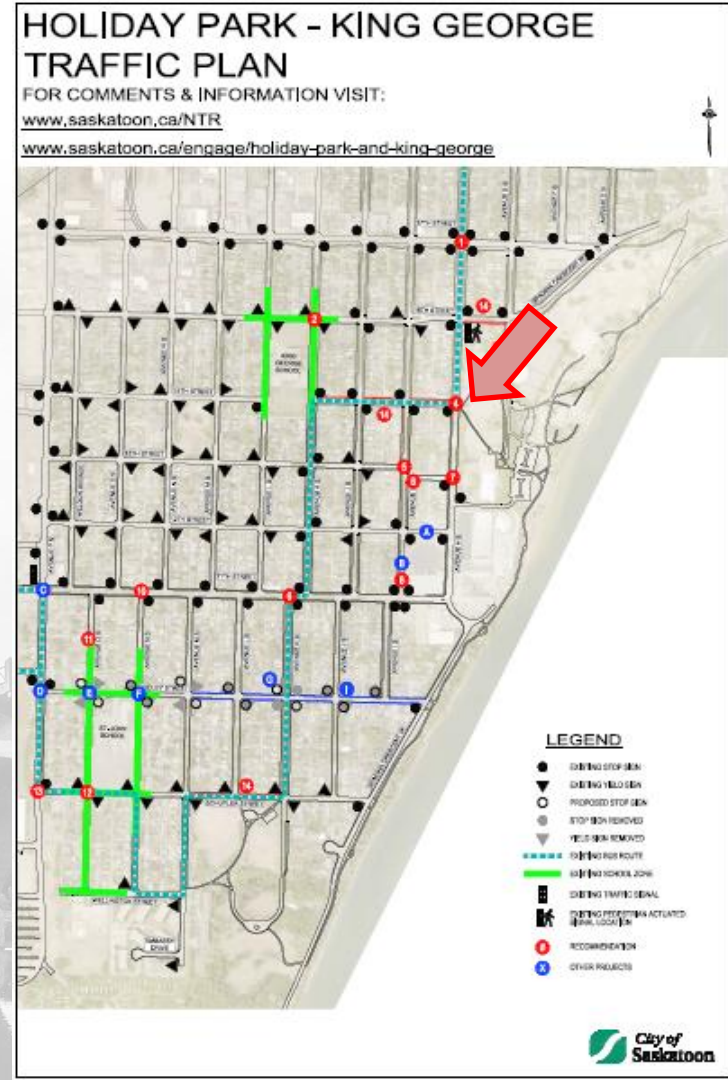
# Draft Traffic Plan

- Victoria Park midblock pathway crossing of Avenue G
  - Install standard crosswalk
  - Trim vegetation



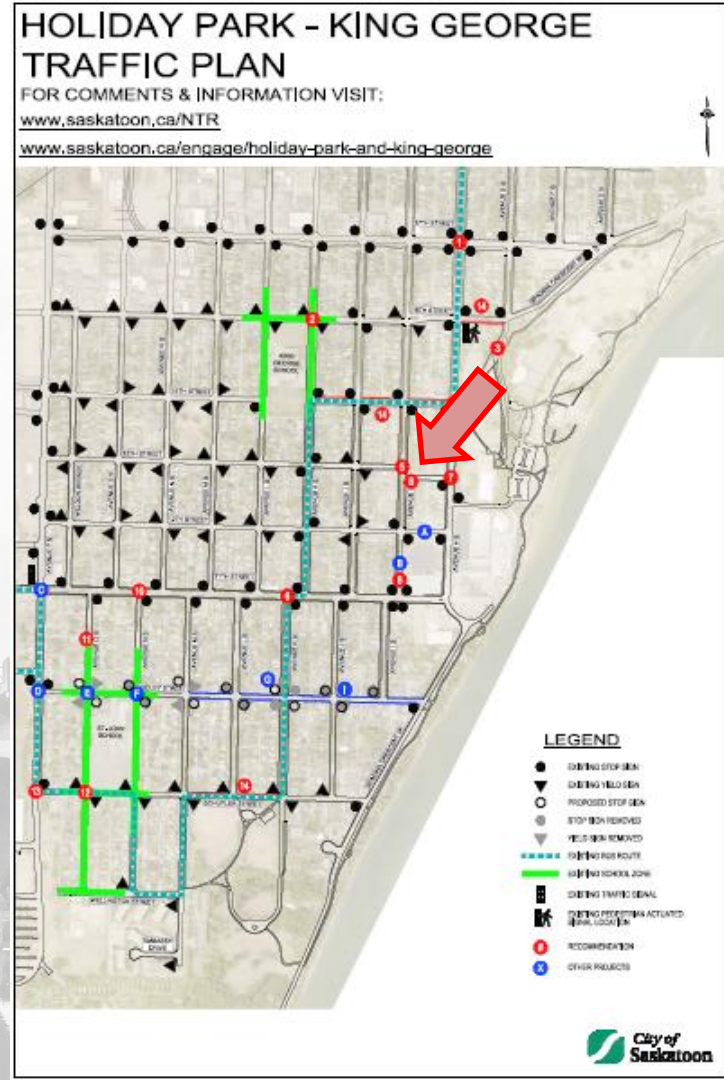
# Draft Traffic Plan

- Avenue H and 15<sup>th</sup> Street
  - Install curb extension on SE corner



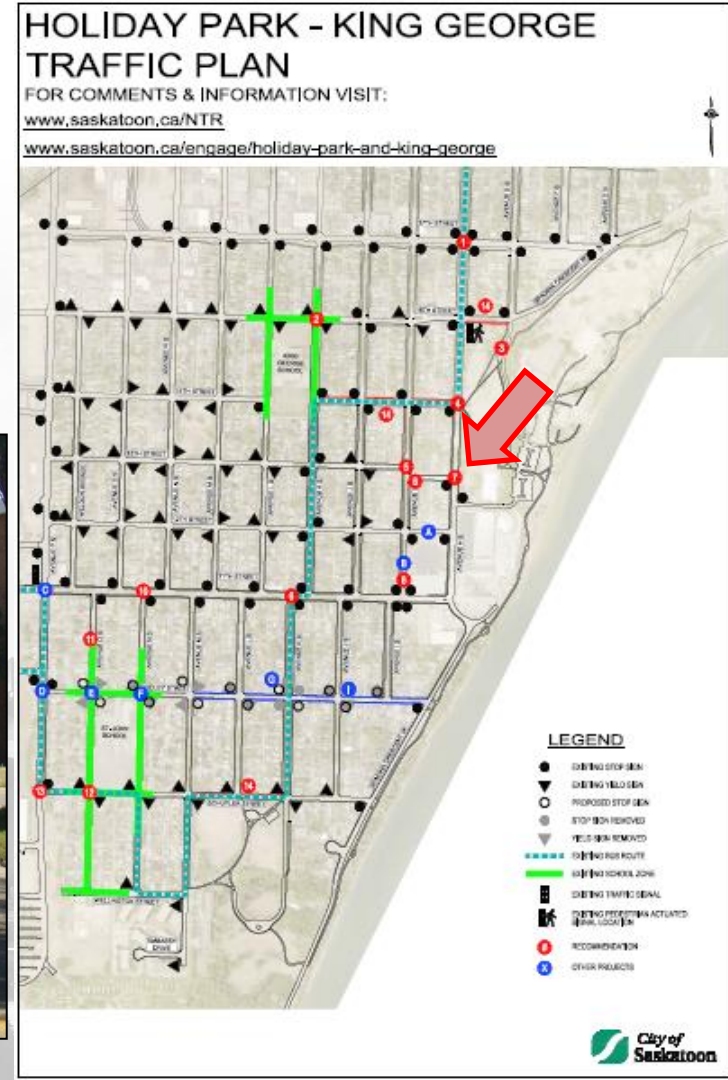
# Draft Traffic Plan

- 13<sup>th</sup> Street and Avenue I (North)
  - Install yield sign on 13<sup>th</sup> Street
- 13<sup>th</sup> Street and Avenue I (South)
  - Install yield sign on 13<sup>th</sup> Street



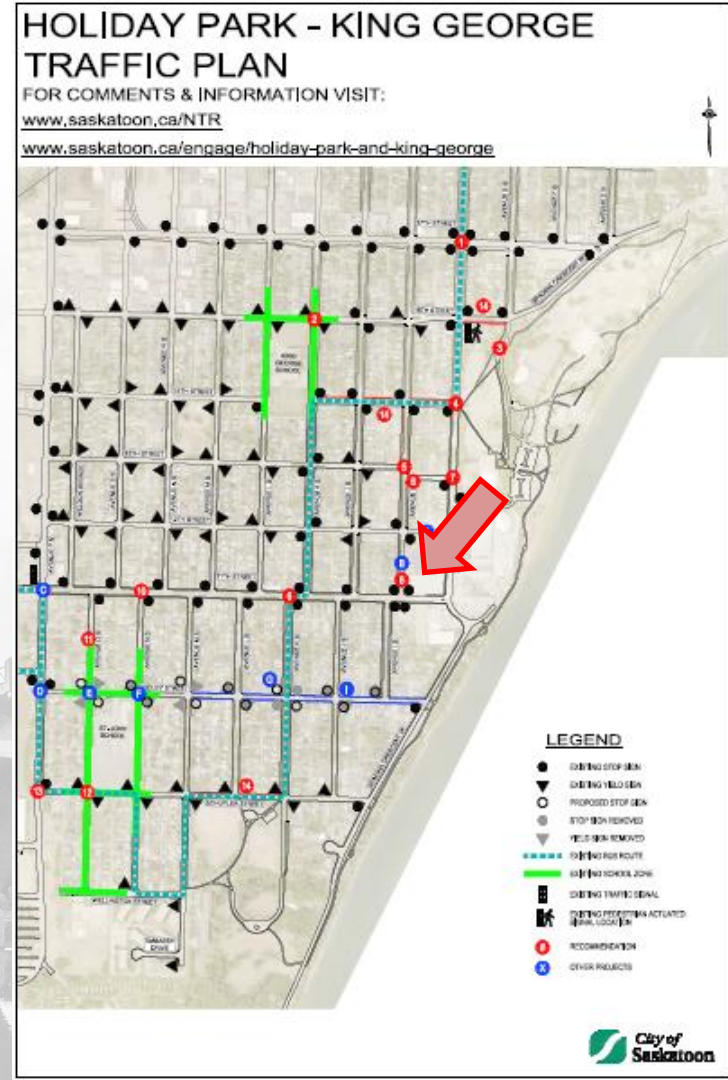
# Draft Traffic Plan

- Avenue H and 13<sup>th</sup> Street
  - Install median island on north leg



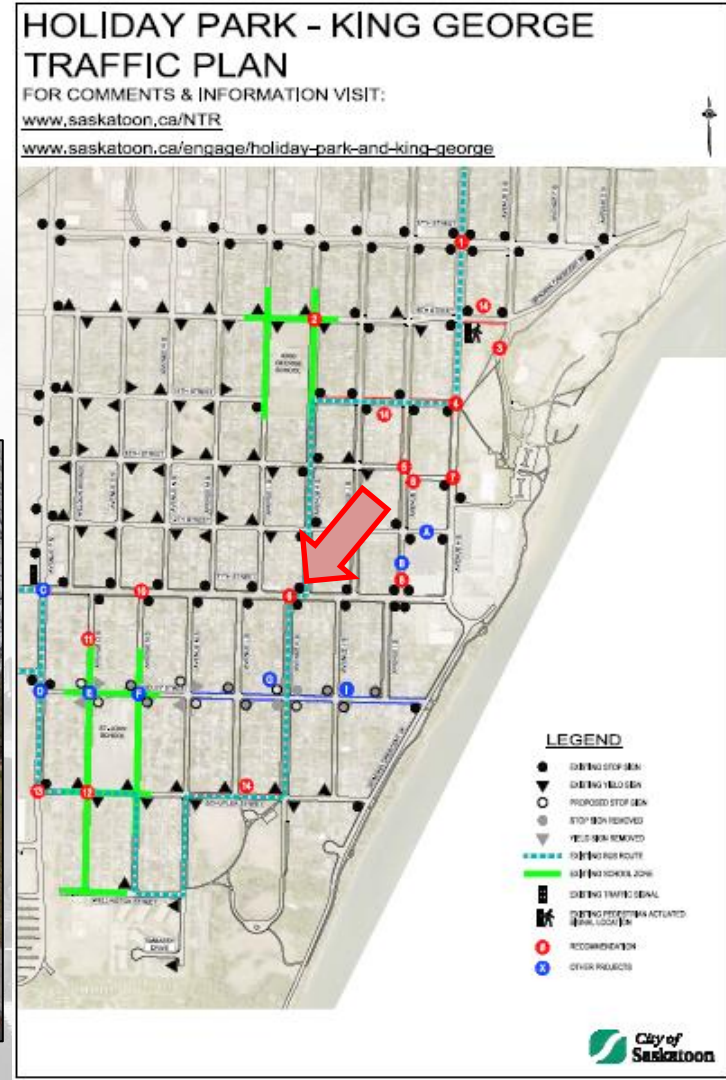
# Draft Traffic Plan

- Avenue I (11<sup>th</sup> Street to 12<sup>th</sup> Street)
  - Install midblock pinch point on east side



# Draft Traffic Plan

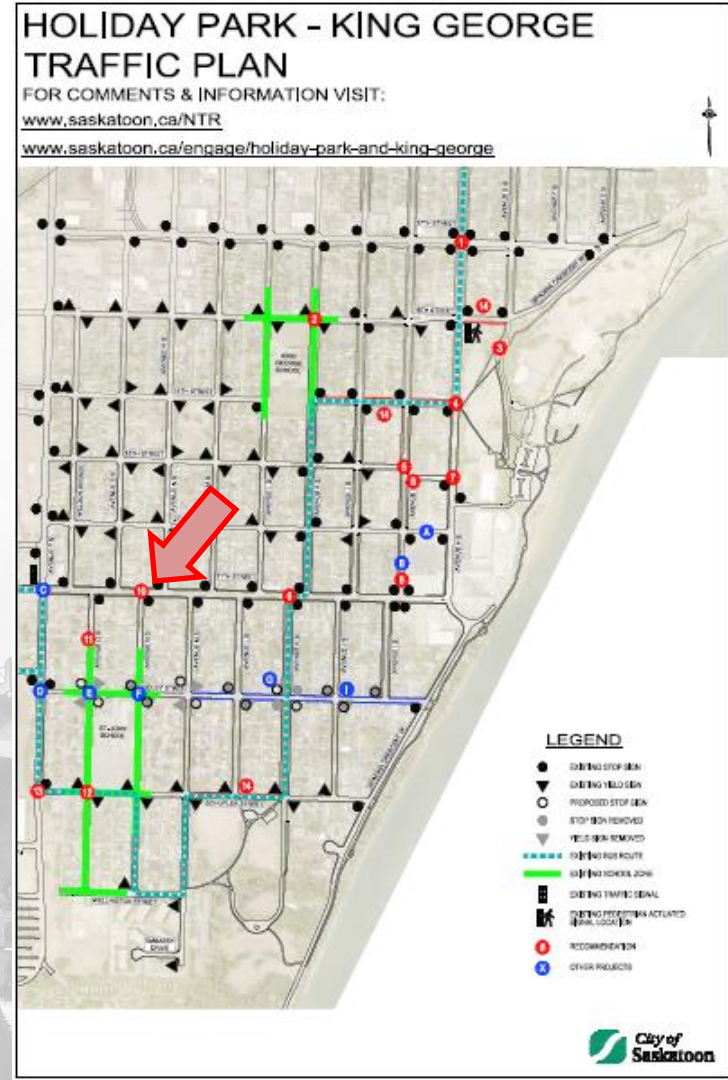
- 11<sup>th</sup> Street and Avenue K (West)  
– Upgrade to zebra crosswalk





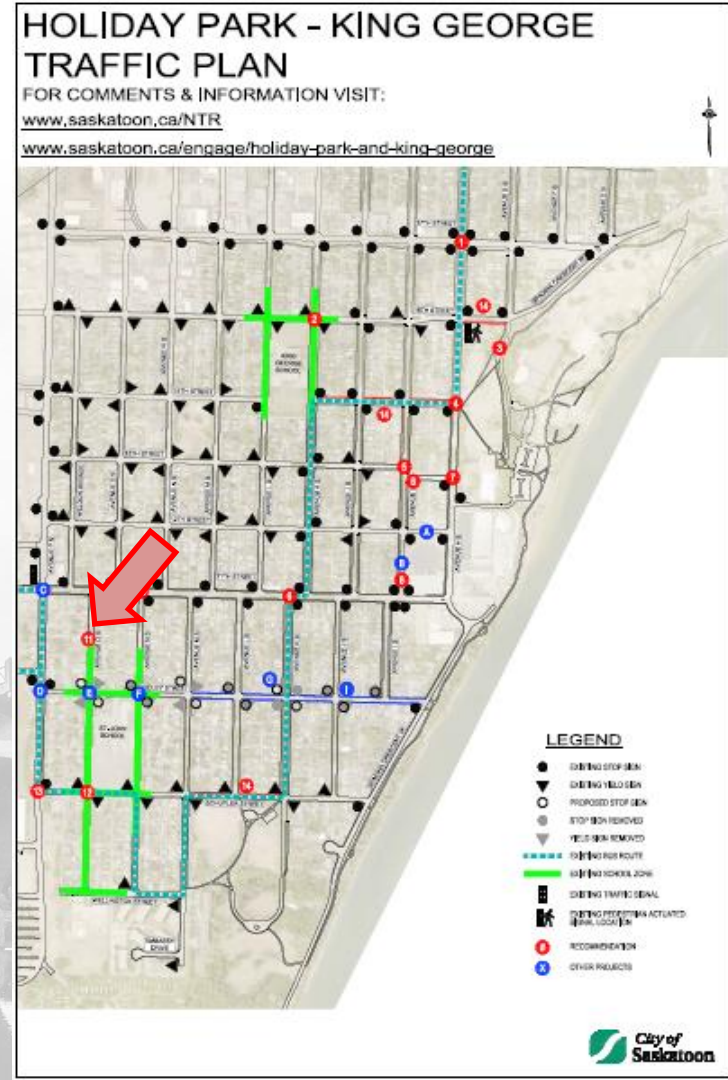
# Draft Traffic Plan

- 11<sup>th</sup> Street and Avenue N (West)
  - Relocate eastbound Pedestrian Crosswalk sign west of tree on southwest corner



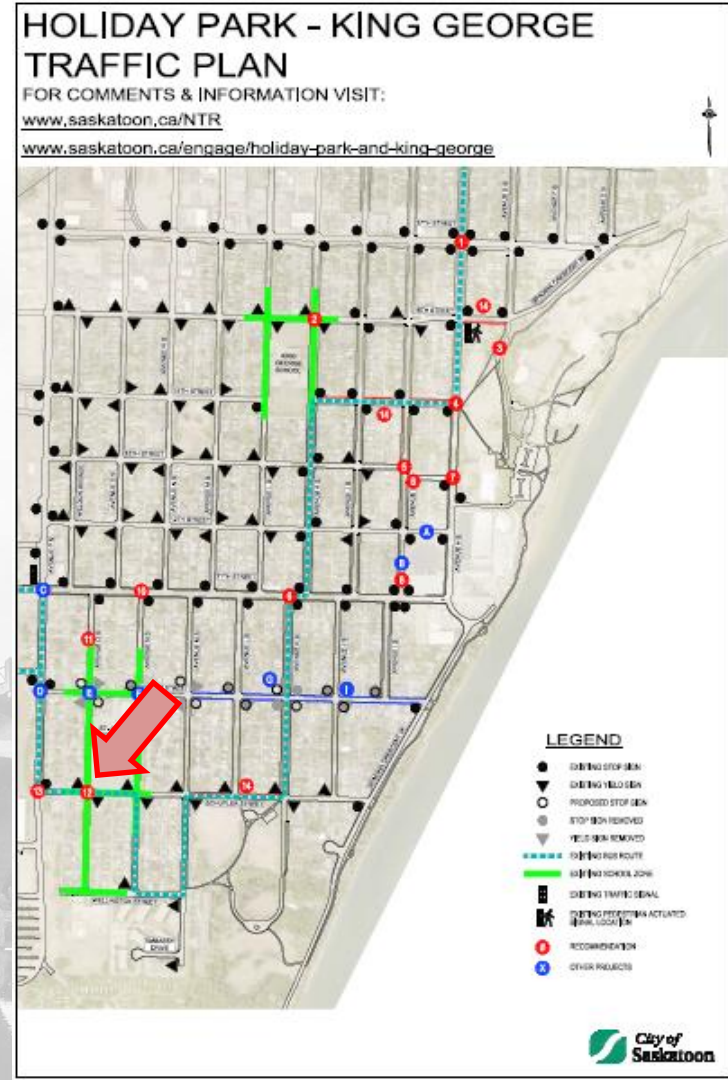
# Draft Traffic Plan

- Avenue O, west side, north of Dudley
  - Relocate southbound School Zone sign farther south, closer to school zone



