

The Willows Neighbourhood Traffic Review



The Willows Neighbourhood Traffic Review

Authorization

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Acknowledgements

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

- The Willows residents
- 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 Mairin Loewen

Executive Summary

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

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

A summary of recommended improvements for The Willows neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the [Traffic Calming Guidelines and Tools](#) 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 Willows Traffic Plan is illustrated in Exhibit ES-1.

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Table ES-1: The Willows Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Cartwright Street	Speed Display Board facing both eastbound and westbound between Lorne Avenue and split in road	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
2	Cartwright Street and Cartwright Terrace	Median island on south leg	Reduce speed
3	Cartwright Street	Sidewalk on east/north side between Lorne Avenue and Cartwright Terrace	Improve pedestrian safety
		Sidewalk on north side between 401 Cartwright Street and 501 Cartwright Street (east)	
4	Cartwright Street and 501 Cartwright Street	Standard crosswalk on west side	Improve pedestrian safety

THE WILLOWS TRAFFIC PLAN

Exhibit ES-1: The Willows Traffic Plan



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- Ⓝ RECOMMENDATION
- Ⓧ OTHER PROJECTS
- PROPOSED SIDEWALK



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1. Introduction

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

The Willows neighbourhood is bound by the City limits to the south, Clarence Avenue to the east, Lorne Avenue to the west and the CN rail tracks to the north. The land use is residential and there is a golf course.

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 August 2020 to identify traffic concerns within The Willows neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- Cartwright Street, including many trucks that shortcut through the neighbourhood

The residents proposed the following solutions:

- Speed humps
- Police enforcement
- Overpass on Lorne Avenue

2.2. Pedestrian Safety

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

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

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

- Cartwright Street
- Cartwright Street in front of Woodbridge Condos
- Cartwright Street and 501 Cartwright Street
- Cartwright Street and Cartwright Terrace

The residents proposed the following solutions:

- Crosswalks
- Sidewalks

2.3. Maintenance

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

Neighbourhood concerns regarding maintenance were raised for snow clearing on Cartwright Terrace.

2.4. Major Intersections and Corridors

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

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

- Lorne Avenue and CN rail tracks
- Clarence Avenue and Melville Street/Stonebridge Boulevard

The residents proposed the following solutions:

- Overpass
- Dual left turn lanes
- Left turn signals
- Longer pedestrian light

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, pedestrian crossing 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.

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

*May be considered beyond the clear zone

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

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

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Cartwright Street	Clarence Avenue and roundabout	Collector	2,990	51
Cartwright Street	Roundabout and split in road	Collector	1,210	58
Cartwright Street	Lorne Avenue and split in road	Collector	1,215	67

3.3. 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 3-3 and details are provided in **Appendix C**.

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Table 3-3: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
401 Cartwright Street	No	No treatment warranted. Sidewalks on the north side of the street recommended.
Cartwright Street and 501 Cartwright Street (east)	Yes	Connection to neighbourhood pathway system. This crosswalk provides connection between sidewalk on north side and sidewalk on south side. Standard crosswalk recommended.

3.4. 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. No intersections within The Willows had with two or more collisions per year.

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

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
Cartwright Street	Speed Display Board facing both eastbound and westbound between Lorne Avenue and split in road	Reduce speed
	Forward speed data to Saskatoon Police Service to consider for enforcement	
Cartwright Street and Cartwright Terrace	Median island on south leg	Reduce speed

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Cartwright Street	Sidewalk on east/north side between Lorne Avenue and Cartwright Terrace	Improve pedestrian safety
	Sidewalk on north side between 401 Cartwright Street and 501 Cartwright Street (east)	
Cartwright Street and 501 Cartwright Street	Standard crosswalk on west side	Improve pedestrian safety

4.4. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in March 2021. The meeting minutes and presentation are provided in **Appendix E**. 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 F**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix G**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet and Support and Transit.

4.5. Engagement Summary

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

Table 4-3: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 August 13, 2020 Online 6 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A

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Meeting Details	Meeting Purpose	Meeting Materials
Meeting #2 March 18, 2021 Online 12 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix E

Residents and stakeholders in The Willows were notified of the meetings via:

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- billboards placed on Cartwright Street prior to the first meeting; and
- notifying the appropriate City Councillor.

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

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

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

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 The Willows 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: Speed Display Board Cost Estimate
- Table 5-3: Permanent Traffic Calming Cost Estimate
- Table 5-4: Pedestrian Accessible Ramps and Sidewalks Cost Estimate
- Table 5-5: Total Cost Estimate

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

Location	Device	Cost Estimate	Implementation Goal
Cartwright Street and Cartwright Terrace	Median island	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Cartwright Street and 501 Cartwright Street	Standard Crosswalk (west side)	\$750	
Total		\$1,250	

Table 5-2: Speed Display Board Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Cartwright Street between Lorne Avenue and split in road	Speed Display Board (facing eastbound and westbound traffic)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
Total		\$0	

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Table 5-3: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Cartwright Street and Cartwright Terrace	Median island	\$5,000	3 to 5 years
Total		\$5,000	

Table 5-4: Pedestrian Accessible Ramps and Sidewalks Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Cartwright Street	Sidewalk on east/north side between Lorne Avenue and Cartwright Terrace (1,138 m)	\$1,138,000	5 years plus
	Sidewalk on north side between 401 Cartwright Street and 501 Cartwright Street (east) (391 m)	\$391,000	
	Pedestrian accessible ramps (10)	\$35,000	
Total		\$1,564,000	

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	\$1,250		
Speed Enforcement	\$0		
Permanent Traffic Calming		\$5,000	
Pedestrian Accessible Ramps and Sidewalks			\$1,564,000
Total	\$1,250	\$5,000	\$1,564,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$1,250. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks/multi-use paths) is \$1,569,000.

The Willows Neighbourhood Traffic Review

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 The Willows Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Table 5-6: The Willows Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Cartwright Street	Speed Display Board facing both eastbound and westbound between Lorne Avenue and split in road	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
2	Cartwright Street and Cartwright Terrace	Median island on south leg	Reduce speed
3	Cartwright Street	Sidewalk on east/north side between Lorne Avenue and Cartwright Terrace	Improve pedestrian safety
		Sidewalk on north side between 401 Cartwright Street and 501 Cartwright Street (east)	
4	Cartwright Street and 501 Cartwright Street	Standard crosswalk on west side	Improve pedestrian safety

THE WILLOWS TRAFFIC PLAN

Exhibit 5-1: Recommended The Willows Traffic Plan



Appendix A

Public Meeting #1 – August 13, 2020

CITY OF SASKATOON

The Willows Neighbourhood Traffic Review Minutes

Date: Thursday, August 13, 2020

Time: 7:00 – 8:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Katie Sapieha	City of Saskatoon Transportation Engineer The Willows Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Mairin Loewen	Ward 7 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Katie Sapieha – Transportation Engineer)

See Video – Online meeting video recording – August 13, 2020

Concerns received since preparing the slides:

1. Speeding on Cartwright Street in front of Cartwright Terrace.
2. Noise complaints, of loud vehicles going through the neighbourhood with no mufflers.
3. Construction on Cartwright has made sidewalk unpassable due to accumulation of mud, dirt, snow.

Question and Answer Session

1. **Question:** Our main concern is with the traffic shortcut between Lorne Avenue and Clarence Avenue, including cars and large vehicles (trucks). How can this be addressed?

Nathalie: We have a couple different options to address shortcutting. It depends on what the source of the shortcutting is, and we'll try to track down the reason people are shortcutting.

If it's things like avoiding the intersection at Clarence Avenue and Melville Street, like Katie mentioned in her presentation, if that's the issue then we might look at doing a traffic signal timing adjustment or addressing things at that intersection so people stop avoiding it.

We also heard from some people that, maybe there's shortcutting through the neighbourhood because of the condition of Melville Street. There's so many potholes that people might be avoiding those. Melville Street is actually planned for some reconstruction. In 2021, between Brand Place and Clarence Avenue, Melville Street is scheduled for a micro-resurfacing, and in 2022, reconstruction is planned on Melville between Lorne and Portage.

So depending what the traffic shortcutting issue is, what the cause is, we can try to address things. If those aren't the sources of the shortcutting that we're seeing, we can consider traffic calming for Cartwright Street. So things like median islands or curb extensions, or, if those are ineffective, we could look at vertical traffic calming as well, which would be things like speed humps or raised crosswalks.

2. **Comment:** The main reason we have heard (including a family member going to Saskatoon) is avoiding the trains at Lorne Avenue - up to 140 train cars.

Nathalie: Yeah, we have heard that comment as well. That one's a little bit trickier for us to address because we don't control the rail line. We have an update about the rail assessment study as well.

Phase one of the rail relocation assessment was completed, and they moved on to phase two. We're planning to take a report about that to committee and council in September. So if you keep your eyes out for that agenda item, it might provide some additional information.

Phase 1 Report:

(<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49175>).

Attachment 1:

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49993>

Attachment 2:

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49177>

Attachment 3:

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49178>

3. **Questions:** Is another track overpass out of the question?

Nathalie: The rail relocation assessment study will address that. You'll see information about that in the report. I can't reveal it yet because it's not a public document, but once it goes to Committee and Council then we can make that information available on either the Engage Page or if you want to reach out to us by email we can make sure you get a copy.

4. **Comment:** We reside on Cartwright Street and it would seem to us that perhaps some of the traffic may also be from clients car testing from the dealerships nearby.

Nathalie: That is a fair point. We are also completing a neighbourhood traffic review for the CN Industrial Area, so that's something we can inquire about from the businesses and clients in the area when we are doing those meetings.

Councillor Loewen: I just wanted to say that this has been brought to my attention by residents in the past in the Willows, and at one point, maybe two or three years ago, we had tried to work with the police service to target some enforcement in the area and, if my memory serves me correctly, SPS actually did target some of those dealerships in attempting to catch this in the act. I think that's something we could also revisit, is asking SPS to take a look at that and perhaps even having conversations with dealerships around the impact of noise in the area and speed. I can revisit the file on that and see where we left things, because there may be some interim mitigation that could happen on that front.

5. **Question:** Will this review include the intersection of Highway 219 and Grasswood Road. If so, have you received any safety concerns about that intersection?

Katie: No, we will not be doing anything to the intersection as part of the neighbourhood traffic review. We're focusing on local and collector roads. That intersection is outside of the City Limits, so that would be the Ministry of Highways and Infrastructure that would be responsible for that intersection.

Additional Information: Here is a link to the Ministry of Highways contact form: https://govskprod.service-now.com/hi?id=hi_index&sys_id=9e73c286db4140100124327e9d9619ff

6. **Question:** Will the new development for the Willows add more traffic to Cartwright as well or will there be another entrance/exit off Lorne?

Katie: The Willows concept plan for the new development and zoning amendment is still under review. We are working through internal technical items and are hoping to start public consultation on this in the fall.

Nathalie: So you'll know the details about those accesses and that development through that process, not this one. The neighbourhood traffic review process is intended to address existing traffic issues, so that's what we're hoping to resolve.

7. **Comment:** We are interested in sidewalk development at the Willows. We are also supportive of the interim measures to ensure the sidewalk is clean and passable during construction.

Nathalie: Thanks for that. It is noted.

Updates on other relevant projects

Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. There was a report going to Council on Monday, July 27, 2020 for approval to apply for provincial funding for a Vehicle Noise Study. We hope that these actions will help us make progress on the vehicle noise issue throughout Saskatoon.

Sidewalk Infill Program:

Transportation prioritizes missing sidewalk locations using a combination of land use and street context to determine which missing sidewalk locations will have the most impact on the safety and walkability of the pedestrian network.

Installing sidewalks in existing neighbourhoods can be challenging due to the presence of physical constraints (trees, utilities, fences, etc.). These constraints require careful consideration to ensure that the project is feasible prior to construction. This is why the Sidewalk Infill Program is currently focussing on prioritization, planning, and assessing the feasibility of sidewalk infill locations.

