

Central Business District Neighbourhood Traffic Review



Authorization

Prepared By:

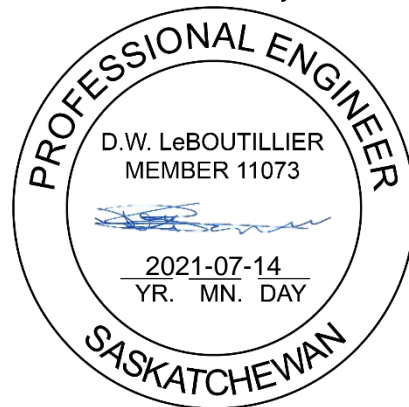


Mariniel Flores, P.Eng.
Transportation Engineer



Nathalie Baudais, P.Eng.
Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.
Transportation Engineering Manager

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- Saskatoon Transit
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- City of Saskatoon Planning and Development
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- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor Cynthia Block

Executive Summary

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

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

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

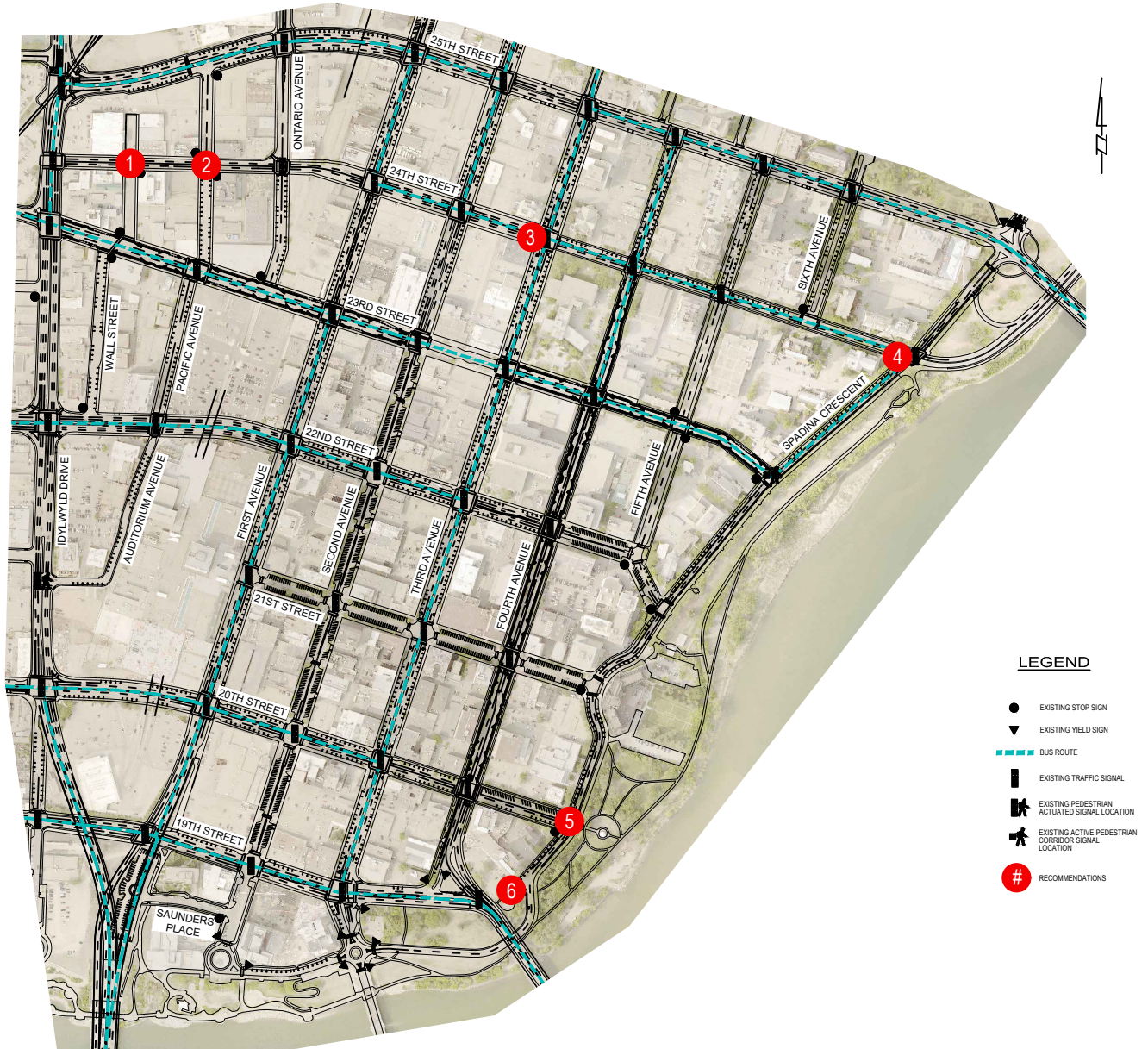
The Central Business District Traffic Plan is illustrated in Exhibit ES-1.

Central Business District Neighbourhood Traffic Review

Table ES-1: Central Business District Neighbourhood Recommended Improvements

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

Exhibit ES-1: Central Business District Traffic Plan



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS

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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 Central Business District neighbourhood.

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

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

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

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

2.1. Speeding and Shortcutting

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

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

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

The residents suggested the following solutions:

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

2.2. Pedestrian Safety

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

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

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

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

The following measures were suggested by the residents:

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

2.3. Traffic Control

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

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

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

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

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

Proposed solutions identified by residents:

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

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

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

Suggested solutions identified by residents:

- Parking prohibitions
- All-way stop
- Parking enforcement

2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were raised at the following locations:

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

Residents identified the following as possible solutions:

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

2.6. Major Intersections and Corridors

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

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

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

The residents identified the following as possible solutions:

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

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

3.2. Traffic Volume and Speed Assessments

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

Central Business District Neighbourhood Traffic Review

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

Characteristic	Classifications									
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major		
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 (km/h)	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 Central Business District neighbourhood is 50 km/h.

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

Central Business District Neighbourhood Traffic Review

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

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

3.3. Traffic Control Assessments

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

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

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

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

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

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

Table 3-4.

Central Business District Neighbourhood Traffic Review

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
23 rd Street and 5 th Avenue	266	2,730	2	Conditions NOT met
24 th Street and 6 th Avenue	354	3,640	0	
Spadina Crescent and 20 th Street	759	7,590	4	Conditions met
Spadina Crescent and 22 nd Street	920	9,200	1	
Spadina Crescent and 23 rd Street	941	9,410	3	

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Spadina Crescent and 20 th Street	30% - Condition NOT met	Yes - Condition NOT met	All-Way Stop Not Warranted
Spadina Crescent and 22 nd Street	10% - Condition NOT met	No - Condition met	
Spadina Crescent and 23 rd Street	10% - Condition NOT met	No - Condition met	

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

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

3.5. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

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

Table 3-5: Pedestrian Assessments

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

3.6. Traffic Signal Assessments

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

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

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

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

A summary of the traffic signal assessments is provided in

Table 3-6.