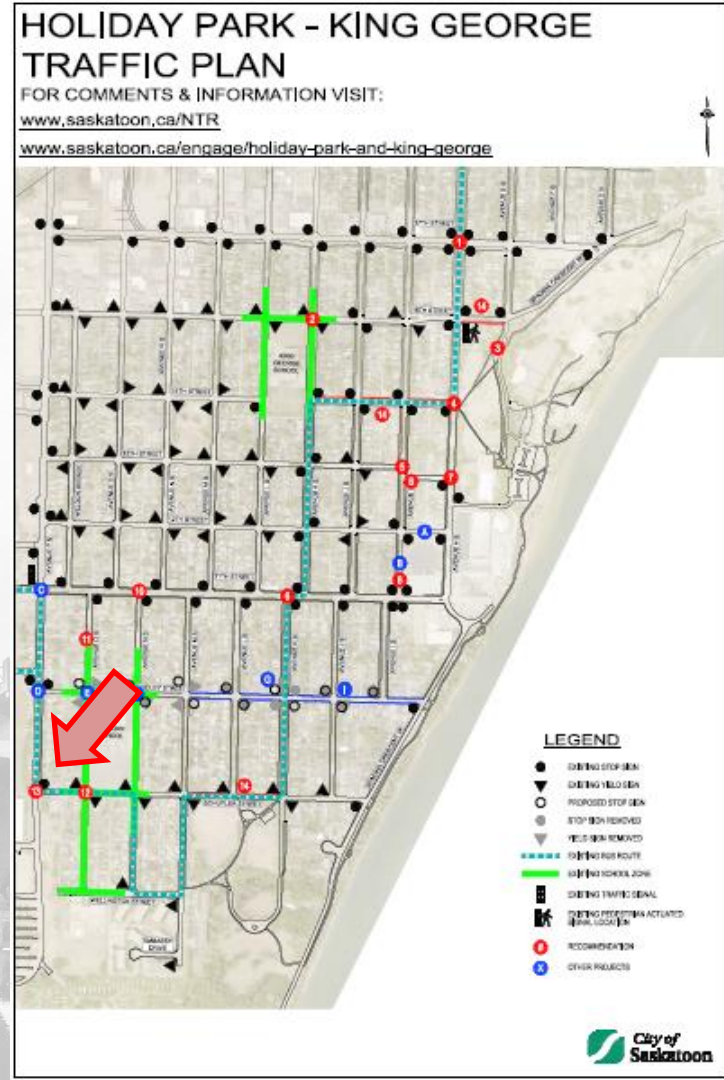
# Draft Traffic Plan

- Avenue O and Schuyler Street
  - Install curb extension on NE corner
  - Send speed data to Saskatoon Police Service



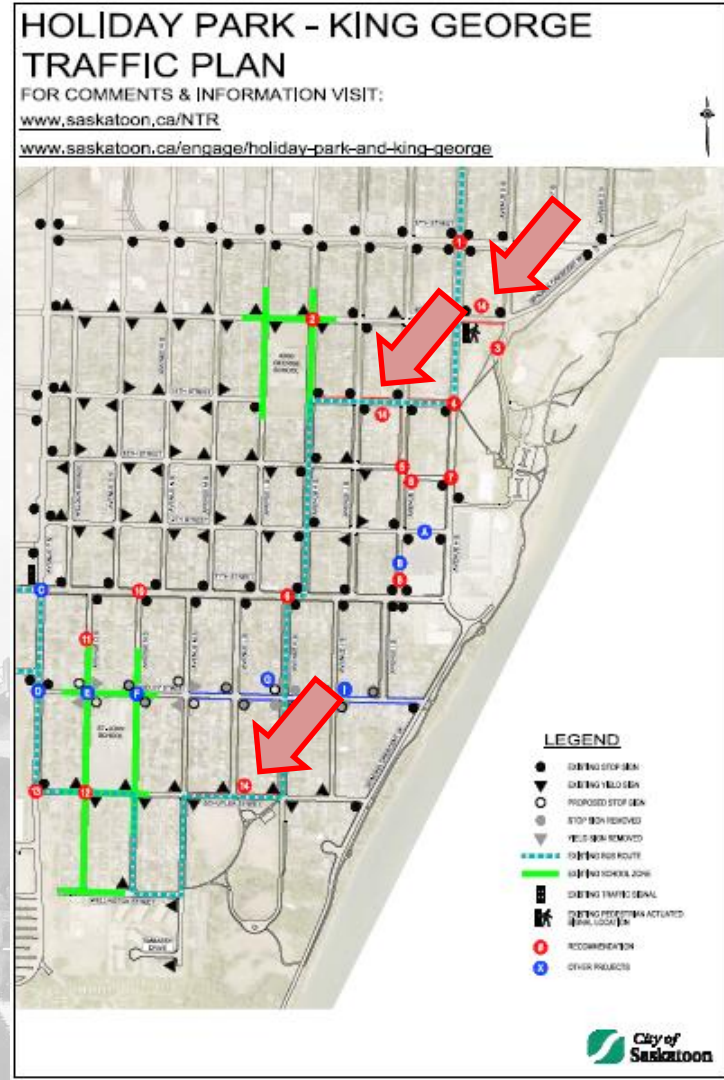
# Draft Traffic Plan

- Avenue P and Schuyler Street
  - Install missing pedestrian accessibility ramps



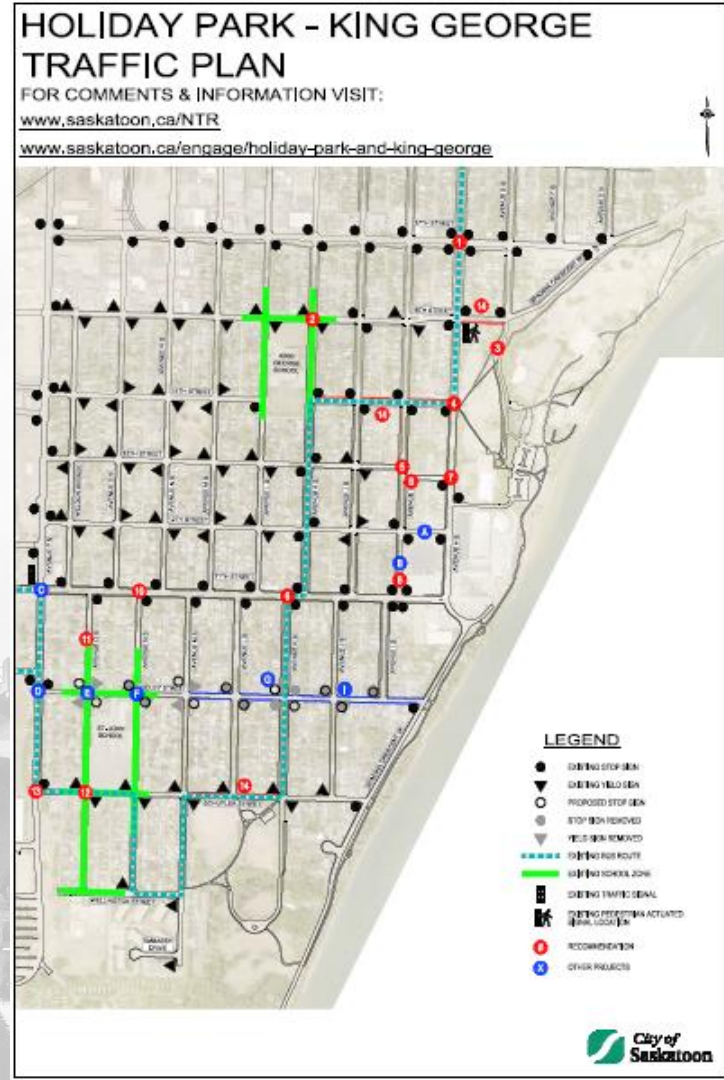
# Draft Traffic Plan

- Install missing sidewalks
  - 15<sup>th</sup> Street (Avenue H to Avenue K)
  - 16<sup>th</sup> Street (Avenue G to Avenue H)
  - Schuyler Street (Avenue K to Avenue M)

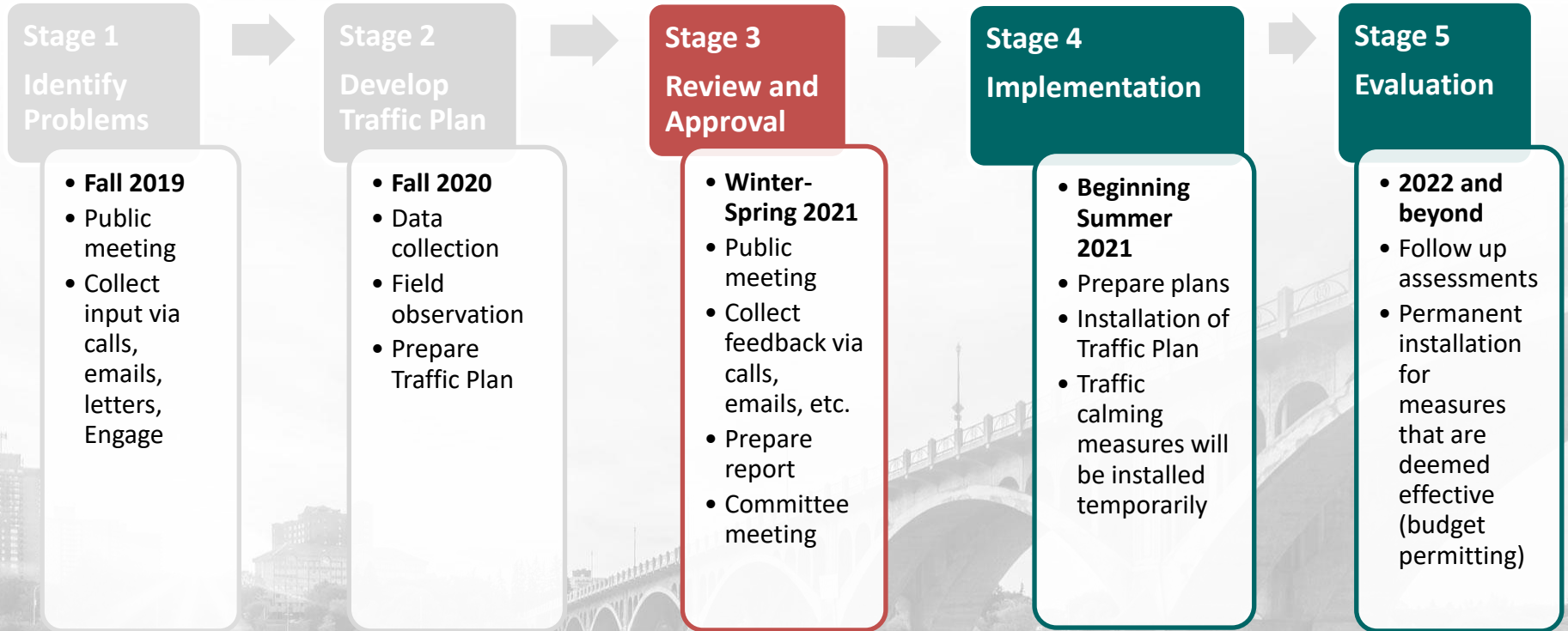


# Draft Traffic Plan

- Other Concerns?



# Next Steps



\*Schedule is pandemic dependent

# Join the Discussion

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

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

City of Saskatoon

Create Account Sign In Accessibility Engage Contact Us Search

Services for Residents Moving Around Parks, Recreation & Attractions Community, Culture & Heritage Business & Development Environmental Initiatives City Hall Election 2020

## Agriplace and Marquis Industrial

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

Click here for timely updates on how the City is responding to the COVID-19 pandemic in Saskatoon.

Engage

Engage Background Process Contact Us

City of Saskatoon

Create Account Sign In Accessibility Engage Contact Us Search

Services for Residents Moving Around Parks, Recreation & Attractions Community, Culture & Heritage Business & Development New to Saskatoon City Hall

Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews

## Neighbourhood Traffic Reviews

Subscribe to Traffic Review Notifications

Accessibility  
Transit  
Cycling  
Driving & Roadways  
Winter Road Maintenance  
Road Maintenance & Repair  
Managing Traffic  
Pavement Markings  
Traffic Noise  
Intersections  
Merging Guidelines  
Traffic Studies  
Neighbourhood Traffic Reviews  
Driving  
Bridges  
Walking  
Parking

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

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

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

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

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

Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at 306-975-2454 or by [completing a Community Traffic Issue report](#).





# Appendix H

## Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	17 <sup>th</sup> Street and Avenue H	Relocate northbound stop sign and four-way tab south of zebra crosswalk	Improve visibility of four-way stop signs	No comments received.	Carried.
		Install additional northbound stop sign and four-way tab on west side of the south leg		No comments received.	Carried.
		Install Stop Ahead warning sign in the northbound and southbound directions	Improve driver stop compliance	No comments received.	Carried.
		Install stop bars on all four legs		No comments received.	Carried.
		Install standard crosswalks on west, north, and east legs		No comments received.	Carried.
2	16 <sup>th</sup> Street and Avenue K	Install curb extension on southwest corner of 16 <sup>th</sup> Street	Reduce speed	No comments received.	Carried.
		Send speed data to Saskatoon Police Service for enforcement		No comments received.	Carried.
3	Victoria Park pathway mid-block crossing of Avenue G	Install a standard crosswalk and trim vegetation in collaboration with Parks Division	Improve pedestrian safety	No comments received.	Carried.
4	Avenue H and 15 <sup>th</sup> Street	Install curb extension on southeast corner on Avenue H	Reduce speed and improve pedestrian safety	No comments received.	Carried.
5	13 <sup>th</sup> Street and Avenue I (North)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety	No comments received.	Carried.
6	13 <sup>th</sup> Street and Avenue I (South)	Install yield sign on 13 <sup>th</sup> Street assigning right-of-way to Avenue I	Improve intersection safety	No comments received.	Carried.
7	Avenue H and 13 <sup>th</sup> Street	Install median island on north leg	Reduce speed	<ul style="list-style-type: none"> <li>There is a lot of traffic calming measures planned for Avenue H, but that is somewhat of an arterial and a main route downtown.</li> <li>There are stop signs at Avenue H and 12th Street.</li> </ul>	<p>Carried.</p> <p>We measured the speed with the median islands in place and it was still quite high, which is why we're trying to narrow the street further.</p>
8	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Install mid-block pinch point on east side of Avenue I	Reduce traffic volume	<ul style="list-style-type: none"> <li>Avenue I from 16th Street should be a one-way southbound.</li> <li>The issues along Avenue I will not be resolved without making this a one-way street.</li> <li>The recommended pinch point restricts the only route out of the area towards downtown. With no alternate route out, the expectation is to just slow people down everywhere rather than providing a direct route.</li> <li>Correction, Avenue I is the most direct route, not the only route to the downtown. Avenue H and Avenue P are the only major roads. The other roadways are local roadways.</li> <li>The pinch point is going to be the same as the truck and trailer that's always parked there which is already hard to deal with and causes close calls. You turn the corner and then see the oncoming traffic and it is too late then.</li> <li>The plan is to re-route traffic out of Holiday Park with the closure at Avenue H and 11th Street but too many controls are in place for Holiday Park residents to head toward downtown.</li> </ul>	<p>Carried.</p> <p>If this measure is included in the Final Traffic Plan, it would be installed temporarily and we would monitor it carefully after installation. If it is not effective, or creates operational issues, we would replace it with alternative traffic calming measures.</p>
9	11 <sup>th</sup> Street and Avenue K (West)	Upgrade standard crosswalk to zebra crosswalk	Improve pedestrian safety	<ul style="list-style-type: none"> <li>Big fan of the additional zebra markings at 11th Street and Avenue K.</li> </ul>	Carried.
10	11 <sup>th</sup> Street and Avenue N (West)	Relocate eastbound right Pedestrian Crosswalk sign west of tree on southwest corner	Improve visibility of sign	No comments received.	Carried.
11	Avenue O west side, north of Dudley Street	Relocate southbound School Zone sign farther south, closer to school zone	Improve compliance	No comments received.	Carried.
12	Avenue O and Schuyler St	Install curb extension on northeast corner of Avenue O	Reduce speed	No comments received.	Carried.
		Send speed data to Saskatoon Police Service for enforcement		No comments received.	Carried.
13	Avenue P and Schuyler Street	Install missing pedestrian accessibility ramps	Improve pedestrian accessibility	No comments received.	Carried.
14	15 <sup>th</sup> Street (Avenue H to Avenue K)	Install missing sidewalks	Improve pedestrian safety	No comments received.	Carried.
	16 <sup>th</sup> Street (Avenue G to Avenue H)			No comments received.	Carried.
	Schuyler Street (Avenue K to Avenue M)			No comments received.	Carried.

**Other Projects in the Area**

Item	Location	Project	Recommendation	Comments	Decision
A	12 <sup>th</sup> Street (Avenue I to Avenue H)	Water Treatment Plant Project	Prohibit parking on the south side of 12 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>The parking prohibition on the east side of Avenue I between 11<sup>th</sup> Street and 12<sup>th</sup> Street would solve all the issues and clear up the most direct route between 11<sup>th</sup> Street and Avenue H.</li> </ul>	Carried.
B	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)		Prohibit parking on the east side of Avenue I		Carried.
C	11 <sup>th</sup> Street and Avenue P		Install permanent curb extension on south side of 11 <sup>th</sup> Street to replace temporary delineator poles	No comments received.	Carried.
D	Avenue P and Dudley Street (South)	Neighbourhood Bikeways Project	Install pedestrian and cyclist activated signal	No comments received.	Carried.
E	Dudley Street and Avenue O		Install curb extension on west side of Avenue P	No comments received.	Carried.
F	Dudley Street and Avenue N		Install raised crosswalk on east leg	No comments received.	Carried.
G	Dudley Street and Avenue K		Install raised crosswalk on west leg	No comments received.	Carried.
H	Dudley Street (Avenue P to Spadina Crescent)		Install curb extensions on northwest, southwest, and southeast corners	No comments received.	Carried.
I	Dudley Street (Avenue M to Spadina Crescent)		Revise traffic control to be stop control on all side streets (stop signs shown as red circles on the map)	<ul style="list-style-type: none"> <li>Dudley Street will now become a thoroughfare and speed will become an issue.</li> <li>The bulk of your proposals are around reducing speeding but adding the stop signs on Dudley Street will increase speeds and traffic.</li> </ul>	<p>Carried.</p> <p>To ensure speed doesn't become an issue, traffic calming was recommended at Avenue K, Avenue O, and Avenue N on Dudley Street.</p>
			Install missing sidewalks	No comments received.	Carried.