Council reports:

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=b8f14d36-d332-4650-a5de-1cb13fd8b759&Agenda=Merged&lang=English&Item=18&Tab=attachments>
(5-year Active Transportation implementation plan)

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=9b51231d-fb63-4ba5-87bf-b7809c8bd696&Agenda=Agenda&lang=English&Item=20&Tab=attachments>
(sidewalk infill prioritization criteria)

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 13, 2020
3. Additional public input via Engage Page no later than September 13, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

Adjournment



The Willows Neighbourhood Traffic Review

August 13, 2020



THE WILLOWS

Boundary

- Lorne Avenue
- City Limits
- Clarence Avenue
- CN Rail Tracks

Streets

- Cartwright Street
- Roundabout
- Cartwright Terrace

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/the-willows



THE WILLOWS

1. Speeding on Cartwright Street between roundabout and Clarence Avenue
2. Speeding on Cartwright Street between Lorne Avenue and east where Cartwright Street splits
3. Drifting through Roundabout
4. Stunting in Parking Lots

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/the-willows



THE WILLOWS

Shortcutting

5. Train on Lorne Avenue
6. Intersection of Melville Street and Clarence Avenue
7. Water Station on Clarence Avenue

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/the-willows



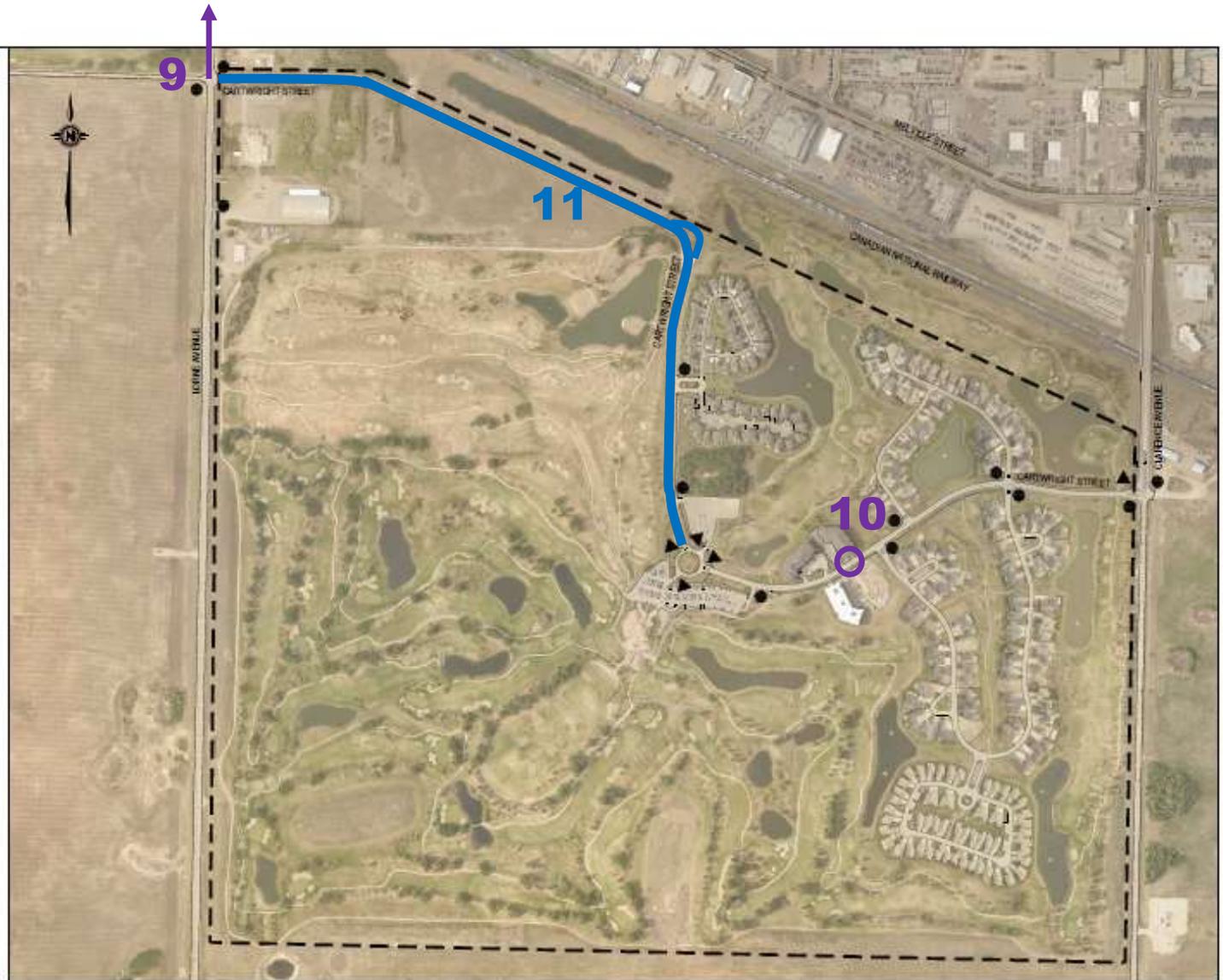
THE WILLOWS

Pedestrian

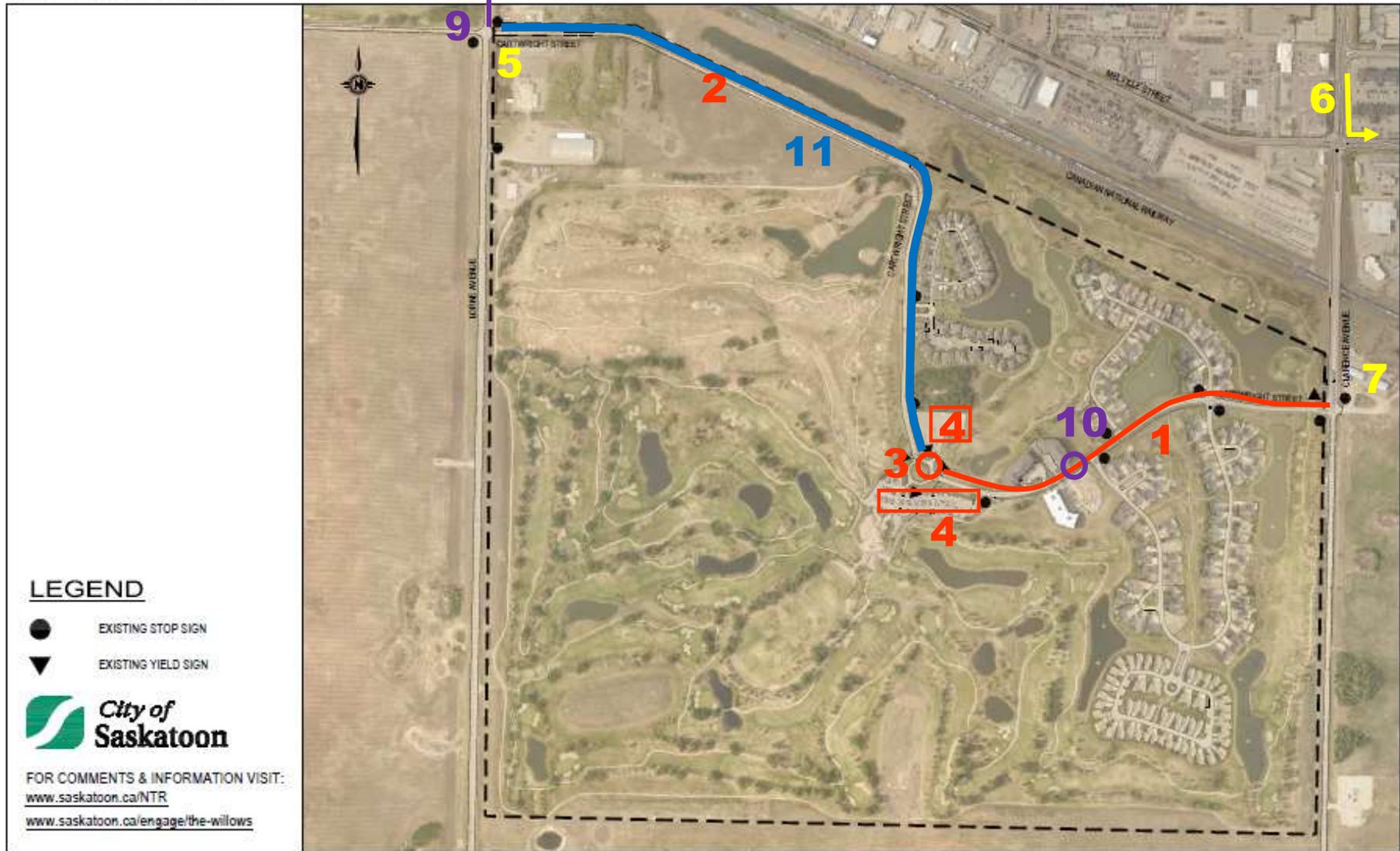
8. Missing sidewalks throughout neighbourhood
9. Missing sidewalk on Lorne Avenue (Cartwright Street to Melville Street)
10. Pedestrian crosswalk requested in front of Woodbridge Condos

Others Issues

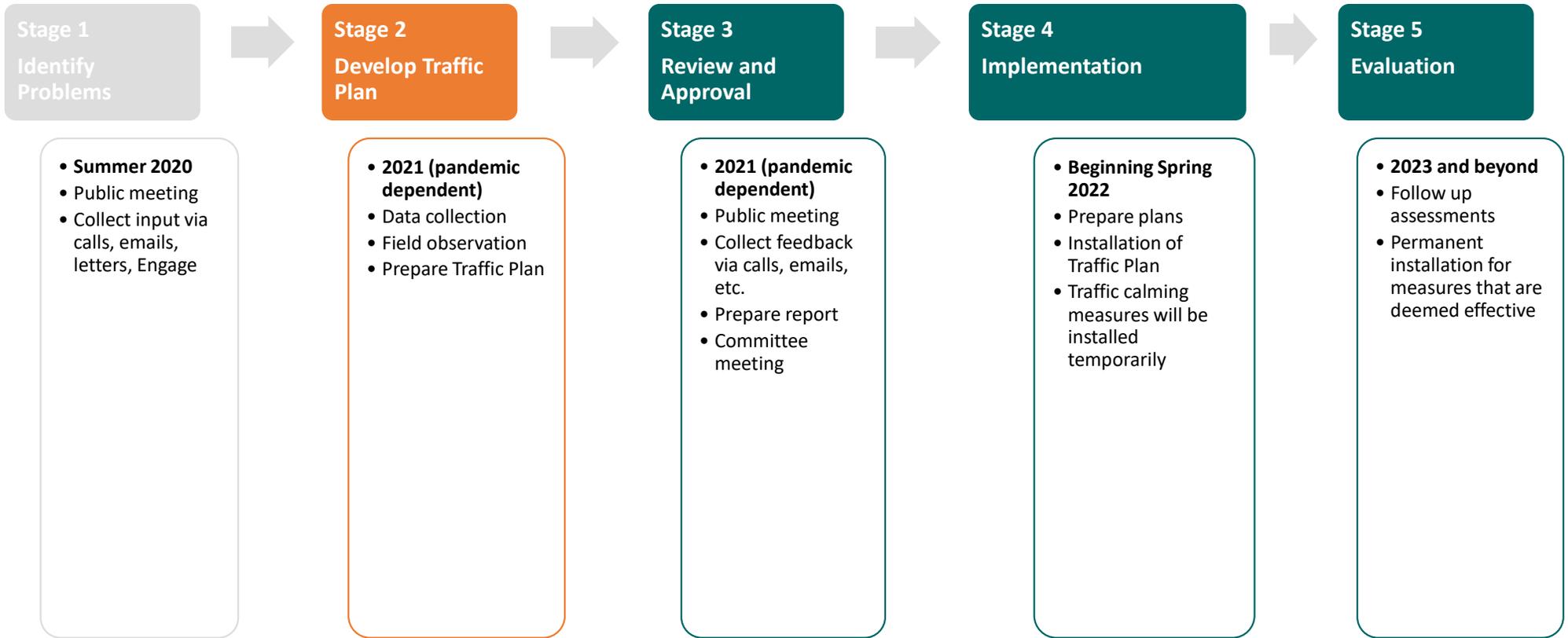
11. Street lighting between Willows Golf Club and Lorne Avenue



THE WILLOWS



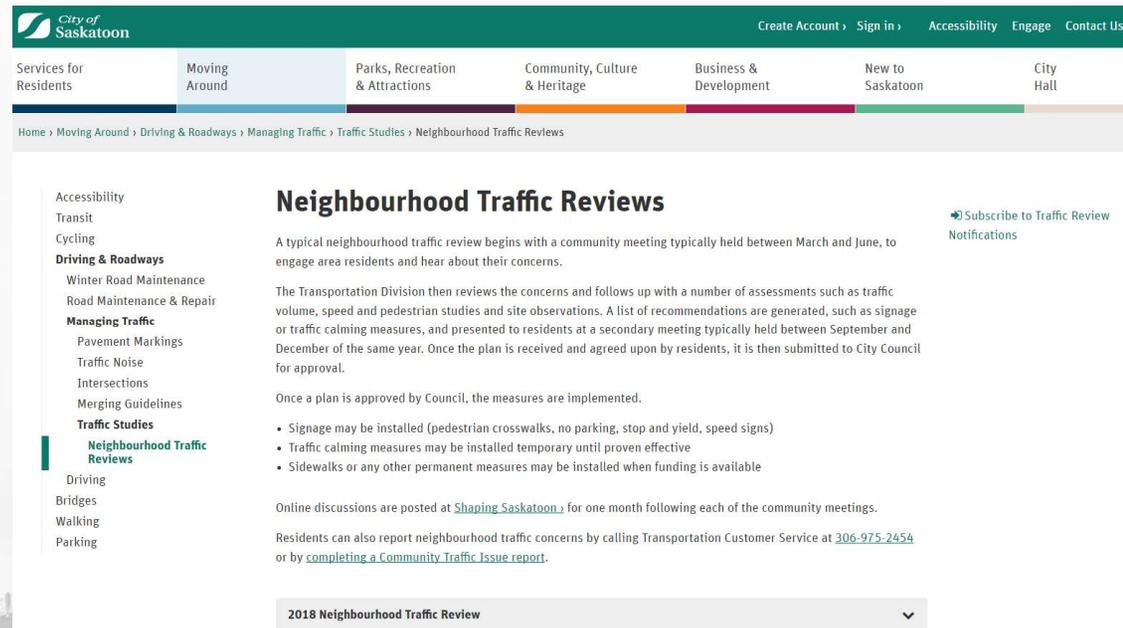
Next Steps



Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App
- Call Katie at 306-657-8782
- Email us at ntr@saskatoon.ca
- Send us a letter