Table 3-6: Traffic Signal Assessments

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

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

3.7. Collision Analysis

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

- 24th Street and Pacific Avenue

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

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Pedestrian Safety

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

Table 4-1: Recommended Improvements – Pedestrian Safety

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

4.4. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-2.

Table 4-2: Recommended Improvements – Intersection Safety

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

4.5. Follow-up Consultation – Presentation of Traffic Plan

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

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

4.6. Engagement Summary

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

Table 4-3: Public Meetings Summary

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

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

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- billboards placed on 3rd Avenue in front of City Hall prior to the first meeting; and
- notifying the appropriate City Councillor.

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

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

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

- saskatoon.ca/engage 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 J**.

5. Implementation

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

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

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

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

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

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

Central Business District Neighbourhood Traffic Review

Table 5-2: Permanent Traffic Calming Cost Estimate

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

Table 5-3: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings, and Temporary Traffic Calming	\$5,750	-	-
Permanent Traffic Calming	-	\$405,000	-
Total	\$5,750	\$405,000	\$0

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

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

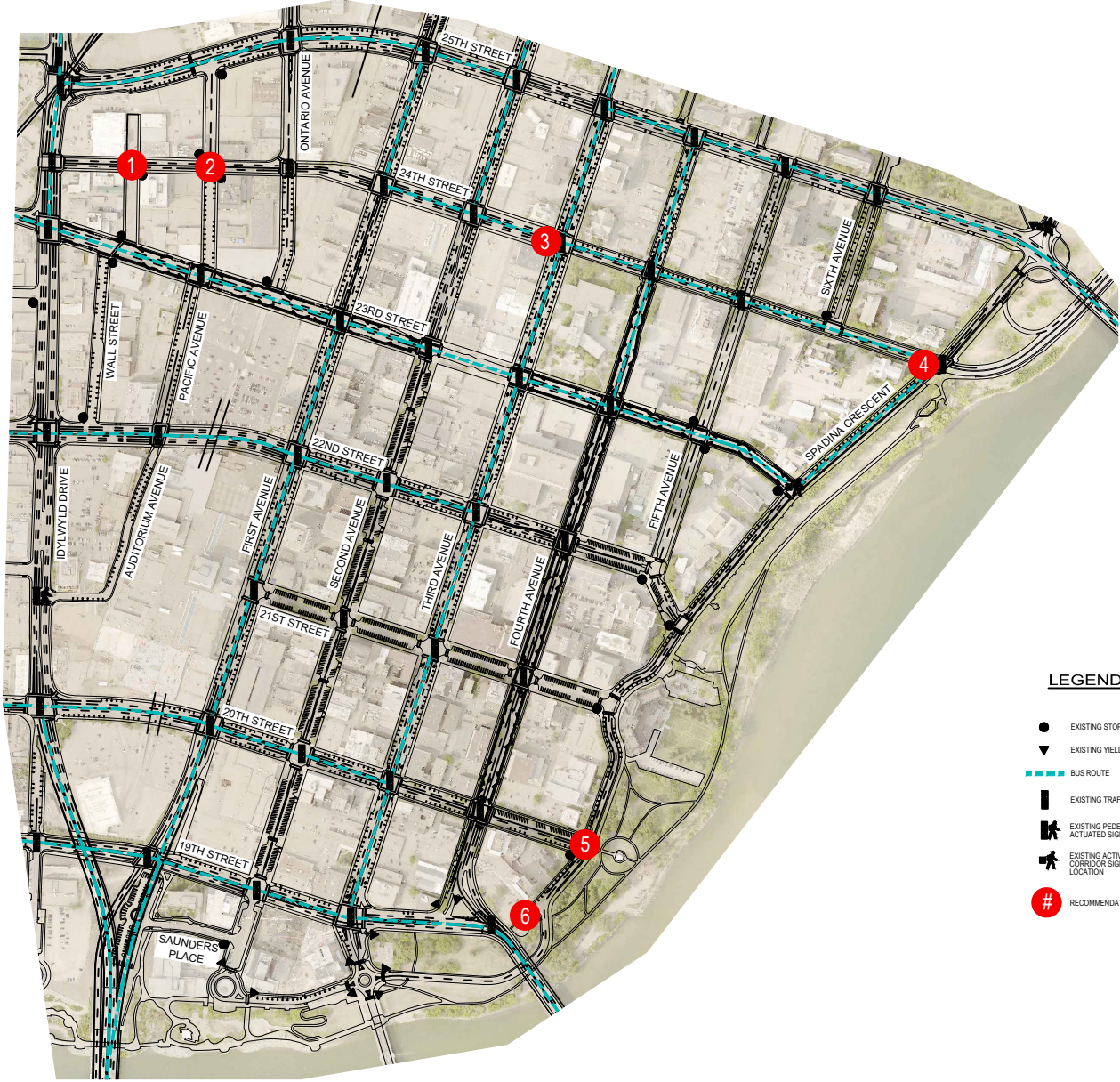
The resulting recommended Central Business District Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Central Business District Neighbourhood Traffic Review

Table 5-4: Central Business District Recommended Improvements

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

Exhibit 5-1: Recommended Central Business District Traffic Plan



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⊠ EXISTING TRAFFIC SIGNAL
- ⊠ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⊠ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS

Appendix A

Public Meeting #1 – August 12, 2020

CITY OF SASKATOON

Central Business District Neighbourhood Traffic Review Minutes

Date: Wednesday, August 12, 2020

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

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

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

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

Pedestrian Safety Concerns

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

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

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

Traffic Signal Concerns

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

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

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

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

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

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

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

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

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

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

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

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

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

Speeding/Noise Concerns

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

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

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

Response: See update on vehicle noise study below.

Sightline Concerns

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

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

Cycling Concerns

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

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

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

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

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

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

Maintenance Concerns

22. **Comment:** Repair sidewalks at 24th Street and Pacific Avenue.

23. **Comment:** Snow removal should be more frequent on 5th Avenue.

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

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

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

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

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

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

20th Street and Spadina Crescent

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

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

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

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

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

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

Spadina Crescent

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

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

Street Widths

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

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

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

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

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

Other Comments

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

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

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

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

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

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

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

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

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

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

Comment: At 1st Avenue and 20th Street, it is the southbound left turn.

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

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

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

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

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

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

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

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

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

Updates on other relevant projects

Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City.