# **Appendix I**

Additional Concerns Received  
After Presentation of Draft Plan

Location	Comments	Decision
11 <sup>th</sup> Street	Crosswalks at Avenue N and at Avenue P could use mobility accessibility safety exploration to improve northbound-southbound crossing	<p>The City recently updated the pedestrian ramp design standards at intersections, which includes texturing for low vision users.</p> <p>In 2019, Asset Preservation began including accessibility ramps in their preservation work; this means that missing pedestrian ramps will be installed when adjacent road resurfacing projects are completed.</p> <p>Transportation has an inventory of missing ramp locations citywide and has funding to address high-priority missing ramps. This program is coordinated with the Asset Preservation program to ensure there is no overlap and is currently funded to install about 40 ramps annually.</p> <p>City Council recently approved \$1 million in funding for ramps. The City is working through an implementation strategy and approach for this additional funding.</p>
11 <sup>th</sup> Street and Avenue L	Suggesting zebra crosswalks because that's where the store is	According to Council Policy C07-018 – Traffic Control at Pedestrian Crossings and a field observation, a standard crosswalk is appropriate for this location.
	Planter blocks sidewalk access. Place off public sidewalks with curb markers.	Forwarded to Bylaw Compliance for further consideration
11 <sup>th</sup> Street and Avenue N	Kids have difficulty walking across the street to go to school. Most cars do not slow down or stop to let the kids cross. When pedestrians cross northbound, driver visibility is obstructed by the tree. Crosswalk light suggested.	According to Council Policy C07-018 – Traffic Control at Pedestrian Crossings, collision data, and field observations, the existing Pedestrian Corridor is appropriate for this location.
11 <sup>th</sup> Street and Avenue P	I am concerned about the traffic calming and lane directing sign that was placed at this intersection this past year. I feel it is dangerous and has continued to be further problematic with the large amount of snow we have had the fall. The redirected lane is too narrow and with any build-up of ice on the sides it causes a vehicle to be bounced from side to side while trying to maneuver through there.	<p>Based on field observations, a review of the turning movements and discussions with our maintenance team, the delineator posts are providing adequate control and vehicles were moving back into the driving lane appropriately.</p> <p>Concern regarding ice build-up forwarded to Roadways, Fleet and Support Services for further consideration.</p>

Location	Comments	Decision
11 <sup>th</sup> Street and Avenue I	Remove all-way stop or place a stop sign only on Avenue I for the Water Treatment Plant traffic	<p>This intersection remains an intersection, even with one leg acting as a driveway for the Water Treatment Plant. As an intersection, this was constructed on the assumption that drivers completing a turning maneuver will approach, slow to a stop, or almost stop, and complete their turn at a very low speed. Pedestrians crossing this intersection has similar expectations.</p> <p>Signing one leg of an intersection as stop control without controlling the other legs is not recommended.</p>
12 <sup>th</sup> Street and Avenue H	Remove all-way stop or place a stop sign only on Avenue H for the Water Treatment Plant traffic	Based on a review and field observations, it is recommended that the eastbound and southbound stop signs be removed. Eastbound and southbound curve warning signs will be installed.

Location	Comments	Decision
17 <sup>th</sup> Street	Large truck traffic on 17 <sup>th</sup> Street. Semis (large tractor trailer combos) using 17 <sup>th</sup> Street as a route through the city. This is still an issue. There are at least 2 or 3 trucks daily using this route. This traffic is problematic for its noise, vibration, air pollution, dust/dirt pollution.	<p>The following motion was made at the <u>July 27, 2020 City Council meeting</u>:</p> <p>“...that the Administration report back at the earliest opportunity about options and estimated costs to complete a study to identify potential mitigating measures to reduce noise impacts between the South West Industrial area and the adjacent residential areas, with particular attention to the adjacent areas of Pleasant Hill, and that the option consider partnership with willing industrial operators (e.g. access to land, willingness to contribute to study costs, etc.) to ensure a comprehensive study.”</p> <p>Part VII of Traffic Bylaw 7200 outlines the conditions for vehicle weights and sizes. As stated for Local Deliveries: a Level 1 or a Level 2 vehicle with a maximum gross vehicle weight greater than 8,000 kilograms making a local delivery, pick up, performing a service or going to or from a garage for storage or repair, may deviate from the routes designated in Schedule No. 8 and No. 8a, provided that the operator of such vehicle uses:</p> <ul style="list-style-type: none"> <li>a) the most direct route on the arterial road network from the long haul or pickup and delivery vehicle route to its destination; and</li> <li>b) the most direct route on any other city streets in the neighbourhood from the arterial road network to its destination; or</li> <li>c) a route approved by the General Manager.</li> </ul>



Location	Comments	Decision
17 <sup>th</sup> Street	<p>Two traffic calming islands were installed on 17<sup>th</sup> Street West in the past year - one at Avenue J and one at Avenue K. These are appreciated, but they do not do anything to slow traffic. Why were these done as permanent fixtures as opposed to having a trial period? I think another look needs to be taken to see what can be done to reduce traffic speed. I reject the concept of pedestrians having to run across the street so speeding traffic will not hit them.</p>	<p>The median islands at 17<sup>th</sup> Street and Avenue J, and at 17<sup>th</sup> Street and Avenue L were installed permanently as part of the traffic calming measures recommended for <a href="#">Water Treatment Plant Project</a>.</p> <p>Speed data was collected along 17<sup>th</sup> Street as part of the Holiday Park – King George Neighbourhood Traffic Review. The 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles are travelling at or below) along 17<sup>th</sup> Street is 53 km/h which does not warrant additional traffic calming measures.</p>
	<p>Include a sound wall in the 17<sup>th</sup> Street Extension project</p>	<p>The policy notes that we will begin monitoring retrofit sites that are adjacent to roads with 20,000 vehicle trips per day. A high-level estimate indicates that when the population of Saskatoon reaches 400,000, the daily traffic will be around 11,000 vehicles per day. A sound wall is not recommended.</p>
17 <sup>th</sup> Street and Avenue J	<p>The traffic directing sign on the corner also does not allow for enough room as well. This is because of all the cars that are parked on the street during working hours. This parking on the street in that area was addressed in the local area plans, but nothing has changed.</p>	<p>Based on field observations and review of turning movements, there is adequate space for both travelling traffic and on-street parking. Median islands are a standard traffic calming device which is effective at reducing operating speeds.</p>
17 <sup>th</sup> Street and Avenue E / Spadina Crescent	<p>Elevation changes are an issue. Suggest making this a one-way entering southbound on Spadina Crescent West to Avenue H (south of 17<sup>th</sup> Street West). The road is narrow so this would alleviate this issue as well.</p>	<p>One-way streets work best in downtowns or heavily congested areas. A physical device is preferable because signage only changes rely on enforcement measures. A one-way is not recommended.</p>
	<p>It is hard to see pedestrians because of all the signage. Widen Spadina Crescent rather than narrow it and install a pedestrian activated crosswalk.</p>	<p>The measures at Spadina Crescent and 17<sup>th</sup> Street were installed temporarily so that we can assess their effectiveness. If this configuration operates well, the permanent design of the intersection would adjust the multi-use pathway crossing to cross Spadina Crescent West perpendicular to traffic, at the intersection, rather than south of the intersection in its current location. The permanent installation could also include a pedestrian crossing of 17<sup>th</sup> Street on the west leg of the intersection. Ramps would also be adjusted accordingly.</p>
	<p>Poor night-time visibility. Visibility markers and other measures are needed especially to find lanes for occasional users when going southbound on Spadina Crescent. This is an issue at night in the winter when ground markers are concealed long-term by snow.</p>	

Location	Comments	Decision
17 <sup>th</sup> Street and Avenue E / Spadina Crescent	Traffic now speeds up to turn from Spadina Crescent onto 17 <sup>th</sup> Street. Traffic has slowed in one direction at the expense of another direction. Overall, traffic has not been slowed.	The measures at Spadina Crescent and 17 <sup>th</sup> Street were installed temporarily so that we can assess their effectiveness.
	Traffic heading downtown on Spadina Crescent now has a stop sign. Once they have stopped and are proceeding, they are forced into oncoming traffic. In winter, street markings are no longer clear. With snow on the streets for six months of the year, this is not safe.	The measures at Spadina Crescent and 17 <sup>th</sup> Street were installed temporarily so that we can assess their effectiveness.
	Snow removal is problematic. Most of the rubber bumpers have ended up in a pile of snow. If these are made permanent, the concrete curbs will be damaged in the first snowfall.	Although the temporary rubber curbs have been damaged by snow clearing equipment, crews often find it easier to clear snow from permanent traffic calming installations than temporary installations because they can follow the curb edge.
	It seems like an overly complicated design. Many drivers drive on the wrong side of signs, into oncoming traffic. Many do not stop at the stop sign. Three-way stop sign suggested.	The need for an all way-stop at Spadina Crescent and 17 <sup>th</sup> Street was reviewed as part of the Riversdale Neighbourhood Traffic Review and an all-way stop is not warranted.
Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	There is still a lot of traffic and parking on both sides helps to discourage people from using this route. One-way traffic on the street suggested.	One-way streets work best in downtowns or heavily congested areas. A physical device is preferable because signage only changes rely on enforcement measures. A one-way is not recommended.
	Likes pinch-point but might get push-back from residents who park on the east side. Speed humps suggested if residents do not support pinch point.  Right now, a truck and trailer parks on that side of the block and it causes a lot of issues in the evening rush hour. In the evening when everyone is coming back, there are a lot of conflicts because a line of five cars will have to wait for one car to get around the truck. I'm in favour of trying it but I would expect a lot of pushback.	If the pinch point is included in the Final Traffic Plan, it would be installed temporarily, and we would monitor it carefully after installation. If it is not effective, or creates operational issues, we would replace it with alternative traffic calming measures. Speed humps will be considered at that time.
	Keep parking on the east side of Avenue I.	Parking prohibitions were identified during security and Crime Prevention Through Environmental Design (CPTED) reviews as being beneficial from a Water Treatment Plant surveillance perspective.
	Supports prohibiting parking on the south side of 12 <sup>th</sup> Street.	
	There are a lot of aggressive drivers on Avenue I who honk when homeowners are parallel parking.	Comment forwarded to Saskatoon Police Service to consider for enforcement.

Location	Comments	Decision
Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Water Treatment Plant visitors should use designated parking lot.	Forwarded to Water Treatment Plant for further consideration.
	A lot of pedestrian and cyclist activity in the neighbourhood.	Recommendations have been provided to improve neighbourhood traffic conditions and pedestrian and cyclist safety.
Avenue M (Schuyler Street and Wellington Street)	Speed is also an issue on the 1300 block on Avenue M due to the apartment and condominium traffic. All apartment traffic from Schuyler Street heads south on Avenue M. It was suggested that speeds should be monitored.	The 85 <sup>th</sup> percentile speeds were measured to be 38 kph on Avenue M between 13 <sup>th</sup> Street and 15 <sup>th</sup> Street and 43 kph on Avenue M between Dudley Street and 11th Street. Speeds do not typically vary between individual blocks on a local street unless the cross section of the road has changed. No improvements recommended.
Avenue M and Schuyler Street	<p>There is an issue with vehicles running the stop sign on both northbound and southbound.</p> <p>There are collisions, but they are minor and not reported to the police.</p>	<p>Based on a review of collision data and a field observation, no improvements are recommended.</p> <p>Request for enforcement forwarded to Saskatoon Police Service for further consideration.</p>
Avenue O and Schuyler Street	There is a major visual obstruction (i.e. huge elm tree, property owner's elevation, raised flower beds) on the northwest property. There has been a collision and multiple near misses. Stop signs suggested to replace yield signs and increase visibility for eastbound and southbound traffic.	<p>Field observations and a review of collision data was completed. No improvements recommended.</p> <p>Concerns regarding raised flower beds obstructing visibility forwarded to Bylaw Compliance for further investigation.</p>
	Speeding on Avenue O.	The 85 <sup>th</sup> percentile speed on Avenue O between Dudley Street and Schuyler Street was measured to be 43 kph during regular hours and 39 during school hours. To reduce speeding during school hours, a curb extension is recommended on the northeast corner of this intersection.
Dudley Street	How do the two projects (Neighbourhood Bikeways and Holiday Park – King George Neighbourhood Traffic Review) and recommendations from each project work together?	<p>The changes to the traffic control along the Dudley Street corridor would be implemented as part of the Dudley Street Neighbourhood Bikeways Project.</p> <p>The traffic calming measures recommended as part of the Holiday Park – King George Neighbourhood Traffic Review will be installed temporarily for evaluation.</p>

Location	Comments	Decision
Embassy Gardens	<p>Vehicles parked around Saskatoon French School's rear playground. Vehicles speed and shortcut through the alley during all seasons, often to bypass school pick-up and drop off zone. Vehicles block some residents' through access in the alley. School buses also block line of sight.</p> <p>More limitations on school traffic suggested. Engage and reduce any illegal pick-up behaviours at school rush hours. Improve school pick-up zone to interfere less with residents nearby. Reduce parking and traffic congestion hazards.</p>	<p>The schools work with their school resource officers for enforcement efforts. Forwarded to School Division for their consideration.</p> <p>As outlined in Traffic Bylaw 7200, Schedule 1, parking is not permitted in back alleys. This means that drivers cannot leave their vehicle unattended in the alley. Forwarded to Parking Services for their consideration.</p>
	<p>Overgrown bushes contribute to reduced lane in alley between Saskatoon French School and 1401 Wellington Street. Prevent overgrowth.</p>	<p>This concern will be investigated.</p>
	<p>Additional congestion of mixed uses in alley between Saskatoon French School and 1401 Wellington Street. There are pedestrians and families with preschool children walking through this alley especially from furthest away buildings like 1431 Embassy Drive due to lack of sidewalk. It is a safety challenge for the range of vehicles and pedestrians given the winter-long icy, rutted, and narrow single lane due to snowbanks.</p>	<p>The City does not install sidewalks on private property or back lanes.</p>
Wellington Street and Avenue P	<p>Extend Wellington Street westbound to Avenue P to reduce the apartment traffic going through the middle of Holiday Park.</p>	<p>This is outside the scope of the Neighbourhood Traffic Review.</p>
General	<p>More detour signs during construction</p>	<p>Uniform standard and procedures are set out in the <a href="#">Temporary Traffic Control Manual</a>.</p>
	<p>Paint traffic calming measures to make them more visible</p>	<p>The City of Saskatoon follows standard devices recommended by the Transportation Association of Canada. Rather than paint, reflective signs and reflective tape are used to ensure devices are visible.</p>

# Appendix J

## Resident and Stakeholder Comments

• a month ago

My biggest concern is the crosswalk at 11th and Ave N. kids can't even walk across that street to go to school. most cars don't slow down or stop to let the kids cross. And when you go North on N you can't see around the tree to see anyone standing there. Why can't we have a cross walk light!



Nathalie Baudais, Transp. Eng. Mod • a month ago

Thank you for this comment. We have reviewed this location as part of the neighbourhood traffic review. We will be discussing the draft recommendations at the meeting on Dec 15 and hope that you can join us.



• a year ago

I have a question: do we know how much of the (overwhelming) motor vehicle traffic coming across 11th Street or up Avenue H is "through" traffic, ie long-distance trips which are cutting through the neighbourhood from Avenue P & 11th to H & 17th, (this could be commuters from outlying areas heading downtown etc) versus how much of the traffic on H or 11th is "local" ie, trips starting or ending in Holiday Park or KG? I understand the city has a laudable goal of encouraging the through traffic to use P & 17th instead of 11th & H, but there still seems to be an over-abundance of motor-traffic through our neighbourhood. We welcome the advance green light and curbing the city has put in to protect our neighbourhood, thank-you for that. Unfortunately some of the traffic, instead of using P or H, seems to be cutting through side streets within King George, such as on Avenue K. Do you have any statistics about that? Perhaps speed bumps on 11th Street at the east side of P, and on Avenue H at the south side of 17th Street would help reduce the overuse of King George as a thoroughfare. I think speed bumps in front of the King George school would be a great idea, especially the raised crosswalk style, because there are occasional cars coming along K at homicidal rates of speed. Thanks for answering all these concerns.



Nathalie Baudais, Transp. Eng. • a year ago

The data collection for the traffic in the Holiday Park - King George neighbourhoods will be collected as part of the neighbourhood traffic review. Based on your comments, we will add Avenue K (by King George school), 11th Street (east of Avenue P), and Avenue H (south of 17th Street) to the locations for data collection. The draft traffic plan including traffic calming measures will be developed after the traffic data is reviewed. The draft plan will be discussed with the community at a second meeting to be scheduled in late spring.



• a year ago

You should add 16th Street between P and H as well. Its a fairly busy throughfare.



Nathalie Baudais, Transp. Eng. • a year ago

We will add 16th Street as part of the data collection program for the neighbourhood traffic review. Thanks.



• a year ago

I am concerned about the car traffic on Spadina from the Sanitorium site to the Gordie Howe bridge. We were given to understand that section of Spadina would be permanently closed to car traffic and would become a defacto park alongside the river in 2019. Everyone I spoke to who lives in King George and Holiday Park were positive about this happening. Naturally, it makes this area much pleasanter, healthier, less air pollution, less noise and as a bonus would increase our house values. When that section of Spadina was closed for a couple of years (?) while they were building the Gordie Howe Bridge, it became a popular destination for walking, jogging, running, dog-walking, biking, skiing and just generally enjoying the river. It also encouraged active transportation, as people felt safe biking to places like Chief Whitecap Park, Prairieland Park and the WDM even with small children.

This section of Spadina is currently still open to car traffic. We are hoping the necessary cul-de-sacs are built soon, so that it can be permanently changed from a place for car traffic, to a place for people to enjoy.

I'm also concerned about some of the communication that came from the city last year. It outlined the plan for 'closing' Spadina between Holiday Park and the Gordie Howe Bridge, as though it was a loss. I think the city needs to focus on the positive aspects that greatly outweigh any 'loss of mobility.' Spadina is not so much being 'closed' to cars, as it is being 'Opened' to people, to children, to walkers, to nature lovers, to active commuters, to activities, to picnics by the river, to all the things that make a car-free riverbank great. I think the city should not ignore all the benefits of this very positive change. I and many others hope it will happen soon.

As you know, we have a problem with too much car traffic coming up Avenues I and H through King George. 'Closing' Spadina permanently (opening it to healthier choices), at the South end of Holiday Park would help. Thanks!



• a year ago

I believe they are waiting till the road to the power plant is paved before closing the only paved road to QE Power Station



Nathalie Baudais, Transp. Eng. • a year ago

Correct. Spadina Crescent closure will be completed once the Dundonald Avenue realignment is complete. Construction should be complete in summer 2020.



• a year ago

I have a concern with the section of trail that connects the Avenue H & 15th intersection with Avenue G & the newer trail that runs along the top of Victoria Park parallel to Spadina. A lot of people use that trail to get downtown, etc, but the last block seems to have a different designation with the city. We have had trouble getting the last block ploughed. The ploughing on the newer trail between avenue G and River Landing is great, usually very prompt and efficient after a snowfall. But that last block seems to be on a different ploughing priority. It usually gets done later when the recreational trails are ploughed, but it is very much an important transportation corridor for shopping, work, school, and everything else (unlike the legs that go down to the riversdale pool.) This makes no sense because when you get to Avenue G, there're really no destinations there. Many of us end up trudging the last block through deep drifts if the plough has not yet returned for its lower priority pass of that last block. (This can be very arduous if you're hauling kids or groceries etc through there.)

Also I have communicated with Google maps a couple of times, asking them to recognise the trail on the west side of Avenue G as a continuation of the trail on the east side of avenue G, because their software does very strange things right there, directing you to turn right and head down to the boathouse when you're on your way downtown (which makes no sense at all) I've been told this is because Google takes its cues from the city as to how the trails are designated and there seems to be no connection in the digital world of the trail that is very much connected in the physical world.

It would also be great if these trails had names or at least numbers like streets and highways do, so that we could be sure we're talking about the same place :-)

Otherwise, we are very grateful for the ploughing through Victoria Park.

Also the improvements to the crosswalk at H & 15th have been a huge help. Some cars still roar (almost) across your toenails when you're standing at that crosswalk, but it's definitely better than it was before.

Thanks!!



Nathalie Baudais, Transp. Eng. Mod • a year ago

Hi, thanks for letting us know about the challenges with this section of the trail network. We will look into the differences in trail classification and get back to you.

Glad to hear that the median islands at Avenue H & 15th are helping you cross the street safely.



• a year ago



Something else about that trail. Where it crosses Avenue G, there are no signs saying who has priority or who should stop, so when a bike is travelling East-West and a car is going North-South, it is legally two vehicles approaching an unmarked intersection. This means the vehicle to the right has the right of way. Many car drivers seem confused though. Some proceed through that intersection when they do not have the right of way and some stop to let you go ahead when they do have the right of way.