Attn: Katie Sapiuha, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



The screenshot shows the City of Saskatoon website's 'Neighbourhood Traffic Reviews' page. The header includes the City of Saskatoon logo and navigation links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', and 'Contact Us'. A secondary navigation bar lists various services: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The main content area features a left-hand sidebar with a menu of categories including Accessibility, Transit, Cycling, Driving & Roadways, Managing Traffic, Traffic Studies, and Neighbourhood Traffic Reviews. The main text area is titled 'Neighbourhood Traffic Reviews' and contains the following information:

- 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

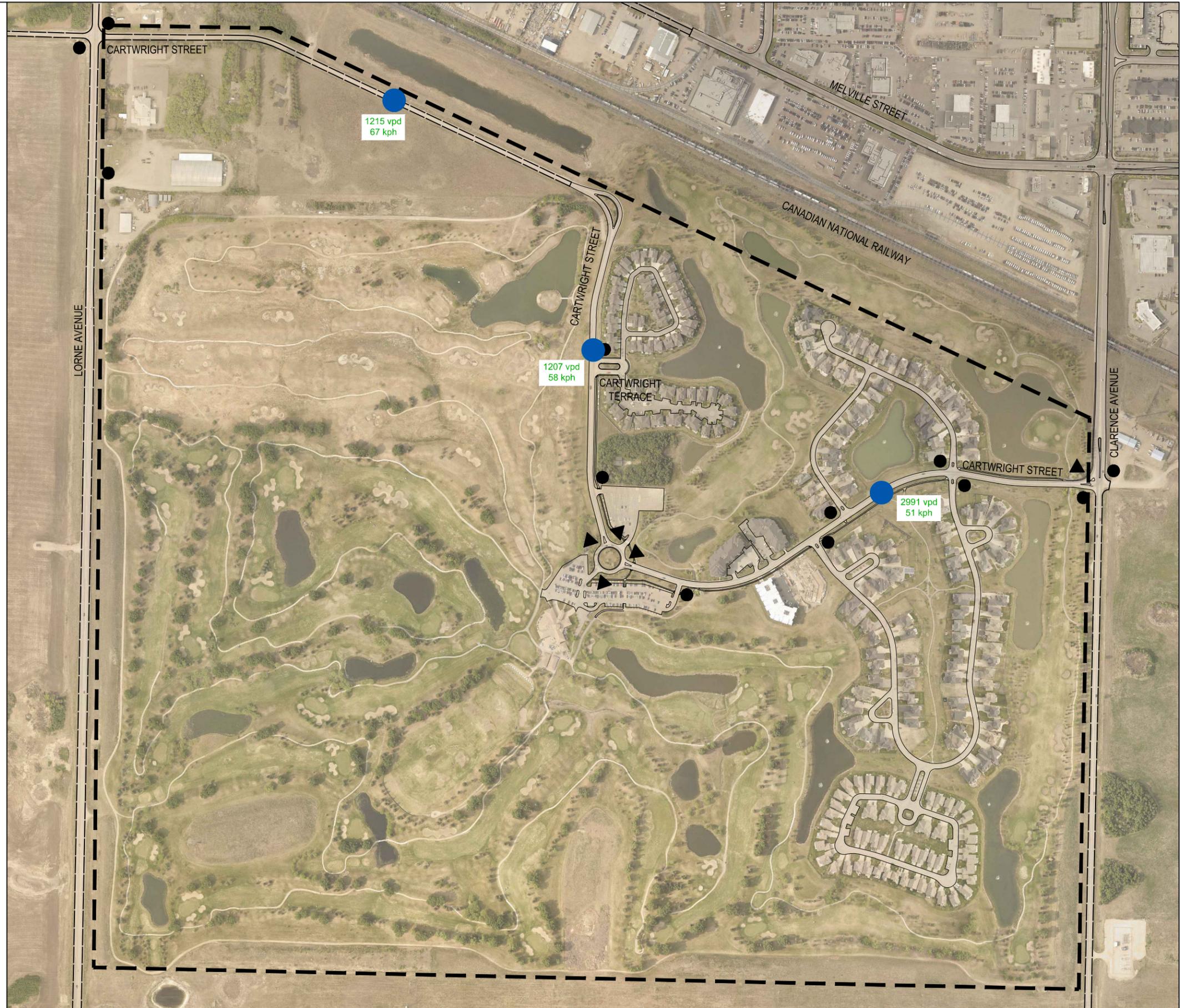
Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings. Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

At the bottom of the page, there is a dropdown menu for '2018 Neighbourhood Traffic Review'.

Appendix B

Traffic Data Collection

THE WILLOWS - TRAFFIC DATA



LEGEND

-  EXISTING STOP SIGN
 -  EXISTING YIELD SIGN
 -  TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
 -  3 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
-  785 vpd ← NUMBER OF VEHICLES PER DAY
 47 kph ← 85th PERCENTILE SPEED
(School kph)



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/the-willows

Appendix C

Pedestrian Device Assessments

401 Cartwright Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	-
	Vehicular Volume	2,990 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	170 m from crosswalk at Cartwright Street and 501 Cartwright Street (west) 150 m from Cartwright Street roundabout
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Sidewalks on the north side of the street are being recommended to provide connectivity to neighbourhood destinations
	Answer (Y/N)	No

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

Cartwright Street and 501 Cartwright Street (east)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	-
	Vehicular Volume	2,990 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	240 m from Clarence Avenue 180 m from Cartwright Street and 501 Cartwright Street (west)
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to neighbourhood pathway system. Sidewalk on one side of the street transitions at this intersection. This crosswalk provides connection between sidewalk on north side and sidewalk on south side.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate

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

Appendix D

Collision Analysis

Street 1	Street 2	Ugrid	Total Number of Collisions (2015-2019)	2015	2016	2017	2018	2019	Total	Right Angle, Left Turn & Right Turn Collisions Only (2019)	Right Angle, Left Turn & Right Turn Collisions Only (2015-2019)	Average Number Of Collisions Per Year (2015-2019)
CARTWRIGHT ST	CLARENCE AVE S	SKJ14-2	6	2	1	2	1	0	6	0	1	1.2
CARTWRIGHT ST	E OF CLARENCE AVE	SKH14-1	1	0	1	0	0	0	1	0	0	0.2
CARTWRIGHT TERRACE	300	SKH14-2	2	0	2	0	0	0	2	0	0	0.4
CARTWRIGHT ST	E OF LORNE AVE	SKG14-1	0	0	0	0	0	0	0	0	0	0
CARTWRIGHT ST	LORNE AVE	SKG14-2	6	1	0	2	2	1	6	1	4	1.2

Appendix E

Public Meeting #2 – March 18, 2021

CITY OF SASKATOON

The Willows Neighbourhood Traffic Review Minutes

Date: Thursday, March 18, 2021

Time: 7:00 – 8:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Katie Sapieha	City of Saskatoon Transportation Engineer The Willows Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer

Regrets:

Name	Position
Mairin Loewen	City Councillor, Ward 7
Trent Emigh	Saskatoon Police Service Community Services, Staff Sergeant

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Katie Sapieha – Transportation Engineer)

Refer to Video – Online meeting video recording – March 18, 2021

Refer to Draft Traffic Plan and Recommendation List – March 18, 2021

RECOMMENDATION #1 - SPEED DISPLAY DEVICES

Comment: Can you tell us the average speed of vehicles between Cartwright Terrace and the German Concordia Club?

Answer: The 85th percentile was 67 kph between Lorne Avenue and the split in Cartwright Street.

RECOMMENDATION #2 - MEDIAN ISLAND AT CARTWRIGHT STREET AND CARTWRIGHT TERRACE

Comment: Will there be a crosswalk installed where the median island is proposed?

Answer: A crosswalk will not be installed there as part of the Neighbourhood Traffic Review since there is no sidewalk on the west side of Cartwright Street. After a sidewalk is constructed on the west side of this intersection, this location could be reviewed to see if a crosswalk is warranted.

Comment: I suggest that the median island may actually be dangerous. It will be a problem for snow clearing in winter also.

Comment: We have to remind the city every winter that they need to plow snow from Cartwright Terrace. It is an ongoing problem that needs to be solved.

Answer: We add signage to indicate the median island location to drivers.

Traffic calming measures are installed temporarily so that we can assess whether they create any operational issues. If there are issues, we can adjust the device or remove it.

Median islands are a standard traffic calming measure. Maintenance crews are familiar with these types of devices and they can usually clear the snow appropriately. Occasionally, there are issues with the temporary installations (i.e. rubber curbs), with the rubber being lifted by the snowplows, but once the permanent concrete island is installed, the snow clearing blade is able to follow the curb line.

RECOMMENDATION #3 - SIDEWALK INSTALLED ALONG CARTWRIGHT STREET

Comment: The City needs to extend the sidewalk on the north side of Cartwright past 401, to the end of the building. Last month, we had an emergency issue that City Fire Department was called to, and the emergency exit is at the far west end of the building, meaning that we needed to walk over the snowbank onto the road.

Clarification: You need to extend it to the golf cart you showed the point of 405 and 401 (golf cart pathway under the road).

Clarification: Just up to the bridge.

Answer: We will have the sidewalk extend to the Woodbridge Condo's emergency exit sidewalk. We will not be able to extend the sidewalk to connect to the sidewalk

west of the golf cart underpass, as a sidewalk at this location would require widening of the existing bridge structure. Also, we would not recommend extending the sidewalk up to the bridge, as there is no connection past the Woodbridge Condos.

CONCEPT PLAN AMENDMENT COMMENTS

Comment: Those features are great for the existing owners in the Willows. But are not adequate for future development.

Answer: The purpose of the Neighbourhood Traffic Review is to address existing traffic issues. Any concerns related to future traffic from the [Willows Concept Plan Amendment](#) should be addressed to Anastasia Conly. (Anastasia.conly@saskatoon.ca)

Comment: When will the review be done with respect to the Willows amendment plan?

Answer: We don't have that information. Please check the [Willows Concept Plan Amendment Engage Page](#) for updates.

TRAFFIC DATA COMMENTS

Comment: I have lived at the Willows for 15 years and do not feel that there have been any significant traffic issues. Respectfully, I think that there are always a few folks who complain about every speeder or truck that passes through. We walk along the road all the time and vehicles are respectful and usually easily pull over because the traffic is so little in this area. I don't believe anything needs to be done other than posting a speed trap at the west end of Cartwright Street from time to time.

Comment: I appreciate the traffic calming measures suggested including the addition of sidewalks. I disagree with the frequency of speeders that another poster shared. We back Cartwright Street and there are definitely many per week.

Comment: What about speeding on Cartwright directly west of Clarence? Has this been considered?

Answer: We did a speed study between Clarence Avenue and the roundabout. Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are traveling at or below. At this location, the 85th percentile speed was found to be 51 kph. Our Traffic Calming Policy only recommends traffic calming measures when the 85th percentile exceeds 5 kph over the posted speed limit.

Comment: What is the reliability of the traffic data collected? 2020 pandemic and its affect on traffic flows? What % exits to Lorne Avenue vs Clearance Avenue?

Comment: With covid19 this past year we know the traffic to the golf course was much less than in previous years.

Answer: We have been monitoring the traffic volumes in Saskatoon throughout the pandemic. Once traffic volumes reached near-normal, we began collecting data. We did not want to postpone collecting traffic volume data indefinitely; we do not know if traffic volumes will ever reach the old “normal” and we wanted to address the ongoing traffic issues that you are experiencing.

Approximately 71% of traffic entering and exiting the neighbourhood use Clarence Avenue and approximately 29% of traffic entering and exiting the neighbourhood use Lorne Avenue.

Comment: When were traffic numbers counted, when was this completed and what was the number?

Comment: What were the collection dates and data points?

Answer: Traffic data was collected for 24 hours a day for one week starting September 14th, 2020. The results were 2,991 vehicles per day (vpd) between Clarence Avenue and the roundabout, 1,207 vpd between the roundabout and where Cartwright Street splits and 1,215 vpd between Lorne Avenue and where Cartwright Street splits.

Comment: What is the delta of those points for east vs west?