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

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

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

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

Downtown All Ages and Abilities (AAA) Cycling Network:

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

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

Sid Buckwold Rehabilitation Project:

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

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

Imagine Idylwyld Project:

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

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

Bus Rapid Transit (BRT) Project:

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

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

Next Steps

1. Continue monitoring traffic issues in your neighbourhood.
2. Mail-in or email comments no later than September 11, 2020.
3. Additional public input via Engage Page no later than September 11, 2020.
4. Traffic counts data collection and analysis. Due to COVID-19, we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan.
6. Follow-up public meeting to provide input on draft plan.
7. Determine revisions and finalize traffic plan.
8. Present traffic plan to City Standing Policy Committee on Transportation.

Adjournment



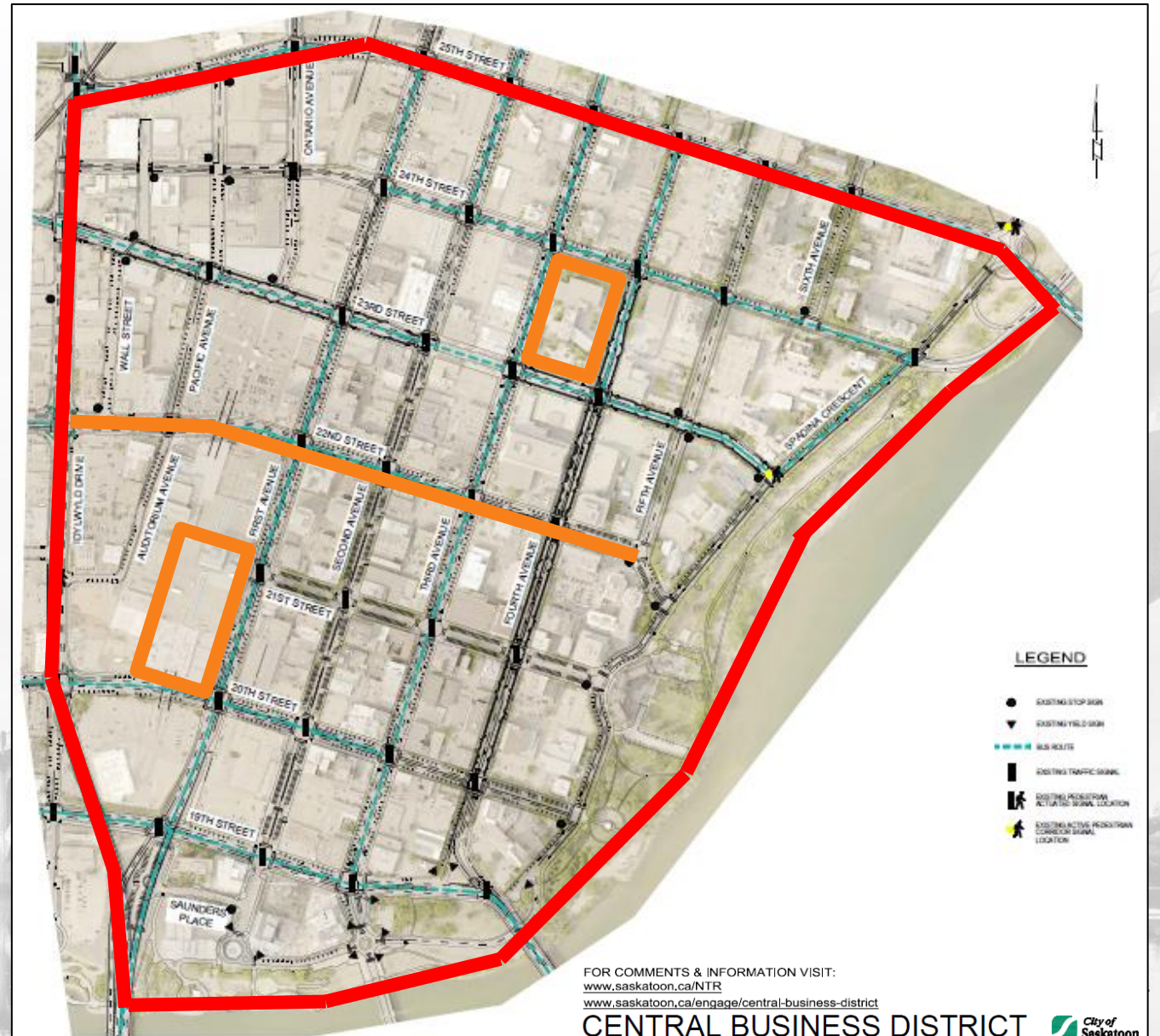
Neighbourhood Traffic Review Central Business District Neighbourhood

August 12, 2020



Study Area

- Study limits
 - Idylwyld Drive
 - South Saskatchewan River
 - 25th Street
- Local and collector roads