Since the city has an objective to become a healthier cleaner place to live and to reduce greenhouse gasses, it would make sense especially in a location like that where a small volume of cars is inside a (Victoria) park, for pedestrians and cyclists to always have the right of way. I'm curious what a transport engineer would recommend there. Perhaps Zebra stripes across the roadway, a speed hump (raised crossing) and signs saying "Motorists yield to pedestrians and cyclists" would be the best measures to improve the quality of life and the safety of many adults and children who make that crossing regularly. And it would send the necessary message that people are encouraged to use healthier transportation?



Nathalie Baudais, Transp. Eng. Mod • a year ago

Hi, This is not considered an uncontrolled intersection since it is not two streets. We can work with our colleagues at the Parks Division to assess the trail crossing at Avenue G.



Nathalie Baudais, Transp. Eng. • a year ago

So right now who is considered to have the legal right of way there? The law states that where a sidewalk comes to a street and continues on the other side of that street, regardless of whether there are any "crosswalk" markings, the pedestrian has the right of way (I can look up the source of this if you like.) Most motorists are unaware of this law though. Would a trail in a park be considered the same as a sidewalk? And when two vehicles come to that intersection, one of them being a bike, does the bike have the right of way? Does it matter who is on the left or the right? Are bikes considered vehicles inside a park?



Nathalie Baudais, Transp. Eng. Mod • a year ago

The SGI handbook states that drivers must:

- yield the right of way to any pedestrians who are crossing the street when approaching an intersection.
- stop their vehicle before the crosswalk, which will either be painted on the road or be an imaginary extension of the sidewalk.

Link to the appropriate section of the handbook below: <https://www.sgi.sk.ca/handb...>

Since this pathway crossing is not an intersection and is not a marked mid-block crosswalk, I believe that the vehicles on Avenue G have the right-of-way. However, the SGI handbook also

states that:

- Drivers must always be prepared to stop if you see a pedestrian who is about to step out in front of you.
- Pedestrians must give drivers a chance to stop before crossing.

We will review this location with our colleagues in the Park Division to assess the proper crossing controls.



• a year ago

There's a lot of large truck and vehicle traffic between Dudley and 11 St on Ave P South. The larger trucks and trailers make a lot of noise and vibration. These don't seem to be related to the traffic from Gordie Howe - that traffic generally moves slowly and is quieter. These larger trucks are often travelling fast when there is less traffic.

Further down the street on Ave P, between 12 st and 17st - this street is always really dusty and dirty. Large dust clouds drift into the neighbourhood backing onto the Ave P. There's a few businesses with gravel yards, could something be done to encourage them to be better neighbours to the residence in the area? IE. reducing dust by paving or maintaining their yard/driveway differently.

thanks!



Nathalie Baudais, Transp. Eng. Mod • a year ago

Hi, Thanks for letting us know of your concerns in the area. Avenue P is an arterial corridor so is outside of the scope of the Neighbourhood Traffic Review. We will log your concerns to be reviewed through a separate process (Community Transportation Reviews). In terms of encouraging the businesses to reduce their dust, we do not have a mechanism to require that of them. I suggest that you bring that concern forward to you City Councillor representative.



• a year ago

My neighbor and I have made enquires to the city in the past regarding an establishment on Avenue L south that provides no parking for its patrons. Instead of parking on the wide numbered streets such as 11th st. and 12th st. They park up and down the narrow avenue creating not only an inconvenience for other property owners and residents in the area, but also a serious hazard should emergency personnel have to enter the area. The establishment has property to provide parking for its patrons, but instead chooses not to use it for this purpose. Ive been told by the city that the property in question was built prior to legislation that would require them to provide parking and has been "grandfathered" in. However it has came under new ownership and management since its construction and is currently under going major renovation. If this was the case with a residential property they would be obliged to bring it up to code. Why should an operation of this scale be exempt from doing the same?

We have recently discussed this with other residents on the street and this feeling of frustration appears to be mutual. I would be willing to compile a list of residents on the street who support some sort of reform or parking enforcement on this establishment to secure the safety of their family and property.



Nathalie Baudais, Transp. Eng. Mod • a year ago

Hi, Thanks for bringing this to our attention. I will make some inquiries to see if I can find an answer for you regarding the parking requirements for this type of property development. Can you please clarify the following two points: 1) Are you concerned with the property on the NE corner of Avenue L & 11th Street specifically or general parking difficulties on Avenue L between 11th Street and 12th Street? 2) When you mention that patrons are parking in the narrow avenue, are you referring to Avenue L?



• a year ago

Out of curiosity are you talking about the church or at the corner where the MLA office was? (The Asian Grocery store has parking)



• a year ago

Yes, believe it's claimed to be a church, both the MLAs office and Victoria's provide their own off street parking.



• a year ago

I've noticed quite a bit more traffic on 15th Street since 11th closed (specifically 15th between Ave P and Ave L). Quite often people are speeding down the street as well. Because the lettered streets are generally full of cars and the numbered streets are not I would suggest changing the yield signs so the numbered streets have to yield to the lettered (instead of the current situation of every second street). This will allow the cars to naturally slow on lettered streets and the yields will slow the numbered streets.

Basically, can we slow down traffic somehow?



Nathalie Baudais, Transp. Eng. • a year ago

Thanks for bringing forward this concern. We will review 15th Street between Ave P and L as part of the traffic review.

• a year ago

There needs to be some "No Parking" signs on one side of the street on Ave I S between 11th and 12th St W. With Ave H & 11th St W being closed there is constant traffic congestion when vehicles are parked on both sides of Ave I.

- a year ago

disagree with this. Having cars parked on both sides is a traffic calming measure, it slows the traffic down. I don't like the congestion at times either but I'd rather have that than cars racing down my street all the time. I'm extremely u happy with the increase of traffic on my street in the first place and feel any decision made regarding my street should include direct input from all the homeowners on my block. Stop making decision that don't include our input. If anything I'd suggest it be made a one way street. And I'd like to see a walking path put in along the water treatment plant side. It would also be nice if the put a walking path through 11th street to the river.



Nathalie Baudais, Transp. Eng. Mod • a year ago

Thanks for adding your input. We did hear interest in making this block of Avenue I into a one-way street at the community meeting as well. As mentioned earlier, we will include this in our traffic review. The draft plan will be presented to the community before finalizing.

The water treatment plant project plans were approved by City Council in 2016. Details can be found at: <https://www.saskatoon.ca/services-residents/power-water/water-wastewater/drinking-water/water-treatment-plant>

- a year ago

That's definitely a fair response! I guess I would feel the same if it were my home on that street and this change happened and caused an increase in traffic! I'm driving through there during what is probably the most busy times, which is before and after my work day.

Good suggestion on a one way street.

I do agree the decision should include homeowners - they need to be made aware they can make their feelings known. I only just found out anyone could leave these suggestions! My friend lives on the other side of Ave I and didn't know about this platform for discussion either.



Nathalie Baudais, Transp. Eng. Mod • a year ago

Thanks for noting this concern. We will add this block of Avenue I to the locations to be reviewed as part of the NTR studies.

## Flores, Mariniel

---

**To:** Baudais, Nathalie  
**Subject:** RE: TASK: 1507 11th St W

**From:** [REDACTED]  
**Sent:** Tuesday, August 6, 2019 5:10 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED] >  
**Subject:** 1507 11th St W

Hello,

[REDACTED] has some serious concerns regarding the construction on 11<sup>th</sup> St W. They received no notice letting them know that work was happening and that the road would be closed. He is upset with the lack of notice and is not happy that he is forced to cross a busy street with his little daughter. Doesn't make sense that landscaping was done last year after the sidewalk work and then was scraped away and is getting done again. Can someone give him a call back please?

[REDACTED]

Thank you,

[REDACTED] | [REDACTED]  
Customer Care Agent  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://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.*

## Flores, Mariniel

---

**From:** C&D Councilor Enquires <TCCDCE@Saskatoon.ca>  
**Sent:** Thursday, August 15, 2019 10:53 AM  
**To:** [REDACTED]  
**Cc:** Schmidt, Terry; Frank, Rob; Duriez, Chris; Flores, Mariniel; Magus, Jay; TC - Councillor Correspondence; City Council  
**Subject:** RE: Email - Communications - [REDACTED] Resurfacing of Avenue P South of 11th Street - CK 6000-1 (Thread:20340)

Good morning [REDACTED],

Thank you for taking the time to share your concerns.

You are correct, Avenue P South from 11<sup>th</sup> Street to Schuyler Street is projected to receive a road resurfacing treatment, including sidewalk and curb repair and replacement work, in 2021.

The goal of our roadway preservation program is to optimize a cost effective mix of treatments to maximize the number of roads treated to improve the network as a whole. This means that in a given year, some roads may receive less expensive road preservation treatments to extend the life of a roadway such as microsurfacing, while others may receive more expensive and complex road treatments intended to restore a roadway in fair to poor conditions such as resurfacing. When we determine what type of treatment is required for a specific road based on its conditions, various factors are then utilized to determine the priority of when this treatment will be completed. These factors include the scheduling of other required infrastructure work such as water and sewer work, budget considerations, and the condition of the roadway in comparison to other roadways requiring the same treatment.

The current condition of Avenue P South is considered to be in poor to fair condition and as such has been selected to receive the road resurfacing treatment. The resurfacing treatment will replace the deteriorated pavement surface and restore the roadway profile. Based on the factors discussed in the above paragraph, the roadway is projected to be treated in 2021. In the meantime, to address any safety concerns we will have our crews complete a safety assessment. If any safety issues are identified these will be addressed prior to the work in 2021. At this time we do not have a scheduled date as to when this assessment will occur.

Should you have any additional questions or concerns please let me know.

Thank you,

[REDACTED]  
Customer Service Manager  
Construction & Design Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[brittany.hadley@saskatoon.ca](mailto:brittany.hadley@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

---

**From:** [REDACTED]  
**Sent:** August 11, 2019 8:22 AM

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

**Subject:** Form submission from: Write a Letter to Council

Submitted on Sunday, August 11, 2019 - 08:21

Submitted by anonymous user: 142.165.170.90

Submitted values are:

Date: Sunday, August 11, 2019

To: His Worship the Mayor and Members of City Council

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

City: Saskatoon

Province: Saskatchewan

Postal Code: [REDACTED]

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

Subject: Resurfacing of Avenue P south of 11th street

Meeting (if known):

Comments: I have checked and I see the city is planning to resurface Avenue P south of 11th Street in 2021. Don't you think with all the improvements that have been made to Gordie Howe Park over the past years and all the sports that are being played there now that this roadway could be resurfaced now. We have this beautiful facility that we are showcasing which is supporting sports like football, soccer, hockey, baseball, track and field, cross country skiing and speed skating. This facility has hosted many major sporting events and will having many more in the future. Our spectators come from the city and surrounding area, the province, the rest of Canada and the world. Would it not be nice to have a decent roadway getting to this facility. Let's make Saskatoon proud like we should.

Attachments:

The results of this submission may be viewed at:

<https://www.saskatoon.ca/node/398/submission/329799>

## Flores, Mariniel

---

**To:** Baudais, Nathalie  
**Subject:** RE: King George School Zone Signs (Thread:23971)

---

**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]  
**Sent:** Wednesday, September 11, 2019 1:07 PM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** King George School Zone Signs (Thread:23971)

Good Afternoon,

█████ called to request school zone signs around King George School.

There are no school zone signs anywhere around King George School so no one knows when to reduce their speed to 30km/hr.



Thank you,

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

*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.*



October 24, 2019

- Design long east-west streets and short north-south streets – consider this when planning new neighbourhoods
  - Take advantage of sun for homes
  - Make it easier to design homes due to street design
  - Affordable homes for low-income families
- 19<sup>th</sup> St is a good route as it connects to all three bridges (Senator Sid Buckwold, Victoria, and University)

October 24, 2019

- 11<sup>th</sup> St is closed
- 11th St & Ave J
  - Same amount of traffic but traffic has slowed down a bit
  - GPS leads drivers downtown
  - Little signs
- 11<sup>th</sup> St & Ave P
  - Unsafe, need larger sign
- 17<sup>th</sup> St & Ave H
  - Need improvements to sign
- Ave I (11<sup>th</sup> St to 12<sup>th</sup> St)
  - Do not remove parking
- Ave H & 12<sup>th</sup> St
  - Pedestrian concerns
  - Fence was put in but there was no sidewalk for three months
- 900 block of 11<sup>th</sup> St (Ave I to Ave P)
  - Suggest radar
  - Speed display board is a good idea

## Flores, Mariniel

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Thursday, October 10, 2019 5:21 PM  
**To:** Flores, Mariniel  
**Cc:** Lanning, Chelsea  
**Subject:** FW: Engage Flyer

[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

---

**From:** [REDACTED]  
**Sent:** Thursday, October 10, 2019 12:10 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Engage Flyer

Thank you for the better signage and eliminating a parking spot on the corner of 11th Street West and Avenue K South. However, prominent lines indicating the crosswalk would also help.

As for speeding, there are some in the area who drive down Avenue K like it was a race track, some buses included. I am in complete favour of lowering the speed limit in residential areas.

More needs to be done to discourage drivers coming from the freeway or Montgomery from using 11th Street beyond Avenue P as a route to downtown. The arrow and meridian at Avenue P may have helped some. I feel very sorry for the residents on the 1000 block of Avenue I as this is where they all turn now with the waterworks closed off. Looking forward to attending the meeting on the 29th. Thank you.

## Flores, Mariniel

---

**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Breaking down/sagging city sidewalks

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

**From:** [REDACTED]  
**Sent:** Wednesday, October 09, 2019 3:03 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Breaking down/sagging city sidewalks

I own the property at [REDACTED]. I am still waiting for the sidewalks at 700 blk to be addressed that are breaking down/ sagging causing water buildup when wet. Also they flood causing icy conditions and are hazardous to the handicapped access areas. The boulevards are high, due to previous new homes constructions, my attempts that are made to drain the water via trenching is to no avail.

Also the increased traffic often speeds as the roadway thru-way. I get concerned for all the new young children on the street.

I am unable to attend the meeting on 29 th at 7pm at the Royal Canadian Legion [REDACTED]

[REDACTED] Thank you for your time. [REDACTED].

Sent from Yahoo Mail on Android

[REDACTED]

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: 13th St W & Ave I S (Thread:30419)

**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]  
**Sent:** Thursday, October 10, 2019 11:36 AM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** 13th St W & Ave I S (Thread:30419)

Good Morning,

[REDACTED] called in to see if someone could look into some signage at Ave I S and 13<sup>th</sup> St W. It is now the main diversion for traffic near the water treatment plant. This intersection is currently uncontrolled and traffic seems to have forgotten what to do at an uncontrolled intersection. With an increased traffic flow here [REDACTED] feels that there is reason for stop or yield signs here.

[REDACTED]

Thank you,

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

*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.*

## Flores, Mariniel

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Wednesday, October 16, 2019 3:01 PM  
**To:** Flores, Mariniel  
**Subject:** FW: Neighborhood Traffic Review

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

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

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

**From:** [REDACTED]  
**Sent:** Tuesday, October 15, 2019 4:44 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Neighborhood Traffic Review

RE: Holiday Park and King George

I am writing in response to the invitation to provide input on neighborhood traffic in the King George neighborhood. [REDACTED] I move within the neighborhood as a pedestrian, cyclist and motorist.

My reason for reaching out is in regards to the intersection of Avenue H South and 17th Street West, which is marked by 4-way stop and a significant pedestrian pathway crossing. The visibility of the stop sign in the south lane of Avenue H South is very poor, and you can often observe motorists failing to come to a stop when heading south. This also causes some 'close-calls' when the motorist who runs the stop sign is unobservant of pedestrians accessing the pathway immediately south of this intersection.

I would like to see improvements to the visibility of the stop signs at this intersection, especially the one identified as problematic above.

Thank you for taking the time to consider my thoughts on this,

Homeowner: 600 block Avenue M South

[REDACTED]  
Sent from my iPhone

## Flores, Mariniel

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Monday, October 21, 2019 1:37 PM  
**To:** Flores, Mariniel  
**Subject:** FW: ENGAGE

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

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

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

**From:** [REDACTED]  
**Sent:** Sunday, October 20, 2019 10:54 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** ENGAGE

Reference is made to the above pamphlet received in my mail. I have lived at my present address for many years and the traffic on Avenue P is very heavy.

The following certainly makes noise 24/7.

1. Cement trucks.
2. Oil and gas trucks.
3. Semi trailers.
4. Speeding traffic.
5. , Semi trailers/trucks of companies with no connection to this area. eg Safeway – no Safeway in this area.
6. Constant traffic increase – dust, lots of it.
7. Trucks hauling steel products to Inland Steel. Hard on road. Will need repair/replacement.

On the plus side – Avenue P always gets snow removal quickly.

Several years ago the City advised me that 17th Street was to be extended and connected closer to 11th Street West. This would cut traffic considerably. No homes would be in traffic path. Now homes from 11th Street West to 700 Block Weldon Avenue has to deal with this heavy traffic.

Thank you for the information and I look forward to hearing from you.



<[https://www.avast.com/sig-email?utm\\_medium=email&utm\\_source=link&utm\\_campaign=sig-email&utm\\_content=emailclient](https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=emailclient)> Virus-free. [www.avast.com](http://www.avast.com) <[https://www.avast.com/sig-email?utm\\_medium=email&utm\\_source=link&utm\\_campaign=sig-email&utm\\_content=emailclient](https://www.avast.com/sig-email?utm_medium=email&utm_source=link&utm_campaign=sig-email&utm_content=emailclient)>



## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Friday, November 8, 2019 10:57 AM  
**To:** Flores, Mariniel  
**Subject:** Re: New Stop Signs at the intersection of 16th, Spadina & Avenue G

Thanks, I appreciate knowing this.

[REDACTED]

[REDACTED]

On Thu, Nov 7, 2019 at 8:49 AM Flores, Mariniel <[Mariniel.Flores@saskatoon.ca](mailto:Mariniel.Flores@saskatoon.ca)> wrote:

Good morning, [REDACTED].

Thank you for your feedback. The four-way stop at the intersection of Spadina Crescent & Avenue G was installed temporarily due to work related to the water treatment plant. The stop signs on Spadina Crescent West and on 16<sup>th</sup> Street West will be removed if they haven't been removed already.

Thank you for your e-mail. Have a good day.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Department

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

*Treaty 6 Territory & Homeland of the Metis*

[mariniel.flores@saskatoon.ca](mailto:mariniel.flores@saskatoon.ca)

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

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

**From:** [REDACTED]  
**Sent:** Monday, November 04, 2019 10:07 PM  
**To:** Flores, Marinieel <[Marinieel.Flores@Saskatoon.ca](mailto:Marinieel.Flores@Saskatoon.ca)>  
**Subject:** New Stop Signs at the intersection of 16th, Spadina & Avenue G

Hi There,

After the constant frustration of needing to reroute this summer because of so many road closures due to sewer/water work and other construction, I was looking forward to smooth travel on my usual route up Spadina from my home in King George. Unfortunately, I now discover that there is a new set of stop signs at the intersection of 16th, Spadina & Avenue G (by the entrance road for victoria park). I have absolutely no idea what these stop signs have been put in, they make no sense to me and are a new cause of frustration as I make my way to and from home. I wanted to voice my frustration as part of the Neighbourhood Traffic Review Process and ask that they be taken out unless good reason can be given for their implementation.

[REDACTED]

[REDACTED]

[REDACTED]

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: 11th St & Ave W (East) City of Saskatoon Transportation, Transportation & Construction Department

**From:** Flores, Mariniel [<mailto:Mariniel.Flores@Saskatoon.ca>]  
**Sent:** Monday, November 18, 2019 10:31 AM  
**To:** [REDACTED]  
**Subject:** 11th St & Ave W (East)

Good morning, [REDACTED].

It was nice chatting over the phone with you. As promised, a summary of our conversation is below.

- Concerned that vehicles are not stopping at the existing four-way stop (westbound direction is the major issue)
  - Power poles and electrical boxes obstructing existing stop sign
  - Intersection is offset
- Vehicles are also speeding
- Potential solutions were discussed [i.e. oversized stop signs, LED stop signs that are solar powered (similar to the ones installed in Airdrie), tree trimming, additional warning signs]
- Suncor could install a strobe light on their property to warn other vehicles when trucks are exiting

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: Parking restriction on Avenue I

**From:** [REDACTED]  
**Sent:** Tuesday, November 19, 2019 11:18 PM  
**To:** [REDACTED]  
**Subject:** Re: Parking restriction on Avenue I

Dear [REDACTED]:

[REDACTED] we have felt the negative consequences of the increased traffic routed down our street by the closure of the Ave H & 11th street intersection.