Answer: Between Lorne Avenue and where Cartwright Street splits, the eastbound traffic was 65 kph and the westbound traffic was 68 kph. Between where Cartwright Street splits and the roundabout, the northbound traffic was 62 kph and the southbound traffic was 54 kph. Between the roundabout and Clarence Avenue, the eastbound traffic was 50 kph and the westbound traffic was 53 kph.

Comment: What was the highest speed recorded on the west end of Cartwright? On Fridays and Saturdays, auto dealers frequently demo cars at very high speeds e.g. - Audi, BMW, Porsche, etc.

Answer: Our main concern is the 85th percentile speed. While there will be some drivers going over the 85th percentile, it is not feasible to design streets to accommodate all the speeders; we design for the majority.

Comment: So, no summer traffic in a Golf Course community...

Answer: We did not collect traffic in the summer as we were waiting for traffic volumes to normalize and for the first Willows Neighbourhood Traffic Review Meeting to occur. The golf course was open when the traffic counts were conducted.

Comment: In collecting the data, what % of the traffic was golf course driven.

Answer: We only collected the traffic volumes on the street. We did not complete an origin-destination study.

Comment: Can we get the raw data from all data points?

Answer: We do not provide the raw data as it is not very user friendly and difficult to interpret without guidance. The summary of traffic data will be included in the final report.

Comment: When was the last traffic study before 2020?

Clarification: In the Willows neighbourhood specifically.

Answer: Traffic counts were completed in 2017 east of Lorne Avenue and in 2016 west of Clarence Avenue. A complete list of our Annual Average Daily Traffic volumes can be found on our [Managing Traffic](#) webpage.

Comment: Was there an adjustment to the numbers to account for 408 which has 39 more units and coming in this year?

Answer: The purpose of the Neighbourhood Traffic Review process is to address existing concerns, not concerns related to future development. It is unlikely that the traffic generated from an additional 39 units would change the recommendations.

Comment: What is the posted speed in the circle?

Answer: There is no posted speed in the roundabout. The radius of the roundabout is selected to ensure drivers remain below an acceptable design speed.

STREET DESIGN COMMENTS

Comment: How is Cartwright a Collector?

Comment: If Cartwright is a collector, where is the accommodation for parking on both sides?

Clarification: By planning it needs 2.2 m parking etc. on both sides.

Answer: Neighbourhood streets are identified during the neighbourhood concept plan phase of development. Collector streets have several characteristics including expected traffic volumes, adjacent compatible land uses, and physical characteristics. These often include parking lanes. Previous standards allowed collector streets to have no parking lanes on streets without residential frontage. In

the case of Cartwright Street, because the development does not face onto Cartwright Street, parking lanes were not included in the original street design.

Comment: Can you give an example of other collector streets?

Answer: Richardson Road in Westview, Stensrud Road in Willowgrove, Melville Street, Stonebridge Boulevard, Cornish Road, Hunter Road, Gordon Road, Galloway Road, Arlington Avenue, Cumberland Avenue south of Taylor Street, Main Street east of Cumberland Avenue.

OTHER COMMENTS

Comment: Regarding snow clearing, Cartwright Terrace is often not done so will the median now complicate this even further?

Comments: I would echo the concern of snow clearing around Cartwright Terrace as well.

Answer: We can forward the concern about snow clearing on Cartwright Terrace to the Roadways department.

Prior to finalizing the draft traffic plan, we send the recommendation to other Departments within the City, so this will provide the Roadways Department an opportunity to let us know if they foresee any issues with the installation of median islands at this location.

Comment: Will these recommendations be implemented before work begins on phase 3 in the Willows?

Answer: This is covered in the next steps.

Comment: When would the next review be conducted to correct future concerns?

Answer: This is the final year for the Neighbourhood Traffic Review. If there are future concerns, they would be addressed through the [Traffic Calming Policy](#).

Comment: A crosswalk is needed where the sidewalk on the south side of Cartwright moves over to the north side of Cartwright i.e. the east end of 501.

Answer: We will review this location.

Comment: Does that mean that if the reduced speed limit proposal is approved by the city, then the speed limit could be reduced on Cartwright Street?

Comment: What affect does the current survey about speed reductions have in this review?

Comment: Would the data from this review influence the reduction even if Cartwright Street is classified as a collector?

Answer: At this time, we do not know which direction Council would like to take for the speed limit review. The Neighbourhood Traffic Review will address concerns with the existing speed limits. If a reduction in speed limit is decided upon, traffic calming will be considered as part of the implementation plan for the reduced speed limits.

Comment: What is the estimated cost of your proposed revisions?

Answer: We do not have a cost for the implementation plan at this time, as the recommendations are subject to change based on feedback. The cost for the short-, medium- and long-term implementation will be included in the final report to Council.

In general, speed display boards are minimal cost because the City owns 10 units that they move around to the various locations recommended in neighbourhood traffic reviews.

Median islands are typically in the range of \$500 to install temporarily and about \$5,000 to install permanently.

Signs for the median island would also be in the range of \$500.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than April 16, 2021
3. Additional public input via Engage Page no later than April 16, 2021
4. Determine revisions and finalize traffic plan
5. Present traffic plan to City Standing Policy Committee on Transportation

Adjournment



Neighbourhood Traffic Review Willows Neighbourhood

March 18, 2021



THE WILLOWS

Boundary

- Lorne Avenue
- City Limits
- Clarence Avenue
- CN Rail Tracks

Local and Collector Roads

LEGEND

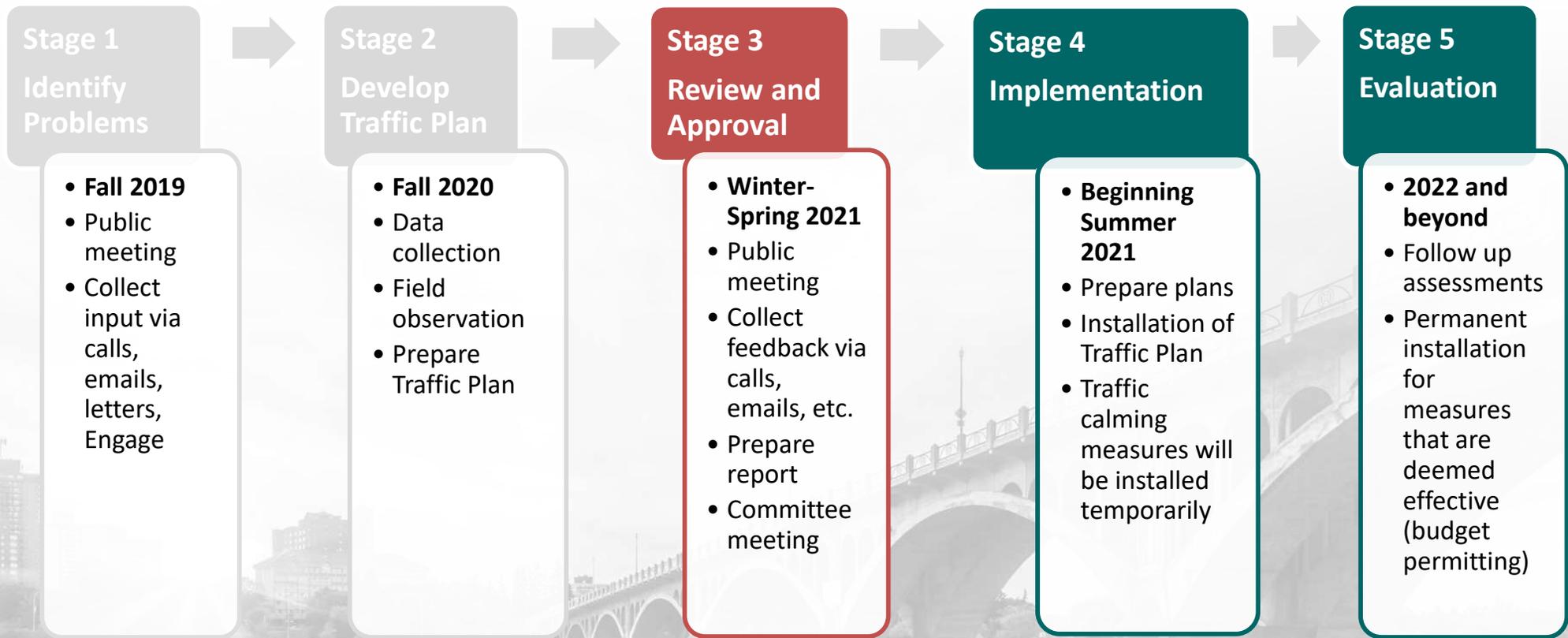
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- ▼ EXISTING YIELD SIGN



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/the-willows



Neighbourhood Traffic Review Schedule



*Schedule is pandemic dependent

What We Heard

A. Speeding / Shortcutting Concerns

- Speeding on Cartwright Street
- Shortcutting

What We Heard

B. Pedestrian Concerns:

- Missing sidewalks
- Pedestrian crossing

What We Heard

C. Other Concerns:

- Street illumination
- Wildlife
- Vehicle noise
- Police presence
- High truck volumes

What We Did

- Field observations
- Data collection:
 - 3 traffic volume / speed studies
- Collision analysis

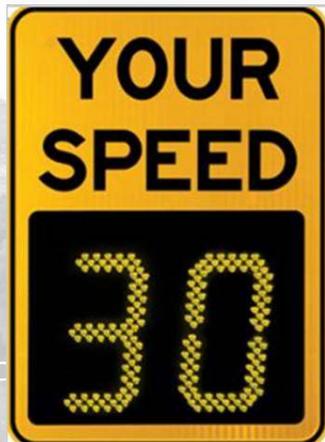
What We Propose

- Median island
- Speed display board
- Sidewalks



Draft Traffic Plan

- Cartwright Street between Lorne Avenue & split in road
 - Speed display board
 - Forward data to Saskatoon Police Service