Previous Concerns - Pedestrian Safety



Previous Concerns - Traffic Control



Previous Concerns - Speeding/Shortcutting



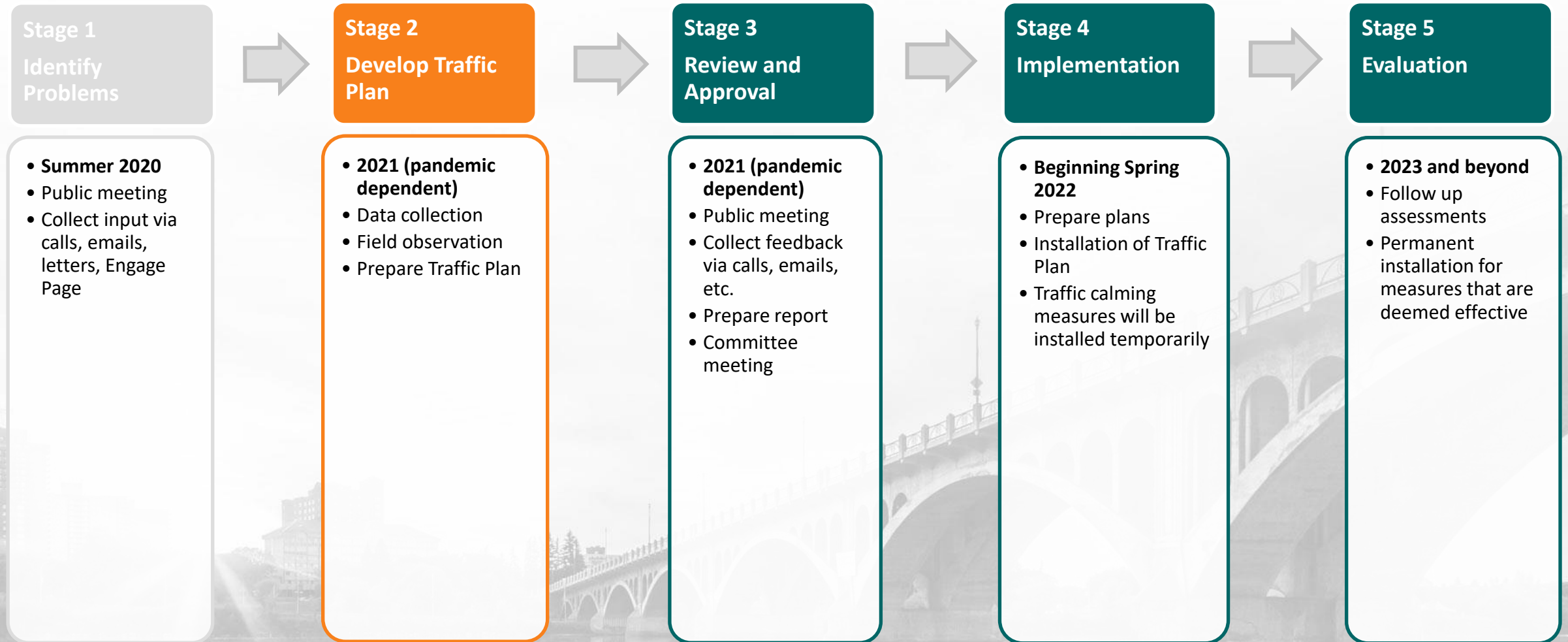
Previous Concerns - Other



Previous Concerns - Summary



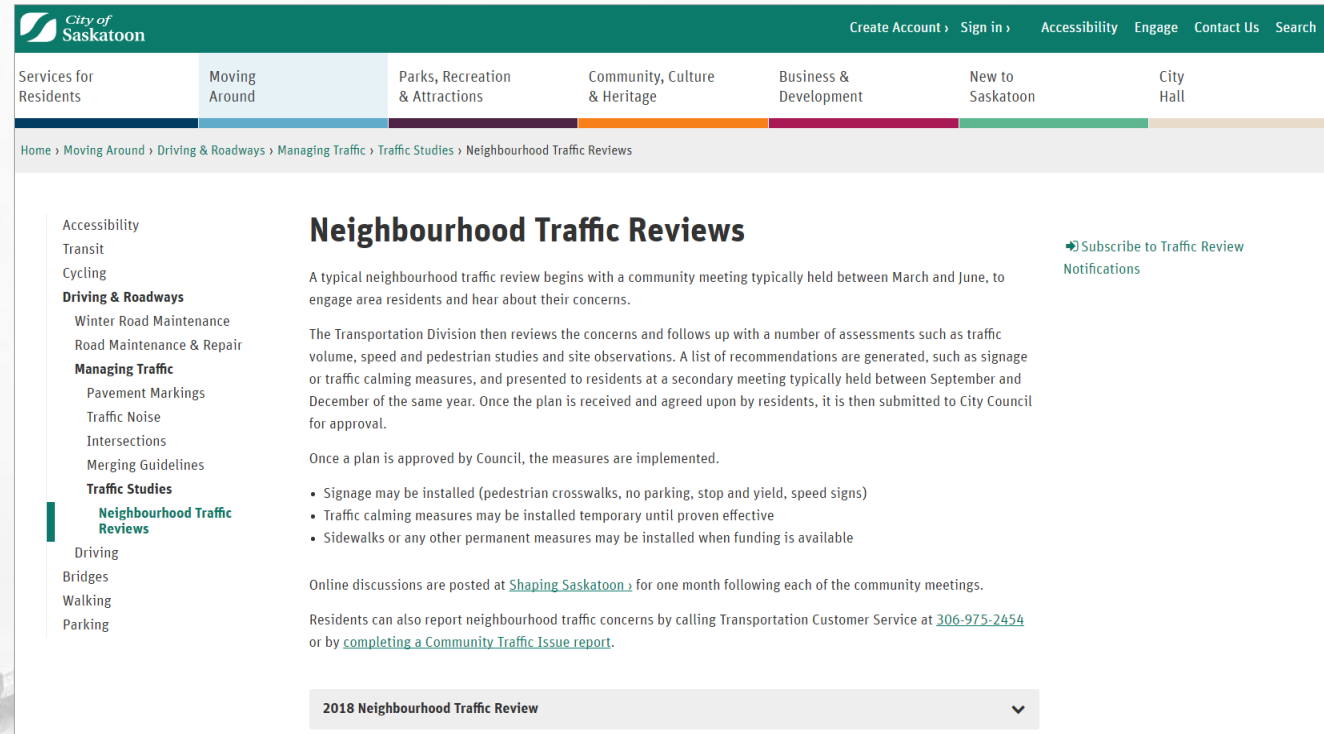
Next Steps



Join the Discussion

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

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



The screenshot shows the City of Saskatoon website's navigation menu and a sidebar with categories like Accessibility, Transit, Cycling, Driving & Roadways, Managing Traffic, and Traffic Studies. The main content area is titled "Neighbourhood Traffic Reviews" and includes a "Subscribe to Traffic Review Notifications" button. The text describes the process of a traffic review, from community meetings to Council approval, and lists measures like signage and traffic calming. It also provides contact information for reporting concerns.

Neighbourhood Traffic Reviews

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](#).

2018 Neighbourhood Traffic Review

A word cloud of 'thank you' in many languages, centered on a white background. The words are arranged in a circular pattern, with 'thank you' being the largest and most prominent. Other languages include Spanish (gracias), French (merci), Italian (grazie), German (danke), Japanese (thank you), Chinese (ngiyabonga), Arabic (شكراً جزيلاً), and many others. The colors of the words are diverse, including red, green, blue, orange, and purple.

Appendix B

Traffic Data Collection



LEGEND

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

CENTRAL BUSINESS DISTRICT TRAFFIC DATA



Appendix C

All-Way Stop Assessments

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

Step 1:

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

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

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
23 rd Street and 5 th Avenue	2	266 2,730	NA	No	NA	Criteria not met. Do not proceed to Step 2.
24 th Street and 6 th Avenue	0	354 3,640	NA	No	NA	
Spadina Crescent and 20 th Street	4	759 7,590	NA	No	NA	Criteria met. Proceed to Step 2.
Spadina Crescent and 22 nd Street	1	920 9,200	NA	No	NA	
Spadina Crescent and 23 rd Street	3	941 9,410	NA	No	NA	

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

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

Appendix D

Pedestrian Device Assessments

22nd Street and 5th Avenue

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

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

24th Street and 6th Avenue

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

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

Spadina Crescent and 23rd Street

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

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

Appendix E

Traffic Signal Assessments

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	24th St	Direction (EW or NS)	EW
Side Street (name)	6th Ave	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	MF
for Warrant Calculation Results, please hit 'Page Down'			