As I mentioned to the city representative I filed the complaint with, last week we had two cars vandalized while they were parked on 13th street. Now, today my sons car was hit by an anonymous driver while it was parked on the north side of 13th street. It was likely an annoyed driver who was hurrying to get through the detour and wasn't able to make the corner onto 13th from avenue I. He was also in too much of a hurry to leave a note. Given the high volume of traffic now going past in front of my house, it was just a matter of time before it happened. I am just glad that it was not a more serious incident as we have many children in this area.

I understand that the city and its planners cannot control pedestrians or drivers actions. However, they must take responsibility for creating the conditions that put residents and their property at higher risk of harm or damage.

It is quite evident that the traffic calming efforts you have made to discourage traffic coming though this area has not worked. Perhaps while you are planing next springs work on the ill thought out closure of the intersection of Ave H and 11th, you can work out a better alternative for all the traffic so it doesn't just end up going through the residential areas.

Traffic is like water, it wants to travel the path of least resistance. Until an easier route is created we will continue to have high traffic flow through our residential streets. I urge you and the planing department to make this the priority as you and the city move forward with this project and before a more serious accident happens.

[REDACTED]

Sent from my iPad

On Nov 18, 2019, at 15:19, [REDACTED] > wrote:

Good afternoon [REDACTED]:

We have received your concern regarding the NO PARKING posted along your street. I have been notified by the City's traffic department that the signs will be removed in the next day or so.

Thanks for your patience during the construction activities here at the water treatment plant.

Kind regards,

[Redacted]

Senior Project Management Engineer, Saskatoon Water  
City of Saskatoon | 1030 Avenue H South | Saskatoon, SK S7M 1X5

[Redacted]

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

Address: [REDACTED]  
Email [REDACTED]  
Phone: [REDACTED]  
Other Phone:  
City: Saskatoon  
Province: Sask  
Councillor: Ward 2 - Hilary Gough

=== Message ===

Subject: Engage

Message:

I had planned to attend the Oct 29th Meeting but was unable to do so. Unfortunately, it took me some time to prepare this reply.



#### Concerns

Attached is a drawing showing my areas of concern. As the majority of these run between Holiday Park and King George other views may differ. However it would seem to me these suggestions only make common sense.

#### Site #1 Ave P and 11th St

The curb on the North West corner has been an issue for many reasons. It was earlier modified to allow the many Semi-trailers to turn right onto 11th St. when coming south on Ave. P. The adjustment marginally reduced the problem. Recent adjustments however have created real problems.

The island restricting Eastbound traffic on 11th St. to the right hand lane prevents traffic turning South on Ave. P while straight through traffic block this lane waiting for a green light. The green light for North/South Ave. P is 10 seconds long (at most 4 cars can pass through travelling North and South on Ave. P) Because of this, during periods of heavy Northbound traffic on Ave. P many drivers are diverted through the residential areas after the sporting events etc.. (See, MP4 video 10 sec of green of light cycle. noting the times) Note also the poor signage given to Eastbound traffic on 11th St. ( See Jpg Ave P & 11th St.) (Note also the additional barrier added suffering from impact damage after being in place 1 day. Does this tell you something?)

#### Site #2 Ave I & 11th St.

The Stop signs placed here prevent the smooth flow of traffic through this area. Why can't the stop signs be removed from Southbound traffic on Ave. I and Eastbound traffic on 11th St. and placed at the exit from the Water Works? (See Jpg Ave I & 11th St.)

#### Site #3 Ave. H & 13th St.

The Stop signs placed here prevent the smooth flow of traffic through this area. Why can't the stop signs be removed from Southbound traffic on Ave. H and Eastbound traffic on 13th St. (See jpg Ave. H & 13th St.) and be placed at the exit from the Water Works?

#### Site #4 Ave I & 12th St.

The Stop signs placed here prevent the smooth flow of traffic through this area. Why can't the stop signs be removed from Southbound and Northbound traffic on Ave. I and a stop sign be placed for Eastbound traffic on 12th St.? (See jpg Ave. I & 12th St.) Currently much of the traffic flow goes straight through form 11th St. to 14th Street or farther.

#### Site#5 Dudley and Spadina Cres.

There are 6 houses towards the Water Treatment Plant. The traffic from there should be stopped by a stop sign, and the traffic Dudley to Spadina in both directions should be allowed to flow unimpeded.

Site#6 Ave I & 13th St.

If you observe the traffic coming West down 13th St., most reasonable drivers stop when Westbound on 13th St. and Ave. I, because the view is impeded for the most part with parked cars. I think a stop sign should be placed to stop 13th St. Westbound traffic.

Site#7 Meewasin Trail

During the Summer, when the Riversdale Pool is in operation and the leaves are in full bloom, kids residing in Holiday Park, travel South along the trail and turn up Dudley or Schyuler St. going home to the Apartments near the Campgrounds. Drivers traveling Northbound on Spadina Cres., cannot see them due to the height of the shrubbery. I personally have witnessed two near misses here. Kids do not stop to check the traffic! They simply turn onto Spadina Cres. without looking. When they are on a bicycle car drivers do not have a chance. Take the shrubbery out or trim it down so drivers can see the cyclists! Perhaps a fatal accident is required to solve the problem!

Attachment:

details.docx: [https://www.saskatoon.ca/sites/default/files/webform/contact\\_councillor/details\\_0.docx](https://www.saskatoon.ca/sites/default/files/webform/contact_councillor/details_0.docx)

## Flores, Mariniel

---

**From:** Simpson, Tom  
**Sent:** Monday, December 2, 2019 11:21 AM  
**To:** [REDACTED]  
**Cc:** Gough, Hilary (City Councillor); TC - Councillor Correspondence  
**Subject:** RE: 11th Street and Avenue P

Hi [REDACTED],

I received your voice mail and relayed the information along to the Engineer. I will get back to you when I have any new information on this one.

---

**From:** [REDACTED]  
**Sent:** Monday, December 2, 2019 11:03 AM  
**To:** [REDACTED]  
**Cc:** Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>; TC - Councillor Correspondence <tuCC@Saskatoon.ca>  
**Subject:** 11th Street and Avenue P

Good morning [REDACTED],

The Engineer responded to your concern in regards to Eastbound traffic on 11<sup>th</sup> at Ave. P, please see below:

*"This e-mail is in response to your concern at the intersection of 11<sup>th</sup> Street and Avenue P regarding eastbound vehicles on 11<sup>th</sup> Street staying in the curb (parking) lane too long before moving back into the centre lane. We have reviewed your request to install a concrete barrier to force traffic back out of the curb (parking) lane and to protect the parked vehicles. The results of the review are below.*

*Past practices tended to provide protection even if it resulted in the driver and occupants of the errant vehicle being at risk of fatal or serious injuries; this is no longer the case based on current standards and guidelines. Concrete jersey barriers are not designed to reduce collision severity for the occupants in an errant vehicle. Therefore, concrete jersey barriers are not recommended.*

*Three orange delineator poles were installed last week to replace the missing temporary wooden gate. Based on field observations completed last Friday, the delineator poles are providing adequate control and vehicles were moving back into the centre lane (see attached photos).*

*We will continue to collect feedback through the Holiday Park & King George Neighbourhood Traffic Review (NTR) and work towards a permanent solution at this location. An option would be to install a permanent curb extension with a sign (see attached photo for example).*

*You also noted that speeds are high along 11<sup>th</sup> Street east of Avenue P. Speed and traffic data will be collected as part of the NTR. Saskatoon Police Service can be also be contacted at (306) 975-8300 for enforcement."*



Regards,

[Redacted]

Customer Service Manager, Transportation

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

[Redacted]

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

## Flores, Mariniel

---

**To:** Baudais, Nathalie  
**Subject:** RE: 1000 Blk Ave I S (Thread:59113)

**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]  
**Sent:** Monday, November 25, 2019 9:07 AM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** 1000 Blk Ave I S (Thread:59113)

Good Morning,

██████████ would like to request speed bumps be installed on Ave I S. Currently vehicles are racing all through here.



Thank you,

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

*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.*

**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: FW: Engage

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

**From:** [REDACTED]  
**Sent:** Thursday, December 5, 2019 3:49 PM  
**To:** [REDACTED]  
**Cc:** Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>; Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>; Baudais, Nathalie [REDACTED]; [REDACTED]  
<[REDACTED]>  
**Subject:** Re: FW: Engage

Thanks [REDACTED]. By way of this email I am forwarding your information regarding traffic issues for Holiday Park / King George to the City of Saskatoon's Transportation Engineer Mariniel Flores who is the assigned Project Manager for this particular NTR.

[REDACTED]

On 2019-12-05 14:35, Carter, Shane wrote:

- > Good Afternoon [REDACTED],
- >
- > Please find attached a few traffic related concerns within the Holiday
- > Park Neighbourhood. Based on initial analysis, some of the concerns
- > were brought forward in discussions at the past Holiday Park, King
- > George, Riversdale Traffic Review session held on October 29th. Others
- > may be new, so I said I would pass it on. There is a description for
- > each image within the attached document in the original email at the
- > bottom.
- >
- > Any questions, please let me know.
- >
- > Thanks,
- >
- > [REDACTED]
- >
- > [REDACTED]
- >
- > Community Consultant
- >
- > City of Saskatoon | 3130 Laurier Drive | Saskatoon, SK S7L 5J7
- >
- > Treaty 6 Territory & Homeland of the Métis
- > [REDACTED]
- >
- > www.Saskatoon.ca [1]
- >

> FROM: [REDACTED]

> SENT: Thursday, December 5, 2019 1:32 PM

> TO: [REDACTED]

> SUBJECT: Fwd: Engage

>  
> Could you forward this to the right person please.

>  
> [REDACTED]

>  
> HPCA

>  
> ----- Forwarded message -----

> From: [REDACTED]

> Date: Tue, Nov 19, 2019 at 5:50 PM

> Subject: Engage

> To: [REDACTED]

>  
> Hi [REDACTED]:

>  
> I couldn't make the meeting so I put this together.

>  
> I'm sure nothing much will happen, just as before, as we have so often  
> seen

>  
> Best regards

>  
> [REDACTED]

>  
> I had planned to attend the Oct 29th Meeting but was unable to do so.  
> Unfortunately, it took me some time to prepare this reply.

>  
> Regards

>  
> [REDACTED]

[REDACTED]

>  
> [REDACTED]

>  
> CONCERNS

>  
> Attached is a drawing showing my areas of concern. As the majority of  
> these run between Holiday Park and King George other views may differ.  
> However it would seem to me these suggestions only make common sense.

>  
> SITE #1 AVE P AND 11TH ST

>  
> The curb on the North West corner has been an issue for many reasons.  
> It was earlier modified to allow the many Semi-trailers to turn right  
> onto 11th St. when coming south on Ave. P. The adjustment marginally  
> reduced the problem.

>

> Recent ADJUSTMENTS however have created real problems.

>

> The island restricting Eastbound traffic on 11th St. to the

> right hand lane prevents traffic turning South on Ave. P while

> straight through traffic block this lane waiting for a green light.

> The green light for North/South Ave. P is 10 seconds long (at most 4

> cars can pass through travelling North and South on Ave. P) Because of

> this, during periods of heavy Northbound traffic on Ave. P many

> drivers are diverted through the residential areas after the sporting

> events etc.. (See, MP4 video 10 sec of green of light cycle. noting the

> times) Note also the poor signage given to Eastbound traffic on 11th

> St. ( See Jpg Ave P & 11th St.) (Note also the additional barrier

> added suffering from impact damage after being in place 1 day. Does

> this tell you something?)

>

> SITE #2 AVE I & 11TH ST.

>

> The Stop signs placed here prevent the smooth flow of traffic through

> this area. Why can't the stop signs be removed from Southbound

> traffic on Ave. I and Eastbound traffic on 11th St. and placed at the

> exit from the Water Works? (See Jpg Ave I & 11th St.)

>

> SITE #3 AVE. H & 13TH ST.

>

> The Stop signs placed here prevent the smooth flow of traffic through

> this area. Why can't the stop signs be removed from Southbound

> traffic on Ave. H and Eastbound traffic on 13th St. (See jpg Ave. H &

> 13th St.) and be placed at the exit from the Water Works?

>

> SITE #4 AVE I & 12TH ST.

>

> The Stop signs placed here prevent the smooth flow of traffic through

> this area. Why can't the stop signs be removed from Southbound and

> Northbound traffic on Ave. I and a stop sign be placed for Eastbound

> traffic on 12th St.? (See jpg Ave. I & 12th St.) Currently much of the

> traffic flow goes straight through from 11th St. to 14th Street or

> farther.

>

> SITE#5 DUDLEY AND SPADINA CRES.

>

> There are 6 houses towards the Water Treatment Plant. The traffic from

> there should be stopped by a stop sign, and the traffic Dudley to

> Spadina in both directions should be allowed to flow unimpeded.

>

> SITE#6 AVE I & 13TH ST.

>

> If you observe the traffic coming West down 13th St., most reasonable

> drivers stop when Westbound on 13th St. and Ave. I, because the view

> is impeded for the most part with parked cars. I think a stop sign

> should be placed to stop 13th St. Westbound traffic.

>

> SITE#7 MEEWASIN TRAIL

>  
> During the Summer, when the Riversdale Pool is in operation and the  
> leaves are in full bloom, kids residing in Holiday Park, travel South  
> along the trail and turn up Dudley or Schyuler St. going home to the  
> Apartments near the Campgrounds. Drivers traveling Northbound on  
> Spadina Cres., cannot see them due to the height of the shrubbery. I  
> personally have witnessed two near misses here. KIDS DO NOT STOP TO  
> CHECK THE TRAFFIC! THEY SIMPLY TURN ONTO SPADINA CRES. WITHOUT  
> LOOKING. WHEN THEY ARE ON A BICYCLE CAR DRIVERS DO NOT HAVE A CHANCE.  
> TAKE THE SHRUBBERY OUT OR TRIM IT DOWN SO DRIVERS CAN SEE THE  
> CYCLISTS! PERHAPS A FATAL ACCIDENT IS REQUIRED TO SOLVE THE PROBLEM!

>  
> Links:

> -----  
> [1] <http://www.saskatoon.ca/>

## Flores, Mariniel

---

**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: A few things

**From:** Gough, Hilary (City Councillor)  
**Sent:** Thursday, December 19, 2019 10:32 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** FW: A few things

The first item below is relevant to the HP/KG NTR.

Thanks!  
Hilary

Hilary Gough  
City Councillor  
Ward 2, Saskatoon  
306-717-4533

**Sign up to get monthly Ward 2 updates** to your inbox: [hilaryxe.com/newsletter](http://hilaryxe.com/newsletter)

Updates include upcoming Council decisions, opportunities to provide feedback, and information about initiatives and programs relevant to Ward 2 residents.

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

---

**From** [REDACTED]  
**Sent:** December 1, 2019 8:12 AM  
**To:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>  
**Subject:** A few things

Dear Ms. Gough,

One of these days when you are driving to the city council meeting or going downtown shopping you should drive down 11 th Street past Avenue P, all the way to the Water Treatment Plant and then follow the detour around to get on to Avenue H and then follow the same route on the way home. See whether you find the situation to be acceptable. There is a really tight traffic divider at 11th and Ave P that funnels your wheels into a set of potholes. At least the potholes should be fixed. The detour at the WTP consists of dodging parked cars and avoiding potholes that have not been repaired for months.

All the residents of Holiday Park do not have an alternative route to this mess unless we go down even worse residential streets. At least if the potholes were repaired and people were prevented from parking on one side of the street.

I am not sure that the 1 metre buffer zone for cyclists passing pedestrians is workable. There are many situations on shared walkways where you just cannot get all parts of your body and bicycle to be 1 metre away from a pedestrian. Even walking a bicycle past someone on a bridge walkway, it is not possible. How will it be possible to enforce this bylaw? Will the bicycle police be required to maintain the same 1 metre buffer as everyone else? When you consider the thousands of people that use the Meewasin Trail system, an accident or confrontation now and then is inevitable and catering to the "lower common denominator" AKA "people that always have problems" is not the correct way of responding.

In all my thousands of times riding my bike to and from work over the University Bridge there was only one bad pedestrian that I came across that was hogging the path, looking for a confrontation, I slipped past him carefully and was on my way with no problem.

And finally, after seeing a report on the RMAG only getting \$350k from admission charges during its second year of operation, I think it should be free admission with a donation box. You could eliminate a couple of full time positions most people would donate \$1 or \$2 each time they went and the city would be way ahead financially. The concept should at least be presented as an alternative to the current situation. And where are the special exhibits that we were supposed to get? So far in two years there have been none, even though we were supposed to be getting them all the time. We should get more for our \$6 million subsidy and free admission would be a good start.

Have a good day,

██████████

--

████████████████████

Sent with Airmail



## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: Re[2]: Fw: RE: The issues about trucks on 17th east of P

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

**From:** [REDACTED]  
**Sent:** Thursday, January 23, 2020 12:44 PM  
**To:** [REDACTED] Gough,  
Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>  
**Subject:** Re[2]: Fw: RE: The issues about trucks on 17th east of P

Good Morning [REDACTED] and Hilary,

With thanks to [REDACTED] for her reporting the latest incidents, I note that our request for proper signage remains outstanding.

I had emailed back in March 2019, suggesting that at the very least, the City put up signs telling transport truck drivers they can't go east on 17th from avenue P.

The traffic calming measures have worsened safety, as the trucks move to the wrong side of the road.

It is only a matter of time that an accident will happen, that might be preventable.

I am writing from my workplace, because some of our members live in the affected area.

Thank you for your attention to this matter.

[REDACTED],

[REDACTED]

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

**From:** [REDACTED]  
**To:** [REDACTED]; hilary.gough@saskatoon.ca  
**Sent:** 23/01/2020 11:41:36 AM  
**Subject:** RE: Fw: RE: The issues about trucks on 17th east of P

>To date I do not see any signage warning truck drivers that 17th street >west is not a truck route.

>Today I have witnessed several large trucks (tractor and trailer) >travel east on 17th street. They have no where to go here, these are >large transport trucks. The latest truck, proceeded to make a left turn >on Ave H (heading north). He could not make the turn, consequently he >travelled on the wrong side of the road. This is a safety issue.

>This is not the only time these trucks have travelled on the wrong side  
>of the road. When they pass the traffic calming measures, they  
>frequently move to the wrong side of the road. I am not sure why, but  
>they do.

>I don't expect enforcement officers to be there all day, I know that is  
>not realistic. What I do expect is proper signage.

>Respectfully,

> [REDACTED]

>

>

>

>

>On Tue, 20 Aug 2019 21:25:18 -0600, "[REDACTED]"

> [REDACTED] > wrote:

>

>

>

>

>

>Thank you so much, [REDACTED] As per my email of March 5, there is no  
>signage telling large trucks not use 17th  
>street as a route through the city. Signage is needed.

>

>

>

>

>

>Early one evening last week, a very large tractor/trailer pulled over  
>to the curb right on 17th  
>and idled for at least 20 minutes- it was a very loud noise –as well as  
>20 minutes of emissions.

>

>

>

>

>

>Thank you, [REDACTED] and Hilary, for your consideration of this matter.

>

>

>

>

>

> [REDACTED]

>

>

> [REDACTED]

>

>

>

>

>

>

## Flores, Mariniel

---

**To:** Web E-mail - Transportation  
**Subject:** RE: Holiday Park

**From:** [REDACTED]  
**Sent:** Tuesday, March 3, 2020 12:38 PM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** Holiday Park

Good Afternoon,

Went to a meeting about the Holiday Park area but nothing has changed. There are two stop signs that shouldn't even be there because there is no street. Big cement blocks on Ave I prevent vehicle traffic anyway so just take the stop signs out. There is a big cement barricade on Ave H in the driving lane that someone hit and she is concerned that it is a danger. [REDACTED] would appreciate a call back.

[REDACTED]

Thank you,

[REDACTED]  
Customer Care Agent  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://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.*

**To:** [REDACTED] >  
**Cc:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>; TC - Councillor Correspondence <[tuCC@Saskatoon.ca](mailto:tuCC@Saskatoon.ca)>  
**Subject:** RE: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Good afternoon [REDACTED],

I have a couple of updates for you. I reached out to a colleague with Transit in regards to the concerns you identified with the busses. He reports that they have not had any issues at 15<sup>th</sup> and H since they extended the stop. The operators are able to square off the turn.