Draft Traffic Plan

- Cartwright Street & Cartwright Terrace
– Median Island





Median Islands

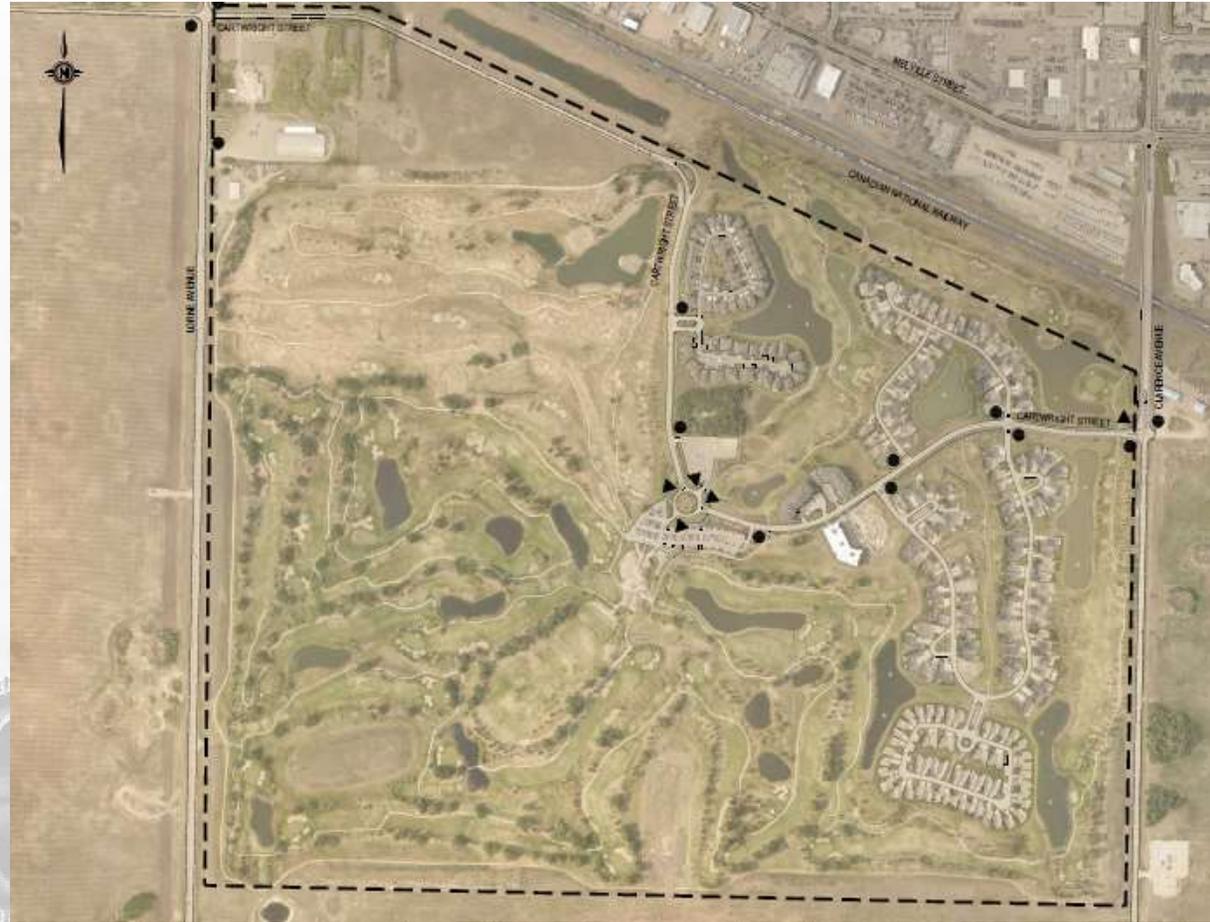
Draft Traffic Plan

- Cartwright Street
– Sidewalks

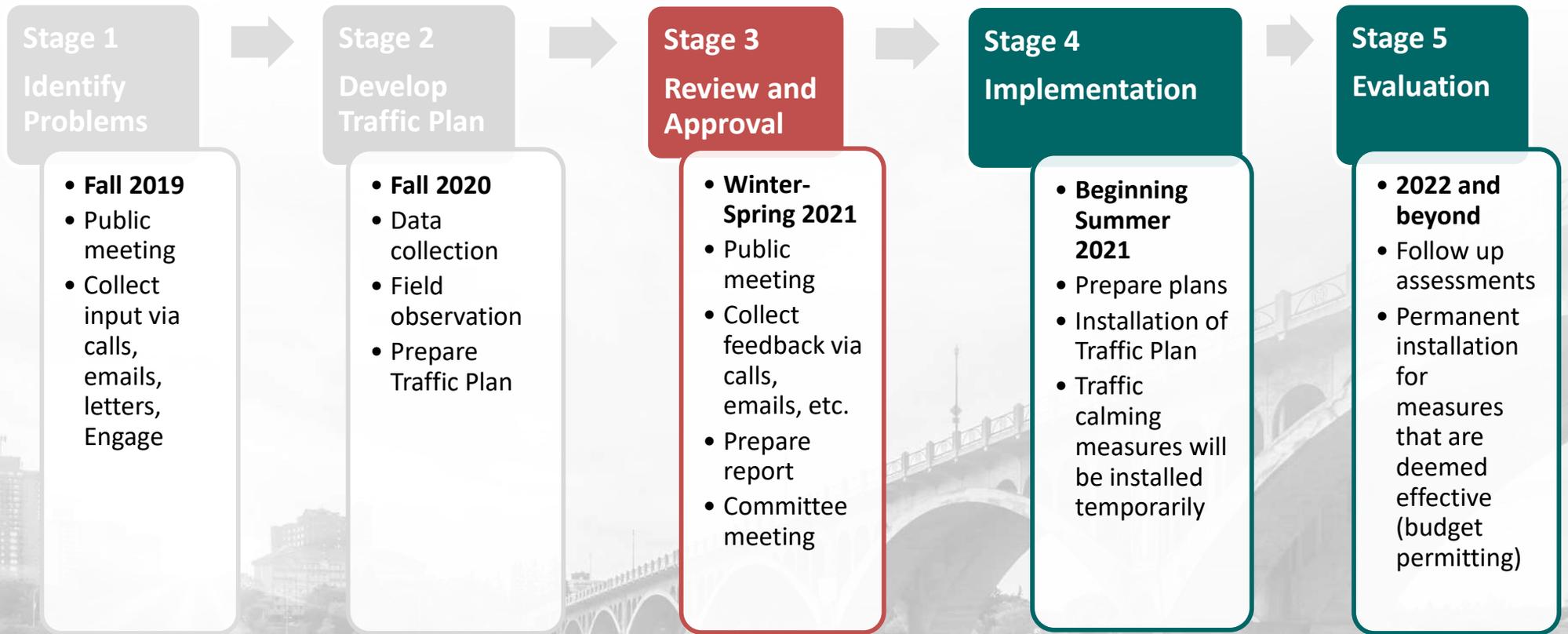


Draft Traffic Plan

- Other concerns?



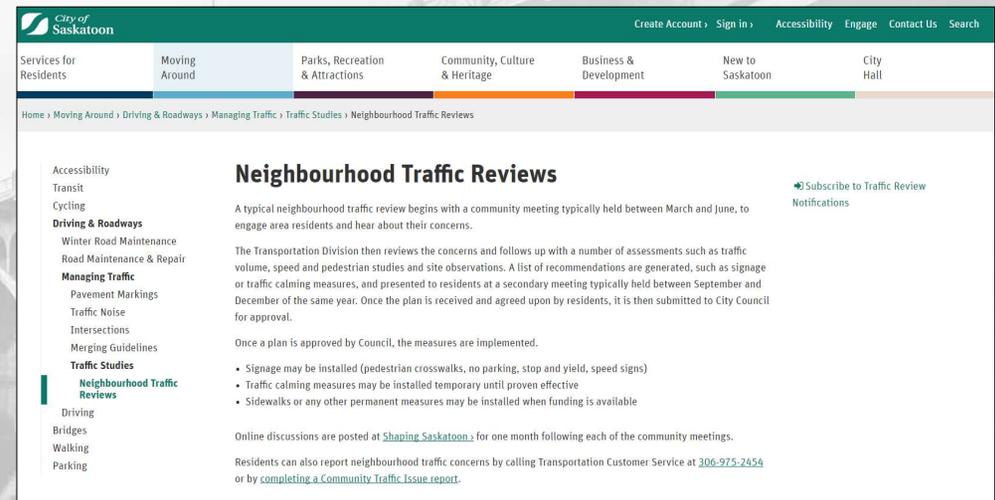
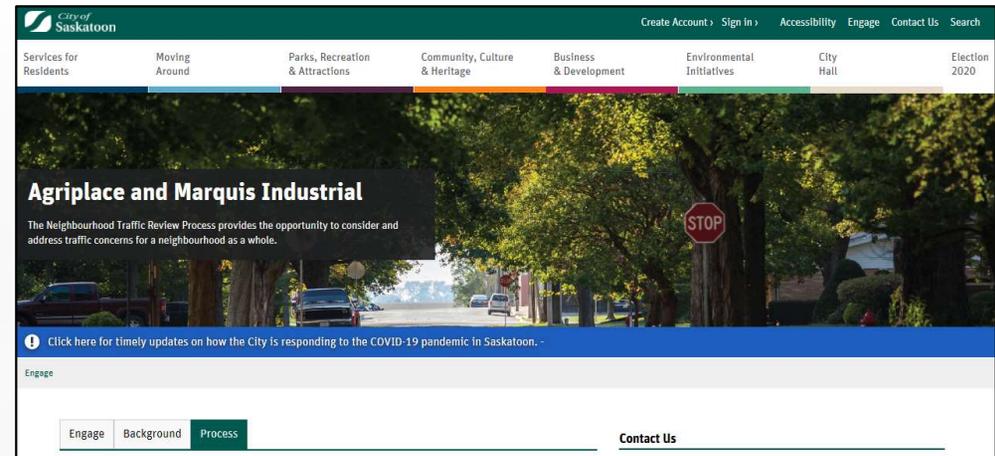
Next Steps



*Schedule is pandemic dependent

Join the Discussion

- Post comments at www.saskatoon.ca/engage
- Subscribe for updates at www.saskatoon.ca/NTR
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Katie at 306-675-8782
- Email us at ntr@saskatoon.ca
- Send us a letter
Attn: Katie Sapieha, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



Item	Location	Recommended Improvement	Justification
1	Cartwright Street	Speed Display Board facing both eastbound and westbound between Lorne Avenue and split in road Forward speed data to Saskatoon Police to consider for enforcement	Reduce speed
2	Cartwright Street and Cartwright Terrace	Median Island on south leg of intersection	Reduce speed
3	Cartwright Street	Sidewalk to be installed as per the Sidewalk Infill Program	Improve Pedestrian Safety

THE WILLOWS



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- # RECOMMENDATION
- X OTHER PROJECTS
- PROPOSED SIDEWALK



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/the-willows

Appendix F

Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	Cartwright Street	Speed Display Board facing both eastbound and westbound between Lorne Avenue and split in road	Reduce speed	Support recommendation.	Carried
		Forward speed data to Saskatoon Police to consider for enforcement		None received.	Carried
2	Cartwright Street and Cartwright Terrace	Median island on south leg	Reduce speed	Concerns related to the snow clearing operations on Cartwright Terrace and that the median island could further impede the ploughs. Concerns that the median island will create a hazard for drivers.	Recommendations are circulated to other departments prior to finalizing the traffic plan so that they can verify whether the measures will impact their operations. Signage is installed on the median island to alert drivers of their presence. Traffic calming measures are initially installed temporarily so that we can assess their effectiveness and adjust if they cause operational issues. Carried.
3	Cartwright Street	Sidewalk on east / north side between Lorne Avenue and Cartwright Terrace	Improve pedestrian safety	None received.	Carried
		Sidewalk on north side between 401 Cartwright Street and 501 Cartwright Street (east)		Sidewalk should be extended to the far west end of the building since residents use that door for emergency access.	Carried. Limits of the sidewalk recommendation have been extended to the west end of the condo building at 401 Cartwright Street.
4	Cartwright Street and 501 Cartwright Street	Standard crosswalk on west side	Improve pedestrian safety	A crosswalk is needed where the sidewalk on the south side of Cartwright Street moves to the north side of Cartwright Street (east end of 501 Cartwright Street).	Standard crosswalk on the west side of this intersection has been added to the list of recommendations.

Appendix G

Additional Concerns Received
After Presentation of Draft Plan

Location	Comments	Decision
Cartwright Street	Insufficient nighttime lighting on Cartwright Street between Lorne Avenue and roundabout	Concern has been forwarded to Saskatoon Light and Power for consideration.
Cartwright Street	Excessive noise from vehicles	The Administration has retained a consultant to research, review, engage stakeholders, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise that complements the existing Traffic Noise Sound Attenuation (TNSA) policy, and may address issues for streets that are not eligible for TNSA measures.
602 Cartwright Street	Drivers are speeding, lack of sidewalks	602 Cartwright Street is a private development street. It is up to the developed to design, operate and maintain the streets within the development.
Cartwright Street	Dealership vehicles are being test driven on Cartwright Street	Cartwright Street is a public street available to all drivers in the city. Concerns related to excessive speeds and aggressive driving will be forwarded to the Saskatoon Police Service for consideration of enforcement. Speed data collected as part of the neighbourhood traffic review will also be forwarded to the Saskatoon Police Service.
Cartwright Street sidewalk	The sidewalk must extend all the way to the west end of 401 Cartwright Street to serve the fire exist on the west end of 401 Cartwright Street.	Limits of the sidewalk recommendation have been extended to the west end of the condo building at 401 Cartwright Street.
Cartwright Street speed limit	Speed limit on Cartwright Street is appropriate and should not be lowered.	<p>The Administration is currently reviewing speed limits in residential areas, including:</p> <ul style="list-style-type: none"> • Posted speed limits on residential streets; • School zones; • Playground zones; and • Senior zones. <p>The comment regarding the posted speed limit on Cartwright Street will be filed for consideration as part of the Speed Limit Review.</p>

Location	Comments	Decision
Cartwright Street traffic calming	Concerns that the recommendations will not address shortcutting or speeding issues.	<p>For a major collector street like Cartwright Street to be eligible for traffic calming, operating speeds must be at least 5 km/h above the posted speed limit. The following sections of Cartwright Street met this criterion:</p> <ul style="list-style-type: none"> • Roundabout and split in road (median island recommended) • Split in road and Lorne Avenue (speed display board recommended) <p>The physical traffic calming measures are installed temporarily initially so that we can assess their effectiveness. If they are effective, they will be recommended for permanent installation once funding allows. If they are not effective, they may be adjusted or removed.</p>
Lorne Avenue between Cartwright Street and Melville Street	Needs a sidewalk	<p>The Sidewalk Infill Program involves the design and construction of new sidewalks or pathways adjacent to existing arterial roadways, collector roads or local streets and looks to expand the sidewalk network by addressing gaps.</p> <p>This section of Lorne Avenue is on the missing sidewalk list and will be reviewed for sidewalk or multi-use pathway installation.</p> <p>Transportation adopted new prioritization criteria in January 2020 to prioritize the hundreds of kilometers of missing sidewalk in our city. The criteria are used to prioritize missing sidewalk locations using a combination of land use and street context to determine which missing sidewalk locations will have the most impact on the safety and walkability of the pedestrian network.</p> <p>Sidewalks are not typically installed on streets with ditches (i.e. no curbs) and would require careful consideration to ensure that the project is feasible prior to construction.</p>

Location	Comments	Decision
The Willows Concept Plan Amendment Application	Concerns that traffic patterns in the area will change and that the NTR recommendations will no longer apply.	<p>The Neighbourhood Traffic Review is reviewing traffic concerns for the existing neighbourhood only.</p> <p>Concerns related future traffic conditions resulting from the Proposed Concept Plan Amendment, will be considered through that review process.</p> <p>https://www.saskatoon.ca/engage/willows-concept-plan-amendment</p>
CN Rail Crossing at Lorne Avenue	Requests that an overpass be constructed.	There are no plans for a grade separation at the Lorne Avenue and CNR crossing at this time; however, this grade separation has been identified as a future impact of later phases of development in the RM of Corman Park.