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

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

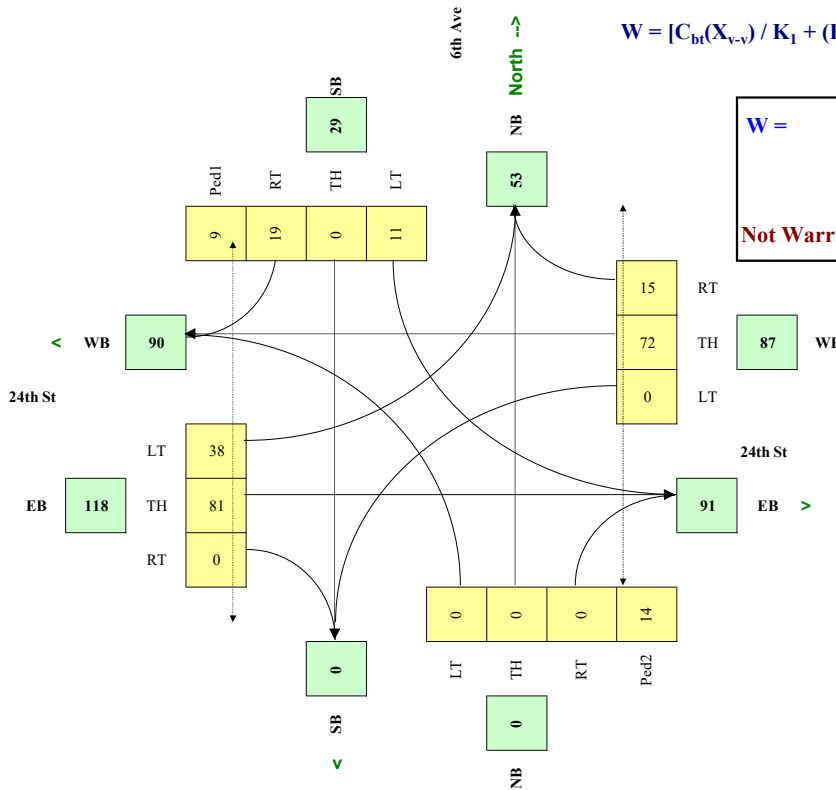
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	n
Metro Area Population	(#)	275,000
Central Business District	(y/n)	y

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

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

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

Average 6-hour Peak Turning Movements



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

W =	8	3	5
	Veh		Ped
Not Warranted - Vs < 75			

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	24th St	Direction (EW or NS)	EW
Side Street (name)	Pacific Ave	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	MF
	CHECK SHEET		

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

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

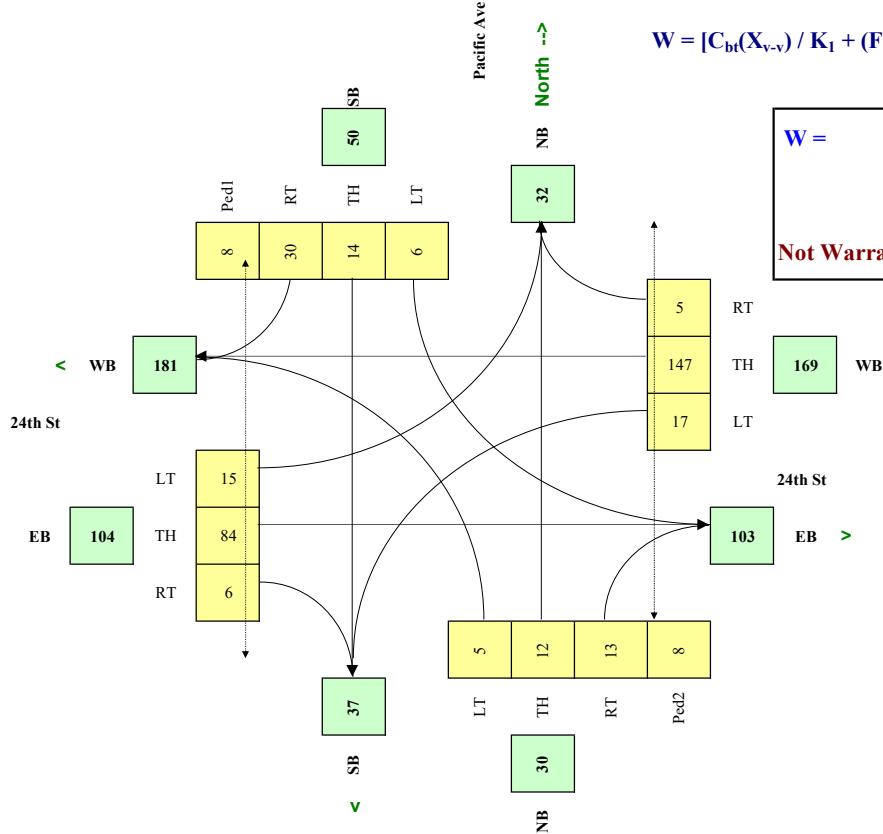
Are the Pacific Ave NB right turns significantly impeded by through movements? (y/n) **n**
 Are the Pacific Ave SB right turns significantly impeded by through movements? (y/n) **n**

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

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

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

Average 6-hour Peak Turning Movements



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

W =	12	7	5
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Spadina Cres	Direction (EW or NS)	NS
Side Street (name)	20th St	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	MF
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

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

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

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

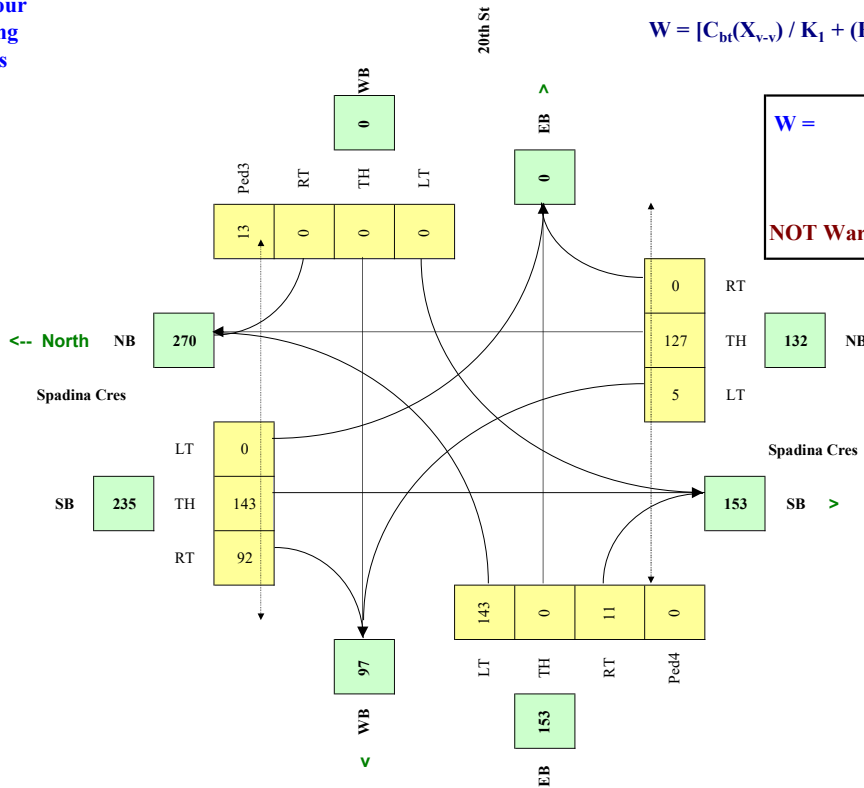
Are the 20th St EB right turns significantly impeded by through movements? (y/n)