An Engineer completed a weekday morning field observation at Avenue H and 15<sup>th</sup> Street and provided the following comments

- Cars, SUVs, and buses (Saskatoon Transit and school buses) completed eastbound left and right turns. There were no issues observed.
- The pedestrian signs, median island signs, and parking signs were visible.
- One pedestrian crossed during the field observation. There were no issues.

A weekday morning field observation was also completed at Avenue H and 16<sup>th</sup> Street.

- Pedestrians are protected at this crossing as there is a Pedestrian Actuated Signal.
- One pedestrian crossed during the field observation. There were no issues.

She also plans to complete an evening field observation at these locations to ensure signs and devices are visible and lighting is adequate in the evening hours.

Regards,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** [REDACTED]  
**Sent:** Monday, March 2, 2020 9:47 PM  
**To:** [REDACTED] Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>  
**Cc:** TC - Councillor Correspondence <[tuCC@Saskatoon.ca](mailto:tuCC@Saskatoon.ca)>; TC - RF Councillor Enquiry

[<tuROCE@Saskatoon.ca>](mailto:tuROCE@Saskatoon.ca)

**Subject:** Re: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Hi [REDACTED] and Hilary,

Update #2 for you both to ignore. Yesterday, I watched a truck almost demolish a pedestrian at the corner, while the sign on the median had been hit then uprighted by city crews today. Again. Attached for your reference are photos from today and on December 18 clearly showing how buses run over the median. BTW, I could have taken the latter photo any given day, because they do run over it. Every. Day. Guess that driver was showing off the day your staff member had a look.

Best regards,

[REDACTED]

P.S. I really hate to have to keep complaining, but the installation of that median is a death trap waiting to happen and it needs to be fixed as soon as possible. Here's hoping someone can admit an error has been made and make it right this spring.

P.P.S. Actually, I'm starting to enjoy complaining. Perhaps I need to do so to others at the city and maybe even the press. I wonder if that hit and run victim and her father might want to say something too. Hmm...

---

**From:** [REDACTED]

**Date:** Monday, November 18, 2019 at 6:39 PM

**To:** [REDACTED] "Gough, Hilary (City Councillor)"  
<[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>

**Cc:** TC - Councillor Correspondence <[tuCC@Saskatoon.ca](mailto:tuCC@Saskatoon.ca)>, TC - RF Councillor Enquiry  
<[tuROCE@Saskatoon.ca](mailto:tuROCE@Saskatoon.ca)>

**Subject:** Re: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Hey [REDACTED] and Hilary,

Thought I'd provide an update on the intersection at Avenue H and 15<sup>th</sup> Street. A father was just out canvassing the street trying to find witnesses to a hit and run that hospitalized his daughter (she was crossing H at that intersection) three days ago. So much for calming the traffic. Also, today crews were out replacing the sign post from the median as yesterday it was hit and dragged two blocks down. Again, no one even stopped. Prior to that, yesterday during the melt I noticed that thick bus tire tracks on the median clearly showed that on the left turn from 15<sup>th</sup> to H the bus was fully driving over the median and just missing the sign post.

WTF? The condescending response received in the summer was utterly useless and inappropriate. Do something about this NOW or someone is going to get killed.

[REDACTED]

---

**From:** [REDACTED]

**Date:** Wednesday, August 21, 2019 at 4:40 PM

**To:** [REDACTED] "Gough, Hilary (City Councillor)"

[<Hilary.Gough@Saskatoon.ca>](mailto:Hilary.Gough@Saskatoon.ca)

**Cc:** TC - Councillor Correspondence [<tuCC@Saskatoon.ca>](mailto:tuCC@Saskatoon.ca), TC - RF Councillor Enquiry [<tuROCE@Saskatoon.ca>](mailto:tuROCE@Saskatoon.ca)

**Subject:** Re: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Hi [REDACTED],

Can you please tell me the rationale for installing the size of median on this street. On 20<sup>th</sup> street, which is significantly wider, the medians are smaller AND the centre lines have been painted to go around them. Why was a similar City of Saskatoon standard not followed on Avenue H?

Regards,

[REDACTED]

---

**From:** [REDACTED]

**Date:** Wednesday, August 21, 2019 at 3:24 PM

**To:** [REDACTED], "Gough, Hilary (City Councillor)"

[<Hilary.Gough@Saskatoon.ca>](mailto:Hilary.Gough@Saskatoon.ca)

**Cc:** TC - Councillor Correspondence [<tuCC@Saskatoon.ca>](mailto:tuCC@Saskatoon.ca), TC - RF Councillor Enquiry [<tuROCE@Saskatoon.ca>](mailto:tuROCE@Saskatoon.ca)

**Subject:** RE: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Hello [REDACTED],

Thank you for your emails regarding traffic issues in your area. One of our staff members went out to Avenue H and 15<sup>th</sup> Street yesterday to view the median island you were speaking about. A request was sent to our sign shop to repair the downed median island sign.

Based on the site visit, the median islands are installed as per City of Saskatoon standards. Signs installed on these islands are retro-reflective and should be visible in the headlights of a vehicle. A bus was also observed completing the right turn from Avenue H onto 15<sup>th</sup> Street. The driver appeared comfortable completing this turn.

There is a Neighbourhood Traffic Review (NTR) starting in King George/Holiday Park this October and your comments have been passed along to the project manager for that review. Both of the intersections you've mentioned in your email are within the project area and will be reviewed alongside other neighbourhood traffic concerns.

If you have any additional concerns or comments they can be emailed to [NTR@saskatoon.ca](mailto:NTR@saskatoon.ca).

Regards,

[REDACTED]

Customer Service Manager, Transportation

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

[REDACTED]

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

---

**From:** [REDACTED]  
**Sent:** Tuesday, August 20, 2019 12:47 PM  
**To:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>; [REDACTED]  
[REDACTED]  
**Cc:** TC - Councillor Correspondence <[tuCC@Saskatoon.ca](mailto:tuCC@Saskatoon.ca)>; TC - RF Councillor Enquiry <[tuROCE@Saskatoon.ca](mailto:tuROCE@Saskatoon.ca)>  
**Subject:** Re: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Hi Hilary and [REDACTED],

So an incredibly predictable event occurred late last night when a woman drove her SUV with a gigantic boom that shook my house into the new "traffic calming" median installed at the intersection of Avenue H and 15<sup>th</sup> Street West. The two medians, with singular small signage on each, are the first of the kind to appear on the whole length of the street. The white centre line that cars are appropriately following leads right up to them and in the dark there is inadequate lighting overhead for people to see them before it is too late. Even in the daylight, I have witnessed drivers swerve at the last minute or just drive over the curb, every single day since they were installed. The buses that turn that corner also run over them or swerve weirdly as they try to avoid them. These medians have made this intersection LESS SAFE and are a continuing hazard (particularly today as there is no sign on the one that was hit). Unless additional steps are immediately taken (e.g., additional signage and overhead lighting to demarcate the crossing) to highlight them, there will be other accidents, so please attend to this as soon as possible before a child or other pedestrian is harmed.

Also, the intersection at H and 16<sup>th</sup> continues to be a nightmare too. I am not an habitual complainer to city staff or my councillor having been a former staff member myself. But this is ridiculous. Do better please.

Thanks for your consideration and attention to this matter.

Regards,  
[REDACTED]

On Mar 20, 2019, at 11:26 AM, [REDACTED] > wrote:

Thanks [REDACTED]. I knew all of this information based on an examination of the material available on the website. As they did during the temporary closure at the water treatment plant, people will continue to use Spadina Crescent thereby bypassing the 17<sup>th</sup> Street route and continuing the rate of traffic through the intersection at Avenue H. Additionally, the increase in traffic to the successful businesses on that corner will not be mitigated by the closure at the end of the street. That intersection will continue to be a challenge for pedestrians and drivers to navigate. It is only a matter of time until a major accident involving cars and pedestrians occurs. It's a shame it hasn't been addressed with a four-way stop or full light to date. That it isn't being done now is also a shame.

---

**From:** "[REDACTED]"  
**Date:** Wednesday, March 20, 2019 at 10:39 AM  
**To:** [REDACTED] >  
**Cc:** "Gough, Hilary (City Councillor)" <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>, TU - Councillor Correspondence <[tuCC@Saskatoon.ca](mailto:tuCC@Saskatoon.ca)>, TU - R&O Councillor Enquiry <[tuROCE@Saskatoon.ca](mailto:tuROCE@Saskatoon.ca)>  
**Subject:** RE: Intersection at Avenue H South and Spadina Crescent (Thread:13121)

Good morning [REDACTED],

Thanks for the email, the recommended curb extensions at the intersection of Avenue H and 16<sup>th</sup> Street and the median islands at the intersection of Avenue H and 15<sup>th</sup> Street are traffic calming devices that will help reduce speeding along Avenue H and discourage shortcutting. These traffic calming devices have been used at other locations in the City and they have proven to be effective. With the closure of the Water Treatment Plant at 11<sup>th</sup> Street and Avenue H, we are anticipating a lower volume of traffic on Avenue H. Signs will be installed at the intersection of Avenue H and 17<sup>th</sup> Street advising drivers heading south on Avenue H to use 17<sup>th</sup> Street to access 11<sup>th</sup> Street. Likewise, an eastbound left turn traffic signal arrow and a median island will be installed at the intersection of 11<sup>th</sup> Street and Avenue P to encourage drivers heading east on 11<sup>th</sup> Street to use Avenue P to access 17<sup>th</sup> Street. These measures will help



divert traffic from local streets and also help reduce speeding along Avenue H. These traffic calming devices will be installed this summer.

Please let me know if you require additional information,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** [REDACTED]  
**Sent:** Friday, March 15, 2019 7:57 PM  
**To:** [customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
**Cc:** [hilary.gough@saskatoon.ca](mailto:hilary.gough@saskatoon.ca); [REDACTED]  
**Subject:** Intersection at Avenue H South and Spadina Crescent (Thread:13121)

I recently received information on the traffic changes coming to King George and Holiday Park. Thank you for keeping residents updated in this manner. In follow-up to this notice, I ventured onto the City of Saskatoon website to find further information on the “traffic calming” infrastructure referred to in this information. I appreciate all that is being done to improve the water treatment plan and surrounding neighbourhoods.

However, I was greatly disappointed to find out that the intersection at Avenue H South and Spadina Crescent was not among those that would have, minimally, a four-way stop installed, or, more appropriately, a full set of stop lights rather than the current walk light for pedestrians. This intersection has been dangerous for years, and is only getting more precarious as the wonderfully successful businesses open on the northwest corner and the south downtown continues to be developed. The planned curb extensions on the north side of the intersection where the current cross light is located are not enough to address the issues at this corner.

Simply, it is unsafe for cars crossing Avenue H South, whether turning or going straight through from Spadina Crescent or 16 Street. The near misses by cars travelling down Avenue H of both pedestrians crossing naturally on the south (park) side of the intersection and cars entering from these streets is a daily occurrence. I have witnessed or been the victim of many close calls at this intersection over the past 18 years I have lived down the block on Avenue H. I had hoped that this would be addressed by the city based on the number of accidents that have occurred over the years and complaints by other residents. Unfortunately, this stretch of Avenue H South sees plenty of speeders and now, with the opening of these businesses, many more cars are stopping and pulling out on just before the concerning intersection causing even more issues with turning onto or crossing the street.

It was my experience that when Avenue H South was closed at 11<sup>th</sup> Street previously and traffic was diverted to Avenue I, there was little reduction in the traffic on Avenue H (even with the efforts to divert it to Avenue P prior to the intersection in question). I fully expect this to be the case when the planned permanent closure takes effect this year. The installation of the four-way stop at the intersection north

of the one in question is great, but it is at a much less busy intersection and does nothing to slow traffic at the end of that block of Avenue H South.

Therefore, I would strongly recommend that this part of the plan be re-examined and that more appropriate changes be made prior to the summer at this intersection. It is only going to get more dangerous with the further gentrification of the neighbourhood and the increased foot and vehicle traffic this brings to an otherwise great street to live on.

Thank you for your consideration of my request.

Regards,

[REDACTED]  
[REDACTED]  
Saskatoon SK [REDACTED]

## Flores, Mariniel

---

**To:** [REDACTED]  
**Subject:** RE: Road Closure

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

**From:** [REDACTED]  
**Sent:** Monday, June 8, 2020 9:58 PM  
**To:** [REDACTED]  
**Subject:** Road Closure

[REDACTED]

It has been some time since we corresponded about the closure of the section of 12th street between H and I along with the 900 block of Avenue H.

As I explained in previous emails, this has resulted in a drastic increase in the traffic on both the 1000 block and 900 block of avenue I. Our avenue is certainly not designed to handle this amount of traffic. It is too narrow and built too light. This increase of traffic has resulted in several accidents with parked cars resulting in thousands of dollars in damages. [REDACTED]

You had indicated in your last email that it was not the intention for Avenue I to become the alternate route for the 11th and H traffic. Well it has and it is not just "some traffic". Hundreds of vehicles pass down our block each day. You also indicated that the 12th street closure would end in February. Despite being over four months past the scheduled end date for the work to be completed, the road closed signs are still up.

After several discussions with my neighbours, the consensus is that the continued flow of traffic through our area is unacceptable. Not only have we seen several accidents but it has created a safety risk for residents getting in and out of our vehicles. All of us have to be on constant alert to avoid the frustrated drivers as they rush by. Even more so for the families in the neighbourhood with small children.

We ask that the closure of the 900 block of H and 12th Street be ended and all signage be removed. In addition we ask that a renewed effort be made to divert the through traffic from Avenue H and 11th Street and prevent it from continuing to all flow onto Avenue I.

The management of the traffic issues associated with the closure of the Avenue H and 11th Street intersection has so far been a failure. Concrete evidence of this can be seen in how the island on the east side of the intersection of Avenue P and 11th street has been installed backwards.

It is my hope that you and the other managers of this project take our concerns seriously and turn your attention to this situation. It needs to be resolved before it results in more property damage or worse.

If you are unable to help us with our concerns then I ask you to put me in touch with someone who can.

[REDACTED]

## Flores, Mariniel

---

**From:** Web E-mail - Transportation  
**Sent:** Friday, July 10, 2020 1:30 PM  
**To:** Flores, Mariniel  
**Cc:** Web E-mail - Transportation  
**Subject:** FW: 11th St Orange Posts (Thread:118558)

---

**From:** City of Saskatoon - Customer Care Centre [mailto:customercare@saskatoon.ca]  
**Sent:** Friday, July 10, 2020 1:25 PM  
**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>  
**Subject:** 11th St Orange Posts (Thread:118558)

Good Afternoon,

There were orange posts on 11<sup>th</sup> St W to guide traffic away from the curb and they haven't been put back yet after paving. Can they be put back or jersey barriers please.



Thank you,



**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

*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.*

## Flores, Mariniel

---

**To:** Baudais, Nathalie  
**Subject:** RE: NTR and Gordie Howe traffic

**From:** [REDACTED]  
**Sent:** August 12, 2020 4:59 AM  
**To:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>  
**Subject:** Re: Ward 2 Update - July 2020

Hi Hilary,

Checking in about the reality around the engagement project for traffic concerns in Holiday Park. We have been presented with a three stage plan that includes identifying issues, developing a draft plan and then implementation. With the current Covid-19 influence, we have seen an extreme usage change to the Gordy Howe sports areas. I am questioning the validity of any project making recommendations based on low use and low traffic at this time. Seems a bit of a waste of money and time.

Thanks for reading.

[REDACTED]  
Holiday Park resident

## Flores, Mariniel

---

**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: ENGAGE

**From:** [REDACTED]  
**Sent:** Thursday, August 20, 2020 1:56 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** ENGAGE

Reference is made to your Traffic Review flyer indicating that the city is seeking concerns resident's might have regarding the above.

I have lived in my residence since [REDACTED] and I have experienced many traffic and industrial situations as listed below.

1. Highway Refinery – my family and I put with the Refinery for a number of years. Since it was close to Montgomery Place and also to the area I live in, action was taken to remove the Refinery and it was closed. Your city records would indicate who took over the property as it may be Petro Canada Millsap Fuel Distributors Ltd. If it was Millsap Fuel, I have complete vision of their operation- huge oil/gas trucks coming and going all the time of the day – 24/7

They also have a gas pump facility so that public, especially commercial people (huge trucks, large moving trucks, semi trailer vehicles, cement carriers, many lined up to get gas, regardless to the time, again 24/7.

2. The following traffic goes 24/7

1. Cement trucks
2. Semi trailers - they should not be on Avenue P
3. Trucks pulling trailers
4. Regular size cars and trucks
5. Front end loaders
6. Anything that moves is on Avenue P
7. Direct line for campers travelling for accommodation in Gordie Howe Park
8. Motorcycles
9. Tow trucks
10. Trucks hauling metal parts to Inland Steel. This is constant.
- 11, Cattle and grain semis' should not be on Avenue P.
12. Semi trucks advertising Safeway, etc. This area has no Safeway, Real Canada Superstore or any other grocery store.
13. Weldon Avenue is now being used, which makes it very busy – why???
14. Avenue P should only be used by fire, police, ambulance. regular traffic, not what is now travelling on Avenue P
15. Speeding vehicles.

3. Sometime ago, in conversation with a city representative, I was told that the city was going to build a road from Avenue P off 17th Street to connect with 11th Street West.

WHAT HAPPENED TO THAT PROMISE ????

4. A newspaper article suggests that City Hall to study ending Cindercrete lease agreement. In all likelihood the lease will be renewed (money talks) I have a suggestion. Move the entire operation to the east side of the city. The city has ample land in areas such as Stonebridge, Erindale, Briarwood, Prairieland Park, Lakewood, etc I am sure the city could lease land or provide land the city already has, that would be most suitable.

Thank you and I look forward to your reply. PLEASE NOTE – I AM A TAXPAYER!!!

[REDACTED]  
Saskatoon, Saskatchewan [REDACTED]

15



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

## Flores, Mariniel

---

**To:** Gough, Hilary (City Councillor)  
**Subject:** RE: Traffic in Holiday Park

**From:** [REDACTED]  
**Sent:** August 4, 2020 9:01 AM  
**To:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>  
**Subject:** Traffic in Holiday Park

Good Morning Hilary,

I am concerned with the traffic flow coming out of Holiday Park now that the city has closed Avenue H and 11th street passing through the water treatment plant.

Unlike every neighborhood I can think of in Saskatoon, we don't have a direct route to major thoroughways anymore without significant backtracking. The current route includes two or three stop signs depending on direction of travel. I find this is unnecessarily hard on our vehicles, fuel consumption and the roads.

**The biggest issue I have is that the general public now has to stop for traffic entering/exiting a private parking lot.**

When discussing this at the traffic meeting last fall with the city employees, it seemed they were focused on eliminating traffic on 11th street coming and going to neighborhoods west of Holiday Park without considering the traffic needs of the residents of Holiday Park. I have discussed this with many residents and they all seem to have a problem with these intersections.

I have attached two images. One of the current signage and a proposed with the removal of 4 stop signs to give the public traffic right of way.

Please let me know if there is someone else to contact regarding these concerns.

Thank you,

[REDACTED]



## Flores, Mariniel

---

**From:** Brooks, Johnathan  
**Sent:** Friday, September 18, 2020 11:48 AM  
**To:** Flores, Mariniel  
**Cc:** [REDACTED]  
**Subject:** Intersection of 11th Street W. and Avenue P South  
**Attachments:** audio.mp3; 11th.png

Good morning,

[REDACTED] contacted us with some concerns regarding lane designation for the intersection of 11<sup>th</sup> St. W and Ave P S.

[REDACTED] mentioned he was nearly hit today and is very frustrated, as he has had many near misses at this intersection with people not knowing which is the turning lane, and which is the through lane. He is requesting a sign to be placed on the traffic light stand, indicating to EB traffic on 11<sup>th</sup> St which lane is the through lane.

The sign he is requesting (RB-47CL1) is shown on the attached drafting plan. Maybe line painting and pavement markings would help? Not sure what else can be done here.