Appendix H

Public Feedback

Sapieha, Katie

From: Conly, Anastasia
Sent: Thursday, February 25, 2021 12:16 PM
To: Sapieha, Katie
Subject: FW: Willows Phase II

Hi Katie,

Just passing this resident comment on for the Willows traffic review, as it is not within the scope of the amendment application.

Kind regards,

Anastasia Conly, RPP, MCIP | tel 306.657.8665

Planner, Development Review Section, Planning and Development
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis
anastasia.conly@saskatoon.ca
www.saskatoon.ca

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From: Conly, Anastasia
Sent: Thursday, February 25, 2021 12:14 PM
To: [REDACTED]
Subject: RE: Willows Phase II

Hello [REDACTED]

Thank you for this comment I will forward it to the Willows Traffic Review Team.

Kind regards,

Anastasia Conly, RPP, MCIP | tel 306.657.8665

Planner, Development Review Section, Planning and Development
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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From: [REDACTED]
Sent: Thursday, February 25, 2021 9:20 AM

To: Conly, Anastasia <Anastasia.Conly@Saskatoon.ca>

Subject: Re: Willows Phase II

[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.]

Regarding the review of city speed limits, 40kph should be set for the Willows area for sure because of all the pass through traffic [REDACTED]

On Thu., Jan. 28, 2021, 4:22 p.m. Conly, Anastasia, <Anastasia.Conly@saskatoon.ca> wrote:

Hello [REDACTED]

Thank you for your email. At this time, no specific traffic calming measures have been proposed. However, there are opportunities to evaluate traffic calming further with this application, and with the ongoing traffic review for the neighbourhood that is conducted by the Transportation Department. Further discussions between the City's transportation department, and Dream Developments would need to take place to determine what measures might be feasible on a collector class roadway such as Cartwright Street.

If specific measures are proposed as part of this application Administration will make sure that the information is provided to the residents as part of the ongoing public consultation.

Let me know if you have further comments or concerns.

Warm regards,

Anastasia Conly, RPP, MCIP | tel 306.657.8665

Planner, Development Review Section, Planning and Development
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From: [REDACTED]
Sent: Monday, January 25, 2021 10:46 AM
To: Conly, Anastasia <Anastasia.Conly@Saskatoon.ca>
Subject: Willows Phase II

[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.]

Anastasia just went through the video presentation regarding Phase II from you and Dream. I mentions traffic calming but not very specific as to what will be done to achieve that. Will speed bumps be put in on Cartwright. This is a cheap and effective way to slow traffic down in what is largely a residential area and would also discourage short cutting through the community. [REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Thursday, August 20, 2020 1:39 PM
To: [REDACTED]
City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Willows

Good afternoon [REDACTED]

Thank you for providing your comments regarding the intersection of Clarence Ave and Melville Street. We will forward your email to our traffic signal specialist for consideration for a protected left turn phase. Since Clarence Avenue is an arterial, this intersection is outside of the neighbourhood traffic review scope.

If you have any additional comments for the Willows NTR we will continue to receive them until September 13, 2020.

Thank you again for your comment.

Regards,

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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katie.sapieha@saskatoon.ca
www.saskatoon.ca

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From: [REDACTED]
Sent: Friday, August 07, 2020 8:21 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Willows

Hi:

One observation. Driving down Stonebridge Blvd to meet Clarence Avenue, taking a left on to Clarence Avenue appears to be dangerous. I have noticed that oncoming vehicles that cross Clarence Avenue from Melville Street and drive on to Stonebridge Blvd. come through very fast, which could result in accidents. For the driver taking a left, visibility of oncoming traffic from Melville Street is limited due to vehicles turning left on to Clarence Avenue from Melville Street.

A left turn traffic light for vehicles from Stonebridge Blvd turning left onto Clarence Avenue as well as a left turn traffic light from Melville Street for vehicles turning left onto Clarence Avenue will better serve the safety of those who use these routes. Thanks.

[REDACTED]
Resident of the Willows Community

Sapieha, Katie

From: Sapieha, Katie
Sent: Wednesday, August 19, 2020 10:37 AM
To: [REDACTED]
[REDACTED] City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic Concerns in our neighbourhood

Good morning [REDACTED]

Thank you for your concerns regarding the pedestrian signals at Clarence Ave & Stonebridge Blvd. We will add them to the project file.

We will continue to receive comments until September 13, 2020 if you have any additional comments.

Thank you,

Katie Sapieha, P. Eng. | tel 306.657.8782
Transportation Engineer
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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www.saskatoon.ca

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

From [REDACTED]
Sent: Tuesday, August 18, 2020 9:57 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic Concerns in our neighbourhood

Hello,

We have just one small item that I wish to mention to you with regards to the Stonebridge area. My husband and I live at the Willows and often walk to the Stonebridge Co-op. The walk light at the south end of Clarence where it intersects with Stonebridge Boulevard is where we cross the street to walk across to the the Co-op service station. The walk light is very short. My husband has had drivers yell at him for walking against the walk light because it only lasts a couple of seconds. We are very fast walkers, so an average person would be slower than us when crossing the street. Therefore, when we are crossing at this light, we often step into the street just before the walk light comes on to avoid interacting with the traffic at this intersection. We would like to request that the walk light be lengthened so that we can

Sapieha, Katie

From:

[REDACTED]
Monday, August 17, 2020 4:42 PM

To:

City of Saskatoon - Neighbourhood Traffic Reviews

Subject:

Engage traffic concerns in The Willows

To whom it may concern,

We took part in the Engage Live Event on Thursday, Aug 13 and did put out a few comments, but perhaps one more that could be mentioned is the fact that there is not really any police presence in the area.

So what does it matter what the regulations are for speed limits, road noise, etc if there is no enforcement of them from time to time?

Thank you for this opportunity for community input.

[REDACTED]
[REDACTED]
[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Friday, August 14, 2020 12:10 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: NTR review for the Willows .

Good morning [REDACTED]

Thank you for providing your comments regarding speeding in The Willows neighbourhood. Your comments have been noted and added to the project file.

We are pleased to hear the positive comments regarding snow removal.

We will continue to receive comments through emails, phone calls, letters and the engage page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/ntr](https://saskatoon.ca/ntr).

Thank you again for your email.

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer
Transportation & Construction Department
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www.saskatoon.ca

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From: [REDACTED]
Sent: Thursday, August 13, 2020 3:12 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: NTR review for the Willows .

Thanks for the invite to provide comments. We live in a Condo, high rise building on Cartwright St. Usually the traffic is good on Cartwright. In the summer when the Golf Course is open there is more traffic and some very heavy speeders. One day there will be a very serious accident. I avoid using Lorne Ave, due to the railway track, which can result in long line ups. In the winter, traffic is very good and snow removal is completed regularly on Cartwright Street, which is very important for Fire and Ambulance services.

Thanks for the opportunity to provide comments



Sapieha, Katie

From: Sapieha, Katie
Sent: Thursday, August 13, 2020 8:20 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Speeding in the Willows

Good morning [REDACTED]

Thank you for providing your comments regarding traffic issues in The Willows neighbourhood. Your comments have been noted and added to the project file.

Since 602 Cartwright Street is a privately owned street, the City of Saskatoon is not responsible for implementing traffic calming on this street or installing sidewalks within the development. Comments regarding the development will be sent to the developer at the end of the NTR process.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on August 13, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

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

Thank you again for your email.

Katie Sapieha, P. Eng. | tel 306.657.8782

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Transportation & Construction Department
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www.saskatoon.ca

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From: [REDACTED]
Sent: Wednesday, August 12, 2020 9:37 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Speeding in the Willows

Hello,

My name is [REDACTED] I live in the Willows Golf Course area on 602 Cartwright Street. I have contacted the traffic division in the past regarding speeding in our area, but the issue continues to be of concern. The speed limit is 30k.

There are no sidewalks and children are often on their bikes and playing outside close to the road. I understand the Live Event is tomorrow evening. Would it be possible to address this issue?

Thank you for your consideration.

[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Wednesday, August 12, 2020 11:56 AM
To: [REDACTED]
[REDACTED] RE: The Willows traffic concerns

Good morning [REDACTED]

Thank you for providing your comments regarding speeding in The Willows neighbourhood. Your comments have been noted and added to the project file.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on August 13, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

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

Thank you again for your email.

Katie Sapieha, P. Eng. | tel 306.657.8782

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

From [REDACTED]
Sent: Wednesday, August 12, 2020 10:44 AM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: The Willows traffic concerns

Good morning!

We certainly do have traffic concerns in this neighborhood!!
For example, and this is usually on the weekends, that Cartwright sometimes resembles the Indy 500!! Because of the type of vehicles that we see, we think that these vehicles are being tried out by potential buyers from the dealerships in the area...and it is pretty much "smooth sailing" from Lorne Avenue to Clarence Avenue..even in the "circles"—makes it even better we are sure!!

Just park on the Terrace and see how many tickets you will be issuing!

Thank you!

[REDACTED]
[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Tuesday, August 11, 2020 11:17 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: City of Saskatoon, The Willows, Engage, Comments Re Traffic Concerns

Good morning [REDACTED]

Thank you for providing your comments regarding speeding, shortcutting and lack of sidewalks in The Willows neighbourhood. Your comments have been noted and added to the project file.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on August 13, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

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

Thank you again for your email.

Katie Sapieha, P. Eng. | tel 306.657.8782
Transportation Engineer
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katie.sapieha@saskatoon.ca
www.saskatoon.ca

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

From: [REDACTED]
Sent: Saturday, August 08, 2020 7:58 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: City of Saskatoon, The Willows, Engage, Comments Re Traffic Concerns

Good morning, we have seen your sign by the German Club and received an engage letter in the mail. We have since listened to your youtube video on this subject but were unable to find your Facebook discussion to post comments, so we will email our comments as per the contact information on the letter.

Our comments:

1. We have noticed over the last almost 10 years that we have lived here that SPEEDING is definitely an issue. We have noticed this from the traffic circle in front of the Willows golf course club house towards and from Clarence Avenue. We live in one of the condos on Cartwright Street and vehicles speed in front, go around the circle and speed back the way they came.

2. We have noticed vehicles cutting through the Willows is a huge issue and they are usually speeding as well. Part of it is people going to the dog park in Furdale and trying to avoid the train on Lorne Avenue. Part of it is generally people avoiding the train, or construction in their neighborhood, and at peak hours people who want to avoid the long line up heading south on Clarence and turning east into Stonebridge by the Coop so they come up Lorne and cut through the Willows to turn right (east) by the Coop instead.

3. We agree that NO SIDEWALKS in the Willows is a huge issue as we walk every day and it can be dangerous on the streets (because there is no other place to walk) with vehicles parked on the streets, and vehicles speeding and not taking care passing pedestrians.

We would recommend SPEED BUMPS along Cartwright Street to slow traffic, and speed bumps are especially required in front of the condos as there are constantly vehicles turning in and out of the 4 condos with others speeding by. We would also like the City to look at sidewalks where possible.

Thank you for your time.

[REDACTED]

Sapieha, Katie

From:

[REDACTED]
Friday, August 7, 2020 8:21 AM

To:

City of Saskatoon - Neighbourhood Traffic Reviews

Subject:

Willows

Hi:

One observation. Driving down Stonebridge Blvd to meet Clarence Avenue, taking a left on to Clarence Avenue appears to be dangerous. I have noticed that oncoming vehicles that cross Clarence Avenue from Melville Street and drive on to Stonebridge Blvd. come through very fast, which could result in accidents. For the driver taking a left, visibility of oncoming traffic from Melville Street is limited due to vehicles turning left on to Clarence Avenue from Melville Street.

A left turn traffic light for vehicles from Stonebridge Blvd turning left onto Clarence Avenue as well as a left turn traffic light from Melville Street for vehicles turning left onto Clarence Avenue will better serve the safety of those who use these routes. Thanks.

[REDACTED]
[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Thursday, August 6, 2020 8:04 AM
To: [REDACTED]
[REDACTED] RE: Traffic review at the Willows

Thank you for your suggestion. The NTR process is for existing street networks only. Any future development will be reviewed under a separate process.

Regards,

Katie Sapieha, P. Eng. | tel 306.657.8782
Transportation Engineer
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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katie.sapieha@saskatoon.ca
www.saskatoon.ca

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

From [REDACTED]
Sent: Wednesday, August 5, 2020 2:41 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Re: Traffic review at the Willows

Good afternoon. Good to hear about the refurbishment of Melville St. As we drive by the new sub division Dream has started on the willows, I had a thought. Could they put an entrance to that new area near the German club? Close off Cartwright from there to Cartwright terrace. Route the traffic through the new subdivision. Couple of speed bumps - one at either end. No direct route to Lorne ave. With no road access in front of the little triangle of land that is for sale the price of that will drop dramatically. I hear he is asking a stupid amount. The price drops to a reasonable amount that dream can buy it and incorporate it. Leave half of the section of Cartwright that you have closed to vehicle traffic open for bikes and walkers. They are happier. Vehicles will not like the indirect route and use Clarence and we live happier for ever after! 😊 price tag unknown!