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

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

Average 6-hour Peak Turning Movements

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



W =	32	25	7
		Veh	Ped
NOT Warranted			

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Spadina Cres	Direction (EW or NS)	NS
Side Street (name)	22nd St	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	MF
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

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

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

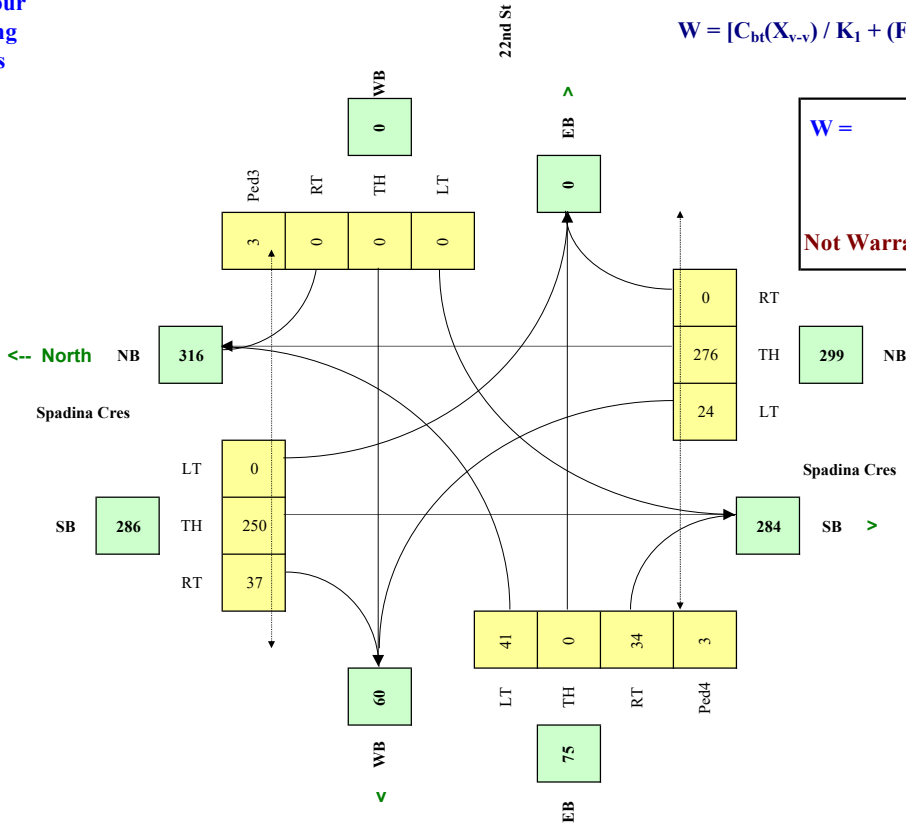
Are the 22nd St EB right turns significantly impeded by through movements? (y/n)

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

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

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

Average 6-hour Peak Turning Movements



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

W =	26	22	4
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Spadina Cres	Direction (EW or NS)	NS
Side Street (name)	23rd St	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	MF
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

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

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

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

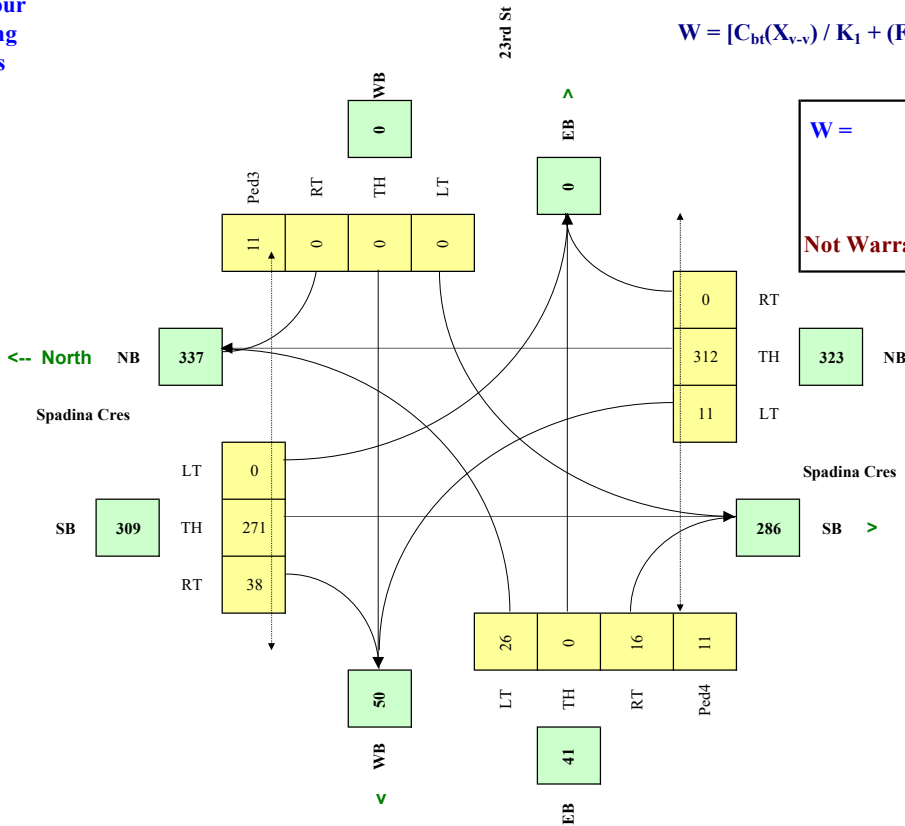
Are the 23rd St EB right turns significantly impeded by through movements? (y/n)

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

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

Average 6-hour Peak Turning Movements

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



W =	27	14	13
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

Appendix F

Collision Analysis

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

Appendix G

Public Meeting #2 – April 13th, 2021

CITY OF SASKATOON

Central Business District Neighbourhood Traffic Review Meeting #2 Minutes

Date: Tuesday, April 13, 2021

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

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

Regrets:

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

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

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

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

Comments

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

not just in Saskatoon, but I do think that speed on Spadina Crescent in particular has been a concern over the last couple of years so I'm just wondering what information has been gathered to date and what the timeline might be to address those concerns.

Response: We have a traffic noise attenuation program that addresses very specific locations and very specific criteria. We know that noise as a whole throughout the city needs to be addressed and we can't correct all of those issues with sound walls. We have retained a consultant as directed by Council, to review other mitigation measures. They're completing the research and literature review right now. We're hoping to present the findings to Council in the fall.