He is looking to speak to someone further regarding this issue.

I have attached the voicemail we received, and [REDACTED] contact information below.

[REDACTED]  
[REDACTED]  
[REDACTED]

Thank you,

[REDACTED]  
Traffic Operations Technologist | Transportation & Construction | City of Saskatoon  
Mailing Address | 222 Third Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Round Prairie Métis*

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

*Follow us on Twitter and/or Facebook.*

*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.*

## Flores, Mariniel

---

**From:** Baudais, Nathalie  
**Sent:** Monday, September 21, 2020 10:28 AM  
**To:** [REDACTED]  
**Cc:** Flores, Mariniel  
**Subject:** RE: traffic ideas

Hi [REDACTED],

We can review this suggestion for 16<sup>th</sup> Street West and Avenue H South as part of the Holiday Park – King George NTR which is currently underway. This intersection falls within the study area boundary for that neighbourhood.

Regards,

[REDACTED]

[REDACTED]  
[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Monday, September 21, 2020 8:39 AM  
**To:** [REDACTED]  
**Subject:** traffic ideas

Good morning

this email is from [REDACTED]

IN ADDITION to the components that will be installed around Ave E South and 17th St W and Spadina W...

I was wondering about an additional possibility for a "calming" measure

There are traffic lights on 16th St W and Ave H

Could a cement blockade be set up across part of that corner so that there would be NO RIGHT TURN onto Spadina ?? ...only an exit...

This would direct drivers ( who usually zip down Spadina as a short cut) to continue on Ave H all the way to 19th or 20th or perhaps turn on 17th

and it would leave Spadina open for local traffic to exit for emergency vehicles etc

anyway that's my latest idea so thought I'd share it with you

thanks



## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Friday, October 23, 2020 11:48 AM  
**To:** [REDACTED]  
**Subject:** RE: INFO: Spadina Crescent West and 17th Street West reconfiguration

Hi [REDACTED],  
Sorry for the delay in getting back to you. Yes, there is a lot of planning for our transportation network! We do about 8 to 10 neighbourhood traffic reviews each year. Once the ongoing reviews are done, we will have finished a review for every neighbourhood in the city!

The temporary configuration does not restrict access. All turning movements are still allowed. The do not enter sign that was installed was to help inform drivers not to head south on Spadina on the wrong side of the median island. However, drivers are still allowed to head south on Spadina, they just need to be on the west side of the median island (closer to the legion than the river).

For traffic calming measures, we tend to try horizontal deflection devices first and if those aren't effective, we can consider vertical deflection devices (e.g. raised intersections) where appropriate. Vertical deflection devices are not appropriate for transit routes, streets with vertical grades, arterial streets, etc.

The changeable message sign has been updated to inform drivers heading southbound / westbound to yield to 17<sup>th</sup> Street traffic.

We have received other requests to restrict parking on the east side of Avenue I. We are considering this while carefully considering the possible implications that this change could have for the residents of Avenue I before we make a recommendation. Restricting parking will effectively widen the street, which could result in increased operating speeds.

Thanks again for sending along your thoughts about the intersection!

Have a nice weekend,  
[REDACTED]

[REDACTED]  
[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 5:41 PM  
**To:** [REDACTED]  
**Subject:** Re: INFO: Spadina Crescent West and 17th Street West reconfiguration

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

Thank you so much [REDACTED], a lot of planning going into our streets! I do have some more input on that intersection though.

As the intersection is now I don't think its clear enough for traffic to know not to continue east down Spadina. Maybe a 2nd do not enter sign on the legion side of the street?

I'll be honest Im not a fan of the way the intersection is made that you can't continue east on Spadina. If speeding and pedestrian visibility are an issue, wouldn't a raised crosswalk with flashing over head lights possibly solve the issue without cutting off access?

I'm certainly interested to go to the next meeting. We actually live in Holiday Park, we just drive down Spadina quite often. We also noticed congested traffic possibly caused by the work done at the water treatment plant too. We were wondering if there are plans to make the east side of Ave I south a no parking zone.

I didn't know how much planning goes into our roads and that one review was eye opening and that's only one neighbourhood! haha

Thanks again

[REDACTED]

On Wed., Oct. 14, 2020, 3:44 p.m. [REDACTED] wrote:

Hello [REDACTED],

Thank you again for providing your feedback regarding the recent revisions at the intersection of Spadina Crescent West and 17<sup>th</sup> Street West. We appreciate you taking the time to inform us of your observations.

We heard concerns from residents in the area about this intersection and adjacent streets through engagement efforts for the following projects:

- Riversdale Neighbourhood Traffic Review (2 meetings) – residents commented about erratic movements at the intersection, speeds of vehicles turning from southbound Spadina Crescent to westbound 17<sup>th</sup> Street.
- Holiday Park – King George Neighbourhood Traffic Review (1 meeting, another to be scheduled) – residents expressed concerns with speeding on Spadina Crescent south of 17<sup>th</sup> Street.
- [Southwest Transportation Study](#) (2 meetings) – participants expressed concerns regarding speeding on 17<sup>th</sup> Street.

The traffic calming installations at the corner of Spadina Crescent W and Avenue E S were recommended through the [Riversdale Neighbourhood Traffic Review](#). The neighbourhood traffic review program provides an opportunity for the city to work collaboratively with the community to address traffic issues within a neighbourhood. As part of the process, two meetings were held with the residents of Riversdale prior to presenting the report to the Standing Policy Committee on Transportation.

Appendix F of the [Riversdale Neighbourhood Traffic Review](#) report outlined the options considered to resolve these issues and why this configuration was preferred. Based on the review of the options, a realignment of the south leg of the intersection was recommended. This configuration:

- consolidates intersection movements to a single entry / exit point for Spadina Crescent south of 17<sup>th</sup> Street,
- provides a near 90 degree intersection for Spadina Crescent, improving sightlines for turning vehicles
- coordinates well with traffic calming on 17<sup>th</sup> Street to the west, and
- reinforces traffic calming measures on Spadina Crescent to the south.

The measures were installed temporarily so that we can assess their effectiveness. Your concerns and comments will be retained to help us identify the concerns we need to consider when evaluating the intersection changes. If the measures are found to be ineffective, they may be adjusted or reconfigured. If the measures are found to be effective, they will be scheduled for permanent installation (pending funding).

Engineering staff observed the intersection last week and noted some of the conflicts that you raised for drivers wanting to continue south on Spadina Crescent. We added additional pavement markings and signs to clarify the intended operations of the intersection. Based on our observations, it does seem to have helped drivers navigate through the intersection.

As discussed with you over the phone, it will take time for drivers to adjust to the new geometry of the intersection. We will be monitoring traffic operations at this location to see if we need to make additional adjustments to the layout or signage to help drivers and encourage safe use of the intersection.

If this configuration operates well, the permanent design of the intersection would adjust the multi-use pathway crossing to cross Spadina Crescent West perpendicular to traffic, at the intersection, rather than south of the intersection in its current location. Ramps would be adjusted accordingly.

As mentioned during our phone conversation, the neighbourhood traffic review for the Holiday Park – King George neighbourhoods is ongoing and a second meeting will be scheduled later this year. Additional information is available at the [Saskatoon.ca/engage](https://www.saskatoon.ca/engage) page.

Regards,

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

*Treaty 6 Territory & Homeland of the Métis*

[REDACTED]

[www.saskatoon.ca](https://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*

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Monday, December 7, 2020 12:35 PM  
**To:** Flores, Mariniel  
**Subject:** Nov 26 City of Saskatoon Engage flyer received today..

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

So I live on [REDACTED] Ave i South..

I went on the city website ( park-and-king-george) one..

I noticed the comments as well about changes being done without contacting people it actually affects ...and I agree.

There is still a lot of traffic and the parking on both sides helps to maybe discourage people from using this route...

One way traffic on the street might be an answer??

It was suggested years ago with the changes in place..

I'm looking at the map on the reverse however the Legend does not match up to he numbers or letters on the map..

[REDACTED]

Thanks

[REDACTED]

Sent from my iPad



## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Monday, December 7, 2020 5:36 PM  
**To:** Flores, Mariniel  
**Subject:** Holiday Park traffic plan

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

Hello Mariniel,

[REDACTED] I recently received the traffic plan. I would like to provide feedback.

The most concerning intersection is recommendation #12 Ave O and Schuyler. When you are driving East bound on Schuyler driving through the intersection of Ave O you have the right of way and the cross traffic has a yield sign. There is major visual obstruction (Huge elm tree, Property owners elevation, and raised flower beds) on the NW property.

I have been in one accident where both vehicles were written off and multiple near collisions in my short amount of time I have lived in the area.

These yields must be turned into stop signs. As traffic on Ave O uses it as an excuse to drive through at full speed. I would also like to see an increase in vision in that intersection as neither east bound nor south bound traffic can see each other.

I have huge amount of stress driving through everyday to and from work. I often come to a complete stop when I am driving east bound. I feel unsafe with kids in the car, And I feel like it is only a matter of time before I am in another accident.

You can reach me at this email or on my cell at [REDACTED]

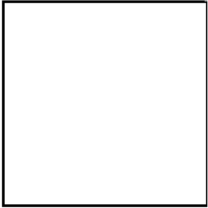
Thank you,  
[REDACTED]

**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: Saskatoon Report a Traffic Issue received

**From:** City of Saskatoon <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Sent:** Thursday, December 10, 2020 12:53 PM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** Saskatoon Report a Traffic Issue received



## **New Traffic Issue Reported!**

Request ID: 1737

Issues: STOP YIELD,

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Comment: access to waterworks is now gated . Existing signs say 4 way stop but only three streets meet here. Suggest removing all stop signs or replace with one when leaving waterworks after the gate on Ave. H .

Attachment:

## Flores, Mariniel

---

**From:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>

**Sent:** December 14, 2020 12:36 PM

**To:** [REDACTED] >

**Subject:** Traffic Concerns on Ave I

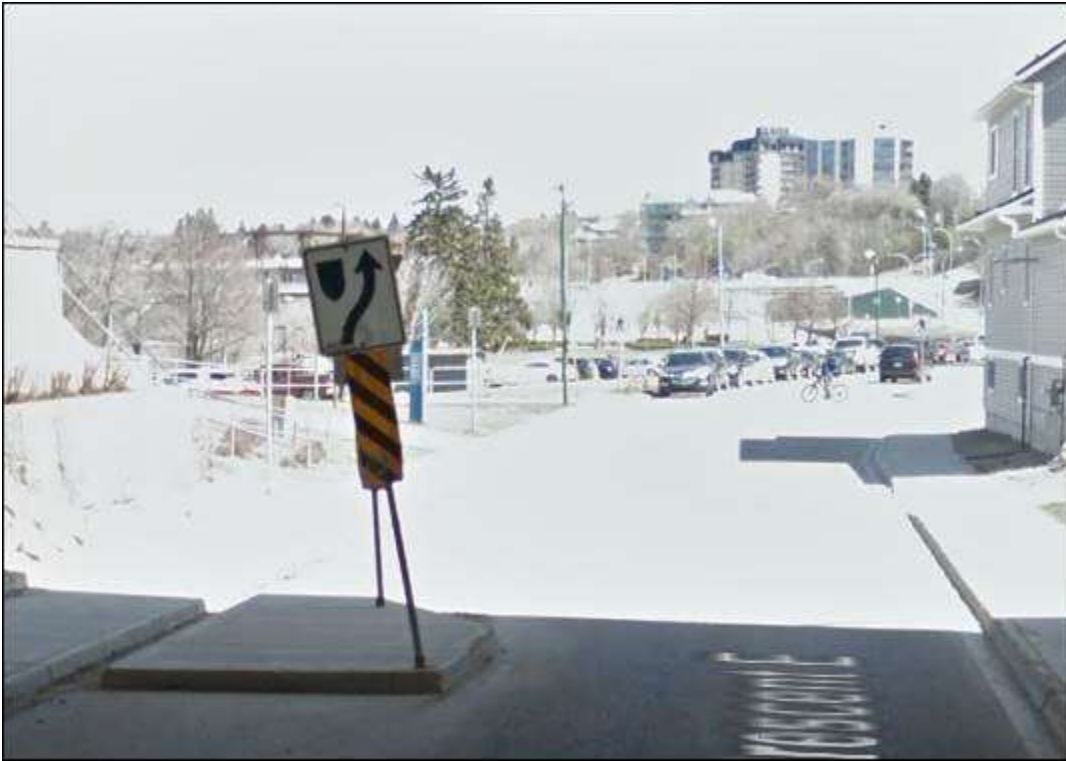
Hello [REDACTED].

It was nice chatting with you over the phone regarding your traffic issues on Avenue I. A summary of your comments is below.

- Keep parking on the east side of Avenue I
- Supports prohibiting parking on the south side of 12<sup>th</sup> Street
- Would like a photo of the pinch point (see below)
- Suggests speed humps on Avenue I
- There are a lot of aggressive drivers on Avenue I who honk when home owners are parallel parking
- Water Treatment Plant visitors should use designated parking lot
- A lot of pedestrian and cyclist activity in the neighbourhood

Examples images of the pinch point along Saskatchewan Crescent East is below. On Avenue I, northbound traffic would yield to oncoming southbound traffic.





Thank you for your comments.

Regards,

**Mariniel Flores, P.Eng. | [tel 306.975.3463](tel:306.975.3463)**

Transportation Engineer

Transportation, Transportation & Construction Department

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

*Treaty 6 Territory & Homeland of the Metis*

[mariniel.flores@saskatoon.ca](mailto:mariniel.flores@saskatoon.ca)

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

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Monday, December 14, 2020 3:44 PM  
**To:** Flores, Mariniel  
**Subject:** King George/Holiday Park Traffic Review  
**Attachments:** 17th street and spadina.docx

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

Hi Mariniel

Here are my concerns re the Holiday Park/King George traffic review. Feel free to let me know if you need further clarification.

Holiday Park and King George Traffic Review. Please see attached.

[REDACTED]

## Holiday Park and King George Traffic Review

### Traffic Calming Features at Spadina Crescent and 17<sup>th</sup> Street West

1. The new configuration of traffic calming measures at Spadina Cres and 17<sup>th</sup> St do nothing to slow down traffic. In reality, traffic now speeds up to turn from Spadina onto 17<sup>th</sup> St. What has basically happened is traffic has slowed in one direction at the expense of another of another direction. Overall, traffic has not been slowed.
2. Traffic heading downtown on Spadina now has a stop sign. Once they have stopped and are proceeding, they are forced into oncoming traffic, especially in winter, when street markings are no longer clear. Let's face it, we have snow on the streets for six months of the year. This is not safe.
3. Absence of pedestrian crossing on 17<sup>th</sup> street. There are some marked crosswalks – one at Ave D which crosses Spadina, heading into the park. There is another at 17<sup>th</sup> St to cross Spadina. However, there is not a crosswalk to cross 17<sup>th</sup> St at Spadina. If pedestrians are to cross 17<sup>th</sup> St it appears they are expected to go out of their way to cross, adding another 400 metres to cross using the crosswalks. I can assure you that no pedestrian will go that far out of their way to cross the street. They will use a 'desire path' instead.  
Since the 'calming' features were installed to make it safer for pedestrians, I find this a huge failure in that regard. Once again, pedestrians don't seem to have been considered in this design.
4. Snow removal is problematic at Spadina and 17<sup>th</sup> St. Most of the rubber bumpers have ended up in a pile of snow. If these are made permanent, the concrete curbs will be damaged in the first snowfall.
5. It seems like an overly complicated design. Day after day this fall I watched traffic at this intersection. The drivers' faces had a look of confusion. Many drove on the wrong side of signs, into oncoming traffic. Many did not stop at the stop sign. Many were just shaking their heads. I'm sure there is a simpler, less confusing solution such as a 3 way stop sign. I wonder if any of the traffic engineers actually tried to use this intersection?

### General Traffic Concerns on 17<sup>th</sup> Street West

1. Large truck traffic on 17<sup>th</sup> St. – In the past year or so, I have been in touch with the city regarding semis (large tractor trailer combos) using 17<sup>th</sup> St as a route through the city. This is still an issue. There are at least 2 or 3 trucks daily using this route. I have confirmation from the city that they are not to be using this route:

"You are correct, the big truck/trailer combos should not be on 17th unless they are on the most direct route to and from their delivery. Avenue P between 11th and 17th is considered a truck route however it ends at that location. I will ask our Enforcement folks to spend some time, schedules permitting. Thomas Simpson | tel 306.975-2811 Customer Service Manager, Transportation"

This traffic is problematic for it's noise, vibration, air pollution. dust/dirt pollution. I'm wondering when something will be done about this. If this type of traffic was travelling through an east side neighbourhood.....well it would never be allowed in the first place.

2. Two traffic calming islands were installed on 17<sup>th</sup> St West in the past year, one at Ave J and one at Ave K. These are appreciated, but they don't do anything to slow traffic. Why were these done as permanent fixtures as opposed to having a trial period? I think another look needs to be taken to see what can be done to reduce traffic speed. I reject the concept of pedestrians having to run across the street so speeding traffic will not hit them. This happens everyday.
3. A question I continue to have is "Why do the wants of traffic passing through a neighbourhood take precedence over the needs of the people that live in the neighbourhood?" Traffic passing through spends a minute driving through but people live here 24/7. We deserve a quality of life that is free of excess speed, noise, pollution.

## Flores, Mariniel

---

**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Government for the people?

**From:** [REDACTED]  
**Sent:** Tuesday, December 15, 2020 9:58 AM  
**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
**Subject:** Re: Government for the people?

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

As I said before, council doesn't care what the residents think, so what's the point of a meeting. To create jobs?

Like I said, come for coffee and you will see what a nuisance it is to get here.

There is no traffic coming out of the WTP, in comparison to neighborhood traffic. It ridiculous.

Stop sign at Dudley and spadina?  
Stop sign at schuyler and spadina?  
Dead end streets!

On Dec 15, 2020, at 9:39 AM, Flores, Mariniel <[Mariniel.Flores@saskatoon.ca](mailto:Mariniel.Flores@saskatoon.ca)> wrote:

Hello [REDACTED].

In 2016, City Council approved the permanent enclosure of the Water Treatment Plant facilities and a security fence, which will prevent through traffic on Avenue H at 11<sup>th</sup> Street. This was a recommendation included in the Avenue H Water Treatment Plant, SK Critical Infrastructure Resilience Tool Report prepared by Public Safety Canada and in the Administrative Policy A09-034 Crime Prevention Through Environmental Design Review in order to better secure the water quality for Saskatoon Water customers. Details about this project can be found at on the [Water Treatment Plant Perimeter Security Fence Project webpage](#).

Four-way stops were installed at these two intersections (11<sup>th</sup> Street & Avenue I and 12<sup>th</sup> Street & Avenue H) as part of the Water Treatment Plant project. Although one leg of the intersection acts as a driveway for the water treatment plan, they are still intersections. As intersections, they were constructed on the assumption that drivers completing a turning maneuver will approach, slow to a stop, or almost stop, and complete their turn at a very low speed. Pedestrians crossing these intersections have similar expectations.

Matching traffic control with driver expectation and the physical design of roadways is important to the safe operation of those roads and intersections. Ensuring pedestrians and cyclists are considered throughout this process is vital.



Stop signs have been installed for the Water Treatment Plant driveways. Because of the alignment of the driveways, they operate functionally as additional legs to the intersection. We do not recommend signing one leg of an intersection as stop control without controlling the other legs. This is not a typical configuration and would not meet pedestrian and driver expectation.

The draft traffic plan will be discussed at tonight's public meeting. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. Details can be found at the [saskatoon.ca/engage](https://saskatoon.ca/engage) page.

Thank you for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463  
Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Metis  
[mariniel.flores@saskatoon.ca](mailto:mariniel.flores@saskatoon.ca)  
[www.saskatoon.ca](https://www.saskatoon.ca)

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

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

From: [REDACTED]  
Sent: Sunday, December 13, 2020 9:14 AM  
To: Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>  
Subject: Government for the people?

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

it has taken more than a year for the city to listen when the people speak! I am new to holiday park, but very disappointed on how the city reacts to a situation

No one in my community wanted the city to close avenue h. You did it anyway.

Please get rid of All the stop signs at unnecessary intersections where the water treatment plant is. Try come to my house for coffee and you'll see how frustrating it really is. Reckless spending along spadina When hamm put in new sewer incorrectly! How many times does the city have to pay for this mistake?