[REDACTED] My advice is free of charge but donations are accepted.

Sent from my iPad

> On Aug 5, 2020, at 10:29 AM, Sapieha, Katie <Katie.Sapieha@saskatoon.ca> wrote:

>

> Good morning [REDACTED]

>

> Thank you for providing your comments regarding speeding, stunting and drivers shortcutting on Cartwright Street through The Willows neighbourhood. Your comments have been noted and added to the project file. We are pleased to hear the positive feedback regarding the sidewalks, street cleaning and snow removal.

>
> Melville Street is scheduled for the following road preservation treatments in the next couple of years:
> 2021 - Melville Street between Brand Place and Clarence Avenue (microsurface)
> 2022 - Melville Street between Lorne Avenue and Portage Avenue (reconstruction)
>
> We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on August 13, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.
>
> If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at Saskatoon.ca/NTR.
>
> Thank you again for your email.
>
>
> Katie Sapieha, P. Eng. | tel 306.657.8782
> Transportation Engineer
> Transportation & Construction Department
> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
> Treaty 6 Territory & Homeland of the Métis
> katie.sapieha@saskatoon.ca
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> -----Original Message-----
> From [REDACTED]
> Sent: Tuesday, August 04, 2020 2:06 PM
> To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
> Subject: Traffic review at the Willows
>
> Thank you for addressing the traffic on Cartwright St. We live at [REDACTED] [REDACTED]
> [REDACTED]
> I do not feel pedestrian traffic is an issue nor is there a shortage of sidewalks.
> We walk this area regularly. Have not experienced or witnessed any issues considering how little foot traffic is here. Lots of bike traffic. Local and the long distance bike riders coming through. We need bike lanes. JUST KIDDING!
> Reduce the vehicle traffic and the walkers and bikers will be "safer". How many accidents have you had here?
> With no overpass on Lorne over the railway tracks this is the "I can't wait for the train" time saver road.
> Agerage people hauling water tanks past here to get to the water supply on Clarence.
> Non local traffic. Speeders. Stunters on the parking lots and on the traffic circle practicing drifting. I don't know how you solve those issues. We have a beautiful, scenic neighborhood that welcomes Sunday drivers. Re-pave Melville St. so that it is more user friendly?
> Your street cleaning and snow removal has been timely, often, and very well done. We will be watching for your solutions. Thank you for trying to resolve a real problem.
> [REDACTED]



Sapieha, Katie

From: Sapieha, Katie
Sent: Wednesday, August 5, 2020 9:15 AM
To: [REDACTED]
[REDACTED] City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic Concerns

Good morning [REDACTED]

Thank you for providing your comments regarding pass through traffic and speeding in The Willows neighbourhood. Your comments have been noted and added to the project file.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on August 13, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at www.saskatoon.ca/NTR.

Thank you again for your email.

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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katie.sapieha@saskatoon.ca
www.saskatoon.ca

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From: [REDACTED]
Sent: Tuesday, August 04, 2020 12:45 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic Concerns

We live in the Willows residential area and there is a lot of pass through traffic on Cartwright Street coming from the golf course and off Lorne Avenue and many of these are not following speed limits. It would make immense sense to put in traffic bumps at the entrances to the residential areas of the Willows; would not cost much, would not inhibit traffic flow, but would greatly increase safety and noise for the residents.

[REDACTED]

Sapieha, Katie

From: Web E-mail - Transportation
Sent: Friday, July 31, 2020 6:36 AM
To: Berg, Nolan (Police)
Cc: Baudais, Nathalie; Web E-mail - Transportation
Subject: FW: Saskatoon Report a Traffic Issue received

Good morning S/Sgt Nolan Berg,

Please see the attached Speeding report from [REDACTED] on Cartwright Street

Regards,

Web E-mail – Transportation | transportation@saskatoon.ca
Transportation & Construction
City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
Treaty 6 Territory & Homeland of the Round Prairie Métis.

Please visit: www.saskatoon.ca Or *Follow us on Twitter and/or Facebook.*

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please consider the environment before printing this e-mail

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Thursday, July 30, 2020 11:18 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1611

Issues: PEDESTRIAN SAFETY, SPEEDING, TRAFFIC SAFETY, CROSSWALKS, ENFORCEMENT REQUIRED,

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Comment: Requesting speed bumps to be put on cart right we happen to be across the railroad tracks from the car dealerships and they are using Cartwright as a Grand Prix track during the day after 6 o'clock inebriated golfers from the willows use it for a race track check in with your high end cars how fast they will go

Attachment:

Sapieha, Katie

From: Deng, Minqing (TU - Transportation)
Sent: Friday, October 12, 2018 9:05 AM
To: Deng, Minqing (TU - Transportation)
Subject: RE: phone call from 306-955-3301

9am received phone call from [REDACTED] address: [REDACTED]

- Cars speeding are extremely bad between the roundabout and the bend to west / island / Township Rd 362, these cars even spin twice in the roundabout to gain speed; Extremely bad during the weekends, all the time during mornings 7-10 am of the weekdays. Would like to see humps install right in front of the 301 Cartwright Terrs. The speed limit is 50 here but the speeding cars are in the 70s for sure
- City should build an overpass to the railroad track on Lorne Ave to the northwest of 301 Cartwright; traffic takes shortcuts in front of 301 Cartwright in order to avoid the railroad tracks

Minqing Deng, P.Eng. | tel 306.986.3660

Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
minqing.deng@saskatoon.ca
www.saskatoon.ca

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Sapieha, Katie

From: Baudais, Nathalie (TU - Transportation)
Sent: Monday, August 20, 2018 1:32 PM
To: Baudais, Nathalie (TU - Transportation)
Cc: Deng, Minqing (TU - Transportation)
Subject: Willows Cartwright speeding

Received a call from [REDACTED] who expressed concerns with speeding traffic on Cartwright Street. He would like to see temporary rubber speed humps like those that have been installed on Nemeiben as part of the pilot project. I will log his concern for review as part of the NTR for the Willows.

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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🕒 Joined Sep 30, 2020

FREQUENTED COMMUNITIES



Nothing to see.

Discussion on [City of Saskatoon](#) · 21 comments

Nutana Park

  · 6 months ago

I think the intersection Clarence with Melville St. And Stonebridge Blvd, travelling south needs attention. There should be two eastbound turning lanes To alleviate rush hour traffic.

↑ ↓ [ViewView in discussion](#)

That's the end.

Sapieha, Katie

From: Sapieha, Katie
Sent: Tuesday, April 6, 2021 11:31 AM
To: Sapieha, Katie
Subject: FW: 405 Cartwright St

From: Kowalchuk, Amy
Sent: Monday, April 15, 2019 1:45 PM
To: Ngalura, Patrick <Patrick.Ngalura@Saskatoon.ca>
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>; ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: 405 Cartwright St

Hello Patrick,

[REDACTED] called to speak to you today. She previously spoke to you about getting a pedestrian crosswalk sign by their Condo on Cartwright St. She is still waiting for you to get back to her but has a condo board meeting tonight so would like a call or email today. Can you contact [REDACTED] please? If you are not the correct Patrick please let me know so that I can direct her to the appropriate party.

[REDACTED]
RE: pedestrian crosswalk sign on Cartwright St
[REDACTED]

Thank you,

Amy Kowalchuk | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

amy.kowalchuk@saskatoon.ca

www.saskatoon.ca

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Sapieha, Katie

From: Sapieha, Katie
Sent: Tuesday, April 6, 2021 11:48 AM
To: Sapieha, Katie
Subject: FW: Painted Crosswalks
Attachments: RE: 405 Cartwright Street, Saskatoon

From: [REDACTED]
Sent: Monday, June 8, 2020 9:43 AM
To: Ngalura, Patrick <Patrick.Ngalura@Saskatoon.ca> [REDACTED]
Subject: Painted Crosswalks

Hi Patrick – just a quick note to see if there is a decision on whether or not the City will be putting in a painted crosswalk on Cartwright where the condos are this summer. Have a Board Meeting Wednesday evening and if there is any decision, would be pleased to pass it on to the Board.

Thanks.

[REDACTED]

Sent from [Mail](#) for Windows 10

Sapieha, Katie

From: Sapieha, Katie
Sent: Tuesday, April 6, 2021 11:49 AM
To: Sapieha, Katie
Subject: FW: 405 Cartwright Street, Saskatoon

From: [REDACTED]
Sent: Wednesday, February 12, 2020 9:18 AM
To: Ngalura, Patrick <Patrick.Ngalura@Saskatoon.ca>; [REDACTED]
Subject: 405 Cartwright Street, Saskatoon

Goodmorning Patrick. Last April we shared some emails with regard to a painted crosswalk sign on the street to enable safer access to the sidewalk across the street from our condominium. We do not have a sidewalk on this side of Cartwright, and now that the 4th condominium building is underway, and a new budget review season is here, I just wanted to bring this to the attention of the City of Saskatoon once again to see if consideration might be given to putting a painted crosswalk sign on Cartwright.

The situation is that there are now four condominiums here, and as mentioned, no sidewalk on this side of Cartwright Street. It is a dangerous situation as there is a curve in the street just before the vehicles get to the street in front of our condos, and if your crossing the street to get to the sidewalk, sometimes you really have to hustle to get there without being hit by a vehicle.

It would be much appreciated if this request could be brought to the attention of the Neighborhood Traffic Review as soon as possible with a view to having the crosswalk identified this year.

Thanks so much for consideration of this matter.

[REDACTED]
[REDACTED] right Street, Saskatoon
306 933 5765

Sent from [Mail](#) for Windows 10

Sapieha, Katie

From: Sapieha, Katie
Sent: Wednesday, March 24, 2021 8:54 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Willows traffic study.

Good morning [REDACTED]

Thank you for your reply regarding the Willows Neighbourhood Traffic Review recommendations.

We have also heard the concern regarding the sidewalk during the March 18th Willows Neighbourhood Traffic Review meeting. We will be extending the limits for the sidewalk recommendation to extend to the Woodbridge condo's emergency exit sidewalk. The sidewalk will be installed according to the Sidewalk Infill Program.

If you were unable to attend the meeting we have posted a [recording](#) of the meeting along with the [meeting minutes](#) on [The Willows Engage page](#).

Thank you again for your feedback,

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer
Transportation & Construction Division
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katie.sapieha@saskatoon.ca
www.saskatoon.ca

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

From: [REDACTED]
Sent: Tuesday, March 23, 2021 8:44 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Willows traffic study.

[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.]

In your recommendations I would like to request a small change. The sidewalk on the north side of Cartwright Street currently ends at the entrance to 401. In February we had a fire alarm when a sprinkler line froze and ruptured. People exiting the south end of our building were forced to climb over the snow bank from the snowplough and then walk down Cartwright Street to 405, our musterpoint, competing with emergency vehicles. The sidewalk should be extended to the edge of the property line at 401.

[REDACTED]
Sent from my iPad

Sapieha, Katie

From: [REDACTED]
Sent: Monday, March 22, 2021 1:31 PM
To: Sapieha, Katie

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Thank you for your reply, but you seem to be missing my point.

Dream Developments has decommissioned half of the Willows Golf Course and has submitted a proposal to the city for a residential development that will increase the estimated population in our area by 1713 people (3 1/2 times our current population). They have already torn up a portion of their property and made provisions for an access to Cartwright Street across from Cartwright Terrace. Traffic lights are proposed at Lorne Avenue and Clarence Avenue and on and on. In short, everything is going to change. Then along comes your Department with a Traffic Study prior to all this happening. Cart before the horse don't you think?

Reply not required.

[REDACTED]

Sent from my Galaxy Tab® S2

Sapieha, Katie

From: Sapieha, Katie
Sent: Monday, March 15, 2021 10:41 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Willows Neighborhood Traffic review

Good morning [REDACTED]

Thank you for your email regarding the Willows Neighbourhood Traffic Review. Below are the responses to the questions/comments you have provided.

1. The Neighbourhood Traffic Review(NTR) is not related to the Willows Concept Plan Amendment. The purpose of the NTR is to address existing traffic concerns in the neighbourhood, whereas the Willows Concept Plan Amendment will include a Traffic Impact Assessment to consider the traffic generated by the development.
2. We will be presenting the recommendations at the meeting on March 18th at 7pm, which you can assess via this [link](#). I encourage you to attend the meeting to hear the recommendations and provide your feedback on them at this time. We will put the recommendations to the [Willows Engage Page](#) after the meeting. If you are unable to attend the meeting, you could review the materials and provide your comments via email, phone, or engage page.
3. The number 1-3 are the locations of the recommendations. We include the locations in the flyer so that residents can determine if they are interested in attending the meeting. Sometimes residents are only interested in attending if there are recommendations near their home.
4. Thank you for pointing out the error that Cartwright Terrace is missing on the map; it should have been included. We will correct this for the report.