Speed data was collected along Spadina Crescent as part of the neighbourhood traffic review. The 85th percentile speeds (i.e. the speed at which 85 percent of vehicles are travelling at or below) were measured. The 85th percentile speed along Spadina Crescent between 22nd Street and 23rd Street was measured at 52 kph. The 85th percentile speed along Spadina Crescent between the Delta Hotel cul-de-sac and 3rd Avenue was measured at 47 kph.

Traffic calming measures are warranted if the measured speed is 5 kph greater than the posted speed limit. Traffic calming measures were not eligible on Spadina Crescent as the speeds were below 55 kph.

There are recommendations at Spadina Crescent and 20th Street to improve intersection safety. An all-way stop and curb extension on the northwest corner on Spadina Crescent are recommended. These are recommended as traffic control measures not speed control measures. The curb extension was recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

2. **Councillor Block:** I have just recently become aware of some of the upgrades from the Meewasin Valley Authority to improve the trail system that will also improve pedestrian safety.
3. **Councillor Block:** How will the Speed Limit Review impact the feelings of concern of speed on Spadina Crescent?

Response: The Central Business District will not be included in the Residential Speed Limit Review. The Residential Speed Limit Review is generally for streets within neighbourhoods that have frontage, driveways, on-street parking. It doesn't cover more of our commercial districts like this one. Sections of Spadina Crescent that are eligible for the Speed Limit Review are farther north of 25th Street where there are some homes fronting onto it.

4. **Councillor Block:** That is helpful information to understand as Council deals with this matter. I've heard from lots of folks and it seems that people are ok to drive a bit slower on streets that make sense, which are like the ones that you've described; not so much on streets such as Clarence Avenue, 8th Street and Preston Avenue as examples in my ward. As somebody who utilizes the downtown a lot and hears a lot from downtown residents, particularly on Spadina Crescent, it would seem important that we at least consider how any potential changes might impact the downtown as well.

Response: We have heard that comment near the Meewasin trail system as well as from Business Improvement Districts. Although this is not part of the scope of the existing study, this doesn't mean it wouldn't be considered in the future.

Councillor Block: I appreciate the work and effort to address the downtown as it's a pivotal piece of our growth plan. It would be great if we could find a balance to ensure that people living in the downtown can feel that they also live in a neighbourhood.

Next Steps

- Continue monitoring traffic issues in your neighbourhood.
- Mail-in or email comments no later than May 14, 2021.
- Additional public input via Engage Page no later than May 14, 2021.
- Determine revisions and finalize traffic plan.
- Present traffic plan to Standing Policy Committee on Transportation.

Adjournment



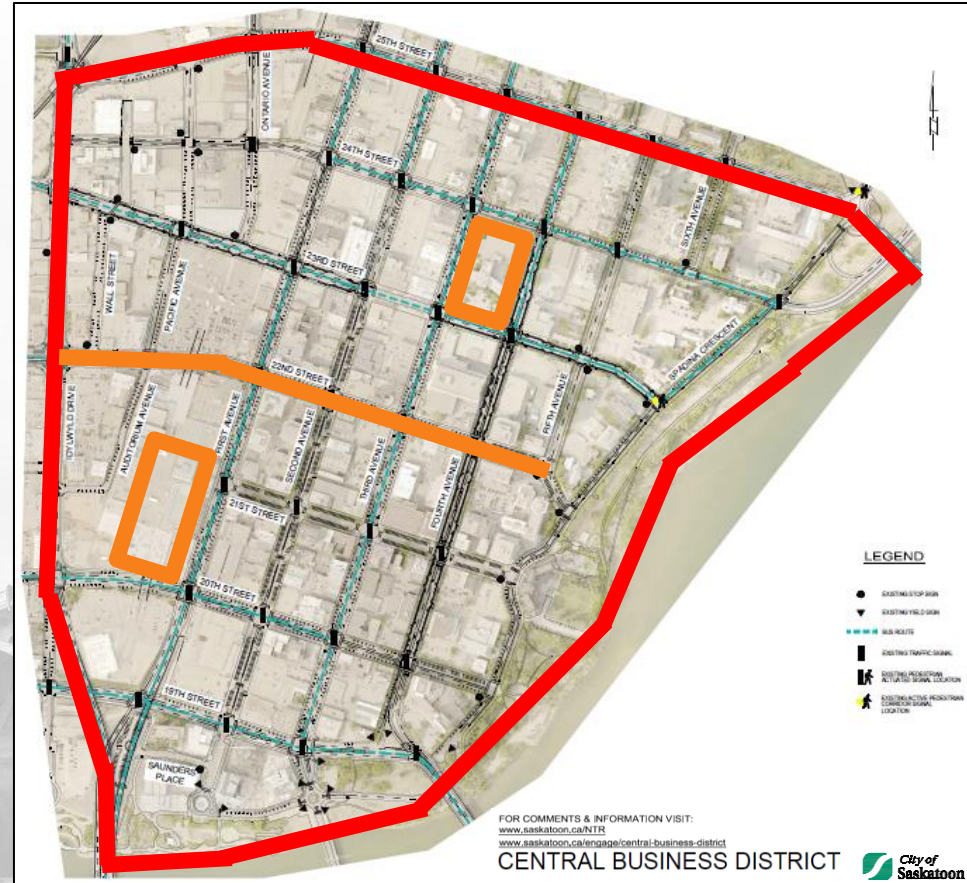
Neighbourhood Traffic Review Central Business District Neighbourhood

April 13, 2021

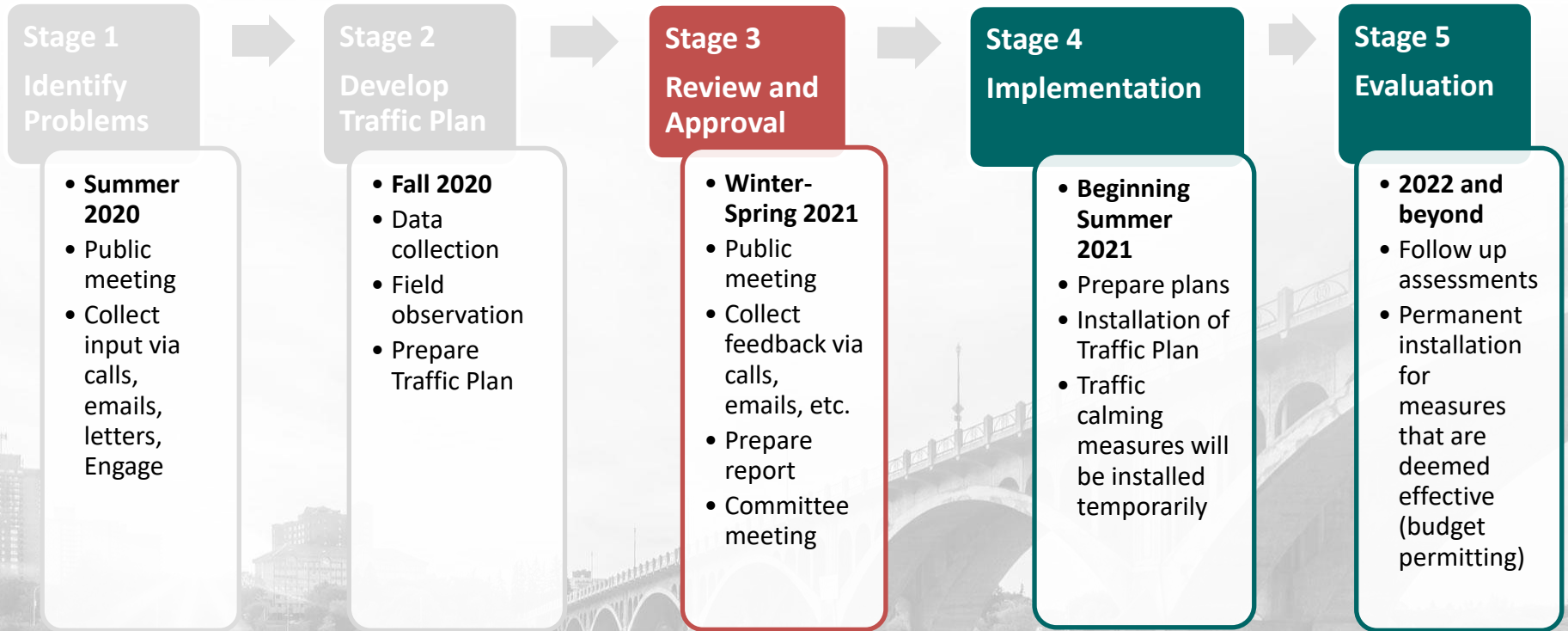


Study Area

- Study Limits
 - Idylwyld Drive
 - South Saskatchewan River
 - 25th Street
- Local and Collector Roads



Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Shortcutting Concerns:

- 24th Street
- 5th Avenue
- Spadina Crescent

What We Heard

B. Pedestrian Concerns:

- 22nd Street & 5th Avenue
- 24th Street & 5th Avenue
- 24th Street & 6th Avenue
- Spadina Crescent & 23rd Street
- Spadina Crescent & 24th Street

What We Heard

B. Intersection Safety Concerns:

- 19th Street at 3rd Avenue, 4th Avenue
- 23rd Street at 5th Avenue
- 24th Street at 3rd Avenue, 6th Avenue, Pacific Avenue
- Spadina Crescent at 20th Street, 23rd Street, 24th Street, Delta Hotel cul-de-sac

What We Heard

C. Other Concerns:

- Road and sidewalk maintenance
- Winter road maintenance
- Vehicle noise

What We Did

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

What We Propose

- Curb extensions
- Lane designation signs
- All-way stop
- Stop sign



FOR COMMENTS & INFORMATION VISIT:

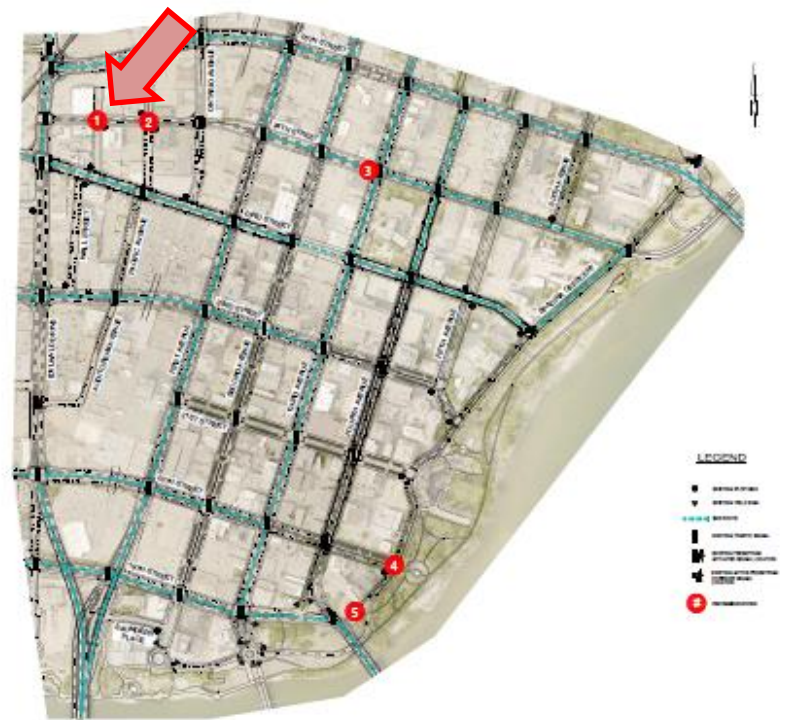
www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN

Draft Traffic Plan

- 24th St & Wall St
 - Curb extensions on all corners of 24th St



Looking West

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

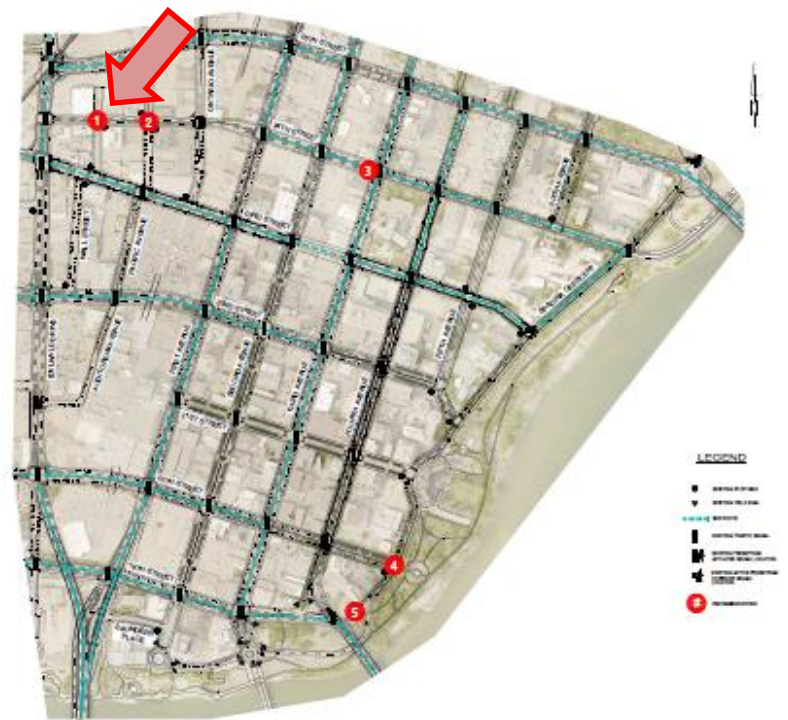
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