Please meet with me. Wear your mask. Stay apart. Listen to what the people are saying instead of some engineer that doesn't live in our area or ever drive down here.

[REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Tuesday, December 15, 2020 5:22 PM  
**To:** Flores, Mariniel  
**Subject:** Fw: Traffic proposed changes Holiday Park, King George

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

**From:** [REDACTED]  
**Sent:** Tuesday, December 15, 2020 3:51 PM  
**To:** [Mariniel.Forbs@saskatoon.ca](mailto:Mariniel.Forbs@saskatoon.ca)  
**Subject:** Traffic proposed changes Holiday Park, King George

Hello my name is [REDACTED] I live in the King George area , I was a participant in the forming of the Local Area Plan for both King George and The West Industrial Area. In our meetings for both these areas of Saskatoon it was decided that there were already many regulations and laws in place to address the traffic noise , speed , flow signage and dust (other than the future plan for 17th. street from Ave P to Circle Drive that at that time was still in the purchasing phase). The problem in this area was that we didn't need new plans as much as we needed the regulations and laws that were already in place to be enforced, and today most of the same issues still remain. The widening of the corner of Ave P and 11th street has cut down the accident between large trucks and pivot vehicles. I am concerned about the traffic calming and lane directing sign that was placed on that same intersection this past year. I feel it is dangerous and has continued to be further problematic with the large amount of snow we have had the fall, the redirected lane is too narrow and with any build up of ice on the sides it causes a vehicle to be bounced from side to side while trying to manoeuvre through there. The traffic directing sign on the corner of 17th street and Ave J also does not allow for enough room as well, this is because of all the cars that are parked on the street during working hours ( this parking on the street in that area was addressed in the local area plans) and nothing has changed. I feel there is no need to reinvent the wheel just to make the wheel work more efficiently. Thank You for your time, [REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Wednesday, December 16, 2020 9:14 AM  
**To:** Flores, Mariniel  
**Subject:** Holiday Park Meeting

[REDACTED]

Good morning,

Thanks for hosting the meeting last night. It was good to see most of the changes that are being proposed.

I have a question about how this project is going to work with the bikeway project. I'm a huge fan of the bikeway idea and I'm looking forward to it but I have a concern based on one of the comments last night. There was a concern about Dudley becoming a through street, which I think is unfounded because Dudley doesn't really go anywhere at the east end anymore. With Spadina closed I'm not sure where that commenter was expecting a bunch of traffic to go. I've noticed that with Spadina closed there has been a huge reduction in traffic coming from Spadina, onto Dudley, and then turning on to Ave I to get to 11th. Anyway, my question is how do the two projects work together? Are the stop signs along Dudley part of this project or the bikeway project? I'm a bit worried that all the signs will be switched to stop signs before the traffic calming measures are in place because I'm assuming the raised crosswalks and curb extensions are part of the bikeway project. It was also mentioned that the traffic calming measures will be temporary for a year and then re-evaluated. Does the city install temporary raised crosswalks? How does that work?

I'm also worried about the, sorry I can't find the name, but the thing that closes one lane and forces one direction of traffic to yield that's proposed for Ave I between 11th and 12th. Right now a truck and trailer parks on that side of the block and it causes a lot of issues in the evening rush hour. The morning seems ok as most traffic is going towards downtown but in the evening when everyone is coming back there are a lot of conflicts because a line of 5 cars will have to wait for one car to get around the truck. You folks are the traffic engineers but I think the area has lost a lot of faith after the city closed the roads through the water treatment plant. There were really no adjustments made to help the traffic flow, they just closed the roads and let us fend for ourselves. I'm in favour of trying it and maybe it'll work great but I would expect a lot of pushback. All of Holiday Park relies on Ave P and Ave H to get in and out of the city core and now with the water treatment plant closure you've reduced the usefulness of Ave H. In the meeting it was mentioned that we're on a grid but I strongly disagree with the suggestion that any road will work. All of the avenues in between Ave H and P are narrow, bumpy, and have stops or yields at every other intersection. Using those to get 6 blocks up to 17th is difficult and are hardly a good replacement for a thoroughfare.

Just so you know where I'm coming from I've lived on the corner of [REDACTED] and split my commuting 80/20 cycling and driving. I work in [REDACTED] so when I drive I use 11th to get over to H and when I cycle I use Dudley to get to the Meewasin. [REDACTED] excited about the bikeway coming past my house.

Thanks,  
[REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Thursday, December 24, 2020 1:05 PM  
**To:** Flores, Mariniel  
**Subject:** No one has removed the NO Parking signs off of Ave I. South 1000 block east side by the waterworks .This is thursday and still not removed. snow removalal or

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

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Tuesday, December 29, 2020 3:27 PM  
**To:** Flores, Mariniel  
**Subject:** Re: Holiday Park traffic review comments

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

-Its isolating to hear that connection and traffic congestion will bottleneck and stop traffic in mid block more often just to enter or exit the last neighborhood in the city, to travel east to downtown and other areas.

-The 11th st and Ave L sidewalk planter was identified as a mobility accessibility safety issue for an affected resident, and several years such accessibility barriers were adjusted in the downtown accessibility assessments. Finding a safer placement, perhaps off of public sidewalks with curb markers if close to traffic, could be just one safer option.

Ave N and Ave P crosswalks could also potentially use some mobility accessibility safety exploration to cross 11th st north/south.

-The parking violations for school loading times were recommended by the Saskatoon French School staff to be reported by the residents instead of the school, and have been done, with little improvement expected. There may be little engagement by the diversity of marginalized residents to carry the burden of reporting violators in this plan.

Sincerely,

[REDACTED]

---

**From:** Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>  
**Sent:** December 23, 2020 2:08 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** RE: Holiday Park traffic review comments

Good afternoon.

Thank you for providing your comments regarding neighbourhood traffic in the Holiday Park – King George neighbourhood. Your concerns have been noted and added to the project file.

## Embassy Gardens

You have raised several concerns surrounding Embassy Gardens, several of which are outside of the scope of the Neighbourhood Traffic Review. Here is some information regarding these concerns:

- Vegetation trimming - These concerns will be investigated as the traffic plan is finalized.

- Lack of sidewalks – The City does not install sidewalks on private property or back lanes. Please approach the property owner of Embassy Gardens regarding your request for a sidewalk connection from Embassy Drive to the back lane.
- School pick-up zone – We work directly with the School Division to establish appropriate signage for the school frontage.
- Enforcement of school traffic – The schools work with their school resource officers for enforcement efforts. We will relay your concerns to our contact at the School Division, but please feel free to discuss them directly with the school principal as well.
- Parking in the back lane – As outlined in Traffic Bylaw 7200, Schedule 1, parking is not permitted in back alleys. This means that drivers cannot leave their vehicle unattended in the alley. If this is occurring, you can contact Parking Enforcement Dispatch at 306-975-8344 to request enforcement.

## **Avenue I**

To improve site security around the Water Treatment Plant, it is proposed that parking be prohibited on the east side of Avenue I (11<sup>th</sup> Street to 12<sup>h</sup> Street) and on the south side of 12<sup>th</sup> Street (Avenue H to Avenue I).

For Avenue I between 11<sup>th</sup> Street and 12<sup>th</sup> Street, we're proposing a mid-block pinch point on the east side of Avenue I to reduce traffic volumes. The pinch point will leave the cross section with a single lane and northbound traffic on Avenue I will yield to oncoming southbound traffic.

The pinch point will help keep the street narrow despite the parking prohibitions that are proposed for the east side of this block. This would also help mitigate increased speeds that could result from the proposed parking prohibitions on the east side of Avenue I.

## **Spadina Crescent and 17<sup>th</sup> Street**

The traffic calming measures installed at 17<sup>th</sup> Street, Avenue E, and Spadina Crescent were recommended through the [Riversdale Neighbourhood Traffic Review](#).

The measures were installed temporarily so that we can assess their effectiveness. Your concerns and comments will be retained to help us identify the concerns we need to consider when evaluating the intersection changes.

## **11<sup>th</sup> Street**

Can you please provide the location(s) on 11<sup>th</sup> Street where cement planters block sidewalk access?

The meeting minutes and meeting materials have been posted to the [Engage Page](#). We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

## **Mariniel Flores, P.Eng. | tel 306.975.3463**

Transportation Engineer  
Transportation, Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Metis*  
[mariniel.flores@saskatoon.ca](mailto:mariniel.flores@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

---

**From** [REDACTED]

**Sent:** Wednesday, December 23, 2020 10:21 AM

**To:** Flores, Mariniel <[Mariniel.Flores@Saskatoon.ca](mailto:Mariniel.Flores@Saskatoon.ca)>

**Subject:** Holiday Park traffic review comments

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

Hi Mariniel

Here are a variety of concerns related to the Holiday park traffic review. I'm not sure who to send to. Some may need more discretion to explore.

The alley between Saskatoon French School and 1401 Wellington St is heavily used in normal times, and needs some improvement. Not sure if its covered in this review, or some other venue:

[https://www.saskatoon.ca/sites/default/files/documents/community-services/planning-development/mapping/MultiUnit/Multi\\_Embassy.pdf](https://www.saskatoon.ca/sites/default/files/documents/community-services/planning-development/mapping/MultiUnit/Multi_Embassy.pdf)

- speeding, especially after hours in alley, all seasons
- vehicles parked around Saskatoon French School rear playground shortcut access from the alley, all seasons, often to bypass school pickup and drop off zone, blocking some residents through access (also overgrown bushes contribute to reduced lane in alley) .

Additional congestion of mixed uses in alley, with pedestrians and families with preschool children walking on this alley to and from school and other amenities and activities, especially from furthest away buildings like 1431 Embassy Dr, due to lack of sidewalk. It's a safety challenge for the range of vehicles and pedestrians given the winter-long iced and normally rutted single lane, lined with iced up or full snowbanks and bush, leading to residents driving school kids a block to and from the school daily including for lunch, adding to congestion of vehicles in both directions, as school buses block line of sight.

More pedestrian friendly improvements could include

- more limitations on school traffic as larger cities do, to engage and reduce any illegal pickup behaviours at school rush hours.
- improved school pickup zone to interfere less with the residents transportation to shiftwork, etc (houses and apartment households need essential vehicle parking for partners/ tenant supports at the end of the city).
- to reduce parking and traffic congestion hazards trying to get through the bottle neck 4 times a day.
- increased maintenance for increased safety of residents reliant on multi-use of the alley,
- along with more regularly prevention of overgrowth interference in the already limited lane, scratching vehicles also.

Ave I S : Ensuring safer travel for all the residents from Ave M South concentrations of populations to connect to downtown, and nutana are needed, such as diverting downtown traffic from the unsuitable Ave I S to follow the bus route for at least two blocks, for level, safer roads with better line of sight and maintenance.

Ave I concerns:

- parking on both sides brings opposing traffic to a stop in winter ice, and normal visibility. Real traffic options are needed to single lane dangerous conditions.
- hazards of extreme tight turns often on iced slopes with little line of sight in daytime, and narrow congested often single lane, again leave little room especially in challenging weather to travel without bringing opposing traffic to a full stop, no longer providing adequate transportation. Not all can afford good winter grip tires needed for this traffic diversion to the sloped and blind hazards of Ave I S at rush hour with bumper to bumper congestion.

Spadina & 17th: Changes to Spadina Crescent and 17th St now have very untraditional and unclear line of sight for bad weather, and night time. Visibility markers and other measures are needed especially to find lanes for occasional users when going southbound on Spadina, especially in the dark of winter, when ground markers are concealed longterm by snow.

Also barriers to pedestrian mobility on 11th st w for disability needs: the cement planter blocks sidewalk access. Perhaps exploration of less intrusive placement on sidewalks would be helpful to keep flower planters active in neighborhoods.

Happy holidays,





## Flores, Mariniel

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Wednesday, August 12, 2020 9:40 AM  
**To:** [REDACTED]  
**Cc:** Gough, Hilary (City Councillor); Chen, Jake; Flores, Mariniel  
**Subject:** RE: Re latest Engage notice

Hello [REDACTED],

Thank you for your inquiry about the timing of construction for the Spadina Crescent closure.

The work is depending on the completion of the Dundonald Avenue realignment, which is now slated for completion by the end of August.

As such, the Spadina Crescent project is anticipated to begin in September.

Regards,

[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Métis  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

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

**From:** [REDACTED]  
**Sent:** Monday, August 10, 2020 8:54 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Cc:** Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>  
**Subject:** Re latest Engage notice

There is no mention of the closure of Spadina Crescent west .at the end of the 1300 block.  
Previous information provided at the meeting, stated that it was postponed again , for completion By Sept 1st, 2020.  
Is this still going to happen ?

[REDACTED]  
  
Sent from my iPad

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Wednesday, August 13, 2014 4:07 PM  
**To:** [REDACTED]  
**Subject:** FW: Voice Mail from [REDACTED]  
**Attachments:** [REDACTED]

- Collisions occurring at Ave L & Dudley St
- Drivers shortcutting down Dudley because the poor condition of 11<sup>th</sup> St
- One collision approximately 7 years ago ended with vehicle into house
- Approximately 2 years ago another collision occurred and vehicle ended in house 'kiddy corner' to resident
- Also their parked vehicles have been hit on Dudley
- Was uncontrolled until resident was informed on retrofit program (yield signs to be installed in fall 2014 facing North-South); resident wants East-west *stop* signs to reduce speeding

---

**From:** Microsoft Outlook **On Behalf Of** [REDACTED] (No e-mail address available)  
**Sent:** August-13-14 2:44 PM  
**To:** [REDACTED]  
**Subject:** Voice Mail from [REDACTED] (41 seconds)

### Voice Mail Preview:

Hi [REDACTED] I've just received the I live in Holly Park my name is speak warranty chore and E my number is [REDACTED] and I'm phoning about the sign installations for fall 2014 there's been two collisions vehicles that my corner have resulting in vehicles in the houses and I am I live that L and ee and if I could request a stop sign I would be the eternally grateful if at all possible I can get neighbors to put you know down behind me with this I'd appreciate a call back when where the other thanks bye.

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

---

**You received a voice mail from** [REDACTED]

Caller-Id: [REDACTED]

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Saturday, April 14, 2018 4:30 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** 11th Street West Between Holiday Park and King George

You are having a meeting regarding traffic in Riversdale.

I live in Holiday Park but received a flyer in my mailbox.

Our community has had concerns about Ave. K South and the dangerous crossing when turning left onto 11th St. W. and also pedestrian crossing. Because there are two businesses on the corner of 11th and Ave. L there are always cars parked on the south side of 11th Street. It is like playing Russian Roulette as you can't see oncoming traffic until you are pretty much in the middle of the road. Bad enough trying to turn right as well. Because the streets do not line, up cars don't even realize it is a corner and that there is a crosswalk. Not marked well at all I might add. Ave. K is a narrow St. and we have a bus coming down which is good because it is handy and our street is kept clean of snow. But some of the bus drivers speed down that street and I'm amazed they haven't taken a few cars with them. And don't get me started on the stop sign coming from Ave. W and trying to turn left on 11th St. at busy times of the day. Of course there is a 4-way stop for Cameco workers. ???? When will these concerns be addressed?

## Flores, Mariniel

---

**From:** [REDACTED]  
**Sent:** Sunday, April 29, 2018 1:53 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Riversdale Traffic Review

Greetings!

A Saskatoon Engage flyer regarding the Riversdale Neighborhood Traffic Review was left in my mailbox. I am located in the 600 block of Avenue G South which is actually in the King George area, but I do have a concern regarding traffic coming from Riversdale along Spadina Crescent and onto 16th Street. There is something about the curve of Spadina that causes people to enjoy speeding along this stretch. There is a pedestrian crosswalk that goes from Avenue G South into Victoria Park. This crosswalk is mostly ignored by drivers. And in the summer time, as people from Riversdale cross 16th to the park to go to Riversdale pool, this stretch of road is scar-ee! Drivers seem to prefer the Spadina Crescent route to Avenue H rather than follow 17th to Avenue H. Not sure why - there is a four-way stop at 17th and H and a stop sign for the 16th Street drivers entering Avenue H. I think the ease of continuing along Spadina from 17th at a speed is what drivers like. To make the right hand turn to continue along 17th at Avenue at Avenue E requires slowing down. People don't like slowing down, especially when the section of Spadina between 16th and 17th has a lovely curve that seems to thrill some drivers. I am especially concerned about children crossing 16th at Avenue G in the summer. Like I said, pedestrian crossings don't mean much to a lot of people.

Thank you for listening to my grumble. :-D

[REDACTED]

**Flores, Mariniel**

---

**To:** [REDACTED]  
**Subject:** RE: SW Transportation Study vote

**From:** [REDACTED]  
**Sent:** May 28, 2018 8:02 AM  
**To:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>  
**Subject:** SW Transportation Study vote

To City Council and Mayor Charlie Clark,

RE: South West Transportation Study

We received the South West Transportation Study through email on Friday May 25th. Given the amount of information and detail in the study, we do not feel this has given us an adequate amount of time to prepare or enough notice to take off work in order for council on May 28th @1:00p.m. Please accept this letter in place of our attendance at the council meeting.

We live on the corner of 17th Street West and Avenue K South. We have lived in this neighbourhood for three years and previously lived in Riversdale for seven. We are both active on the King George Community Association and consider ourselves invested community stakeholders. We have a few amendments regarding the recommendations of the study:

K S and 17th is a major pedestrian artery connecting Optimist Park to King George School. We are requesting that the **City of Saskatoon install a pedestrian operated light crossing** (similar to the one at 11th Street and Avenue O South). We have seen multiple vehicle accidents at this intersection because of decreased visibility due to the parking that is full on this street during day hours. We are already fearful that a pedestrian will be hit and that fear grows with the closure of 11th street. Attached are photos of the views from the STOP signs crossing both ways across 17<sup>th</sup> from Avenue K S.

Further, we are concerned about the lack of attention given to the **heavy industrial traffic and trailer parking along 17th and Avenue P South**. Often this area is congested with multiple Inland Steel semi-trailers. The road is at times restricted to one lane. We are wondering what the City of Saskatoon has in place to address this issue? This doesn't seem to be addressed in this study.

Finally, the recommendations have zero changes made to actual through streets in King George, only surrounding. We reiterated the importance of having traffic calming measures along Avenue I S as presented by residents who live on Avenue I South and have already gone

through years of traffic congestion during the water treatment plant 'expansion'. Please ensure that the resident of Avenue I S have the same safe street as before the closure of 11<sup>th</sup> and Avenue H by **installing traffic calming measures ALONG I S between 11th and 17th Street.**

We would like 17th Street to have the same amenities as 11th Street has, as essentially, the city is rerouting all 11<sup>th</sup> street traffic to 17<sup>th</sup> street. This includes curb extensions, painted and visible pedestrian crossings AND lit pedestrian crossings. This area of King George is not only an industrial area, but mostly a residential one, let's keep our neighbours safe.

Sincerely,

[Redacted signature]

Saskatoon, SK [Redacted address]

## Flores, Mariniel

---

**From:** City of Saskatoon – Customer Care Centre  
**Sent:** Wednesday, March 27, 2019 9:25 AM  
**To:** Web E-mail - Transportation; Baudais, Nathalie  
**Cc:** ST - Service Saskatoon Customer Care Centre  
**Subject:** 17th St & Ave J S (Thread:13614)

Good Morning,

17<sup>th</sup> St and Ave J S the NE corner of the street the curb needs to be painted or a no parking to corner sign installed to show where you can't park.



Thank you,

### **Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

*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.*

- Ave H & 12<sup>th</sup> St
  - Damaged sign on median island, suggest removing median island
  - Suggest yield signs instead of a three-way stop or remove the other two stop signs since those do not have to be there
- Ave I & 11<sup>th</sup> St
  - Leave the stop sign exiting out of the Water Treatment Plant but remove the stop sign on the other approaches
- Ave P & 11<sup>th</sup> St
  - Median concrete island makes it narrow, suggest removing
  - Making a northbound right turn at this intersection is difficult
- Ave H & 15<sup>th</sup> St
  - Use a cheaper alternative material instead of concrete median islands
- General
  - Replace stop signs with yield signs
  - Bought a house and didn't know Spadina Cres was going to be closed