If you have any further comment after the presentation of the recommendations, we will be accepting comments until April 16th, 2021.

Regards,

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer
Transportation & Construction Division
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-----Original Message-----

From: [REDACTED]
Sent: Friday, March 12, 2021 2:43 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Willows Neighborhood Traffic review

[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.]

We have received the March 03 notice re the above and the attached map/ diagram
we have a number of questions

1) is this review related to the proposed Dream amendment to the Willows neighborhood and if so, why does it not show any access to the proposed new housing development ? We were told by city planning that a traffic review would be completed as part of the amended proposal now before city planning . When will this be considered ? We have submissions we would like to make in that regard .

2) we fail to see any changes to the current roadway and stop signs etc There are no recommendations shown .Can you advise what the proposed traffic changes are ?

3) what do the numbers 1-3 represent ?

4) Why is Cartwright Terrace is not labelled on the map/diagram . It is a city street that rarely gets city services now .

Thank you

[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Monday, March 15, 2021 9:30 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: willows traffic

Good morning [REDACTED]

We will be presenting the recommendations at the meeting on March 18th at 7pm, which you can assess via this [link](#). I encourage you to attend the meeting to hear the recommendations and provide your feedback on them at this time. If you are unable to attend the meeting we will be posting the video recording and the recommendations to the [Willows Engage Page](#) after the meeting.

Regards,

Katie Sapieha, P. Eng. | tel 306.657.8782

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

From: [REDACTED]
Sent: Friday, March 12, 2021 4:14 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: willows traffic

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Katie how do I find the recommended changes for Willows (Cartwright)?

[REDACTED]
[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Thursday, March 11, 2021 9:23 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: NTR Willows Call

Received a call regarding the Willows NTR. Explained that the recommendations will be presented at the meeting on March 18th.

He had the following comments:

- Concerned about the amount of traffic on Cartwright Street, west of Lorne. He feels there is too much traffic that is taking this road to access the dog park. This road is outside of the City Limits.
- Unhappy with the CN rail crossing on Lorne. He views it as a safety issue and would like to see an overpass.
- Cartwright use to follow the CN rail tracks prior to development. It should have stayed that way.

Katie Sapieha, P. Eng. | tel 306.657.8782

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Sapieha, Katie

From: Sapieha, Katie
Sent: Wednesday, March 10, 2021 9:31 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Draft Traffic Plan

Good morning [REDACTED]

To ensure that everyone receives the recommendations at the same time, we will be making them available at the online meeting on March 18th. They will also be posted to the [Engage page](#) after the meeting. You will be able to provide your comments on the draft traffic plan at the meeting or until April 16th via phone, email, disqus, letter.

Regards,

Katie Sapieha, P. Eng. | tel 306.657.8782

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From: [REDACTED]
Sent: Tuesday, March 9, 2021 6:03 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: RE: Draft Traffic Plan

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I would appreciate knowing what these recommendations are prior to the meeting on March 18th so I can contact other interested parties to obtain their views. Please forward a copy of the Draft Traffic Plan which you did not attach to your original note.

Sent from my Galaxy Tab® S2

----- Original message -----

From: "Sapieha, Katie" <Katie.Sapieha@Saskatoon.ca>
Date: 2021-03-09 4:07 PM (GMT-06:00)
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Draft Traffic Plan

Good afternoon [REDACTED]

The map provides the locations of the recommendations. We will be presenting the recommendations at the meeting on March 18th at 7pm, which you can assess via this [link](#). I encourage you to attend the meeting to hear the recommendations and provide your feedback on them at this time. If you are unable to attend the meeting we will be posting the video recording and the recommendations to the [Willows Engage Page](#) after the meeting.

We will continue to receive comments on the recommendations until April 16th, 2021. If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/NTR](#).

Thank you for your email,

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer

Transportation & Construction Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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katie.sapieha@saskatoon.ca

www.saskatoon.ca

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From: [REDACTED]
Sent: Tuesday, March 9, 2021 4:04 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Draft Traffic Plan

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Received your note in the mail on March 9th.

Nice picture, but I don't see any changes. Am I missing something?

[REDACTED]

[REDACTED]

Sent from my Galaxy Tab® S2

Sapieha, Katie

From: Sapieha, Katie
Sent: Tuesday, March 9, 2021 10:37 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic review of the Willows area

Good morning [REDACTED]

The map provides the locations of the recommendations. We will be presenting the recommendations at the meeting on March 18th at 7pm, which you can assess via this [link](#). I encourage you to attend the meeting to hear the recommendations and provide your feedback on them at this time. If you are unable to attend the meeting we will be posting the video recording and the recommendations to the [Willows Engage Page](#) after the meeting.

We will continue to receive comments on the recommendations until April 16th, 2021. If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/NTR](#).

Thank you for your email,

Katie Sapieha, P. Eng. | tel 306.657.8782

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From: [REDACTED]
Sent: Monday, March 8, 2021 4:12 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Traffic review of the Willows area

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Hi Katie,

I received flyer with a map of proposed traffic changes to this area. I don't see any changes on the map or any recommendations. Can you please let me know what the proposed changes are?

Thanks!

[REDACTED]

Sapieha, Katie

From: Sapieha, Katie
Sent: Monday, March 8, 2021 3:02 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic review Willows

Good Afternoon [REDACTED]

Thank you for providing your comments regarding the Willows Neighbourhood Traffic Review. The purpose of the Neighbourhood Traffic Review is to review existing concerns within the neighbourhood. Future traffic concerns are to be reviewed as part of the [Willows Concept Plan Amendment](#).

There are no plans for a grade separation at the Lorne Avenue and CNR crossing at this time; however, this grade separation has been identified as a future impact of later phases of development in the RM of Corman Park.

I encourage you to attend our meeting on March 18th at 7pm via this [link](#). We will continue to receive comments until April 16, 2021. If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/NTR](#).

Thank you again for your email.
Regards,

Katie Sapieha, P. Eng. | tel 306.657.8782

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

From: [REDACTED]
Sent: Monday, March 8, 2021 1:42 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Traffic review Willows

[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.]

Good afternoon Katie, we received your March 3rd./21 proposed traffic changes for the Willows. Our first reaction is that your information is obsolete as it does not take into consideration the new proposed western development of the Willows over all concept. Traffic congestion in this area when & if the total new proposal happens will be unbearable, with only one overpass over the CNR tracks at Clarence Ave. Traffic today on Clarence Ave & all side street off of Clarence is a nightmare now during high traffic periods. Our understanding is there is between 30 & 35 trains per day use that

CNR rail track & unless the city is planning on building an overpass over those tracks at Lorne Ave it's not going to work. All ready people coming north & east on/ to Lorne Ave are using Cartwright Street to cross over to Clarence Ave to serve their needs in the over all business district within the Stonebridge area. Please consider basing your traffic review based on the new proposal for the Willows taking into consideration all new family homes, condo,apartment & commercial developments. Thank you for your time & consideration to this matter. [REDACTED]

Sent from my iPad

Sapieha, Katie

From: Sapieha, Katie
Sent: Monday, March 8, 2021 2:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: Sapieha, Katie
Subject: FW: Voice Mail (37 seconds)
Attachments: audio.mp3

Gave a call back. He is concerned that the locations shown on the map will not fix shortcutting or speeding issues. He would like to see speed bumps in the neighbourhood.

From: [REDACTED]
Sent: Monday, March 8, 2021 1:43 PM
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>
Subject: Voice Mail (37 seconds)

Yeah hi there Katie. My name is [REDACTED] I live in the Willows that I got this engagement letter from the City of Saskatoon regarding traffic changes to the Willows neighborhood and I have a few questions. There is not fully explained on this letter. You could call me back at [REDACTED] Thanks.

You received a voice mail from [REDACTED]

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

[Set Up Voice Mail](#)

Sapieha, Katie

From: Sapieha, Katie
Sent: Monday, March 8, 2021 12:38 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews; Sapieha, Katie
Cc: TS - Speed Limit Review
Subject: Willows Resident Call

Call received from resident of Willows who received the flyer.

They felt that the speed limit on Cartwright was adequate, did not want it lowered to less than 50 km/hr. I indicated I would forward this information on for the speed limit review. They also requested additional speed limit signage on Strathcona Avenue from Cartwright to Cranberry Flats, which is outside of the City limits.

Katie Sapieha, P. Eng. | tel 306.657.8782

Transportation Engineer
Transportation & Construction Division
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Sapieha, Katie

From: Sapieha, Katie
Sent: Thursday, April 1, 2021 1:08 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: The Willows Traffic Review

Good afternoon [REDACTED]

Thank you for your feedback on the Willows Neighbourhood Traffic Review.

We will be forwarding this concern to Saskatoon Light and Power so that they may review the lighting to see if it meets the required standards and make any necessary adjustments.

We have received similar concerns regarding the limits of the proposed sidewalk during the March 18th Willows Neighbourhood Traffic Review meeting. We will be modifying the recommendation for the sidewalk limits to extend to the west edge of the Woodbridge condo's building. The sidewalk will be installed according to the Sidewalk Infill Program.

The Woodbridge condos would be responsible for providing the sidewalk connection from the west building emergency exit door to the sidewalk.

Thank you for your feedback,

Katie Sapieha, P. Eng. | tel 306.657.8782

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www.saskatoon.ca

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From: [REDACTED]
Sent: Wednesday, March 24, 2021 10:43 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: [REDACTED]
Subject: The Willows Traffic Review

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Attention: Katie Sapieha

I have reviewed a recording of the meeting on March 18, 2021. I noted a concern being mentioned about the lack of sufficient lighting particularly on the West end of Cartwright St. from Lorne Ave. to the split in the road. However, I did not hear a solution mentioned. Is there a plan to correct this lighting issue?

I also want to emphasize the need for sidewalks on the North and East sides of Cartwright St. all the way from Lorne Ave. to where the sidewalk ends a short distance from Clarence Ave. I know there is an issue with having the sidewalk extend over the golf cart tunnel and bridge, because of the need to extend the bridge. However, the sidewalk must extend all the way to the West end of 401 Cartwright St. to serve the fire exit on the West end of 401 Cartwright St. This would bring the sidewalk almost up to the tunnel / bridge. Failure to extend the sidewalk this far would be a very dangerous dis-service to the residents of 401 Cartwright St.

Thank you for your attention to these concerns. I await your reply.

Sincerely,

[Redacted signature]

Do you have traffic concerns in the Willows neighbourhood?	Why do you travel to this neighbourhood?	The NTR addresses a variety of traffic related issues. Please identify which types of concerns you have with this neighbourhood.	Please help us understand why you selected your choices above by adding a description of your concerns. Please identify the location using an intersection, street name, address, or other indicator. ¹⁰
Yes	Resident;	Pedestrian safety; Speeding; Traffic safety; Traffic control (e.g., stop and yield signs);	<p>1) there are insufficient sidewalks in the neighbourhood, requiring pedestrians to walk on the roads. This is very dangerous due to the following 3 points (which themselves are problematic too).</p> <p>2) traffic has become increasingly heavy in the past few years, especially with people trying to avoid the train on Lorne Avenue.</p> <p>3) excessive speeding is common place, with some people even using the roads for "show boating" (smoke shows) and drag racing (between the german concordia club and the willows).</p> <p>4) there is a lot of wildlife (mostly deer, rabbits, coyotes, and fox) and insufficient nighttime lighting between the german concordia club and the willows golf course.</p>
Yes	Resident;	Pedestrian safety; Speeding; Traffic safety;	<p>Insufficient sidewalks and crosswalks for safe walking all along Cartwright St. and Lorne Ave to Melville Street.</p> <p>Lack of an overpass on Lorne Ave. to prevent interference from trains crossing Lorne Ave</p> <p>Noise from motorcycles and excessively noisy vehicles.</p> <p>Some speeding issues particularly from noisy vehicles (seeking attention)</p> <p>Use of Cartwright Street to bypass trains crossing Lorne Ave or as a convenient exit from the Furdale Area to access Stonebridge.</p>
Yes	Resident;	Pedestrian safety; Speeding; Traffic safety; Traffic control (e.g., stop and yield signs);	<p>The street of concern is Cartwright Street. We have people who speed down the street outside our condo - 401. There are also lots of trucks who use this street with very loud or no mufflers. We notice that there is lots of through traffic when there are trains passing through - we are used as a short cut due to the trains. There is also a lack of pedestrian crossings and lack of vehicles giving way on the crossings that do exist - they are not well identified. There is also a lack of sidewalks along Cartwright. The construction at 408 Cartwright has also made it unsafe for pedestrians over the last year as the sidewalk that is there has been left full of mud, dirt, snow etc.- many pedestrians walk on the road due to lack of sidewalks..</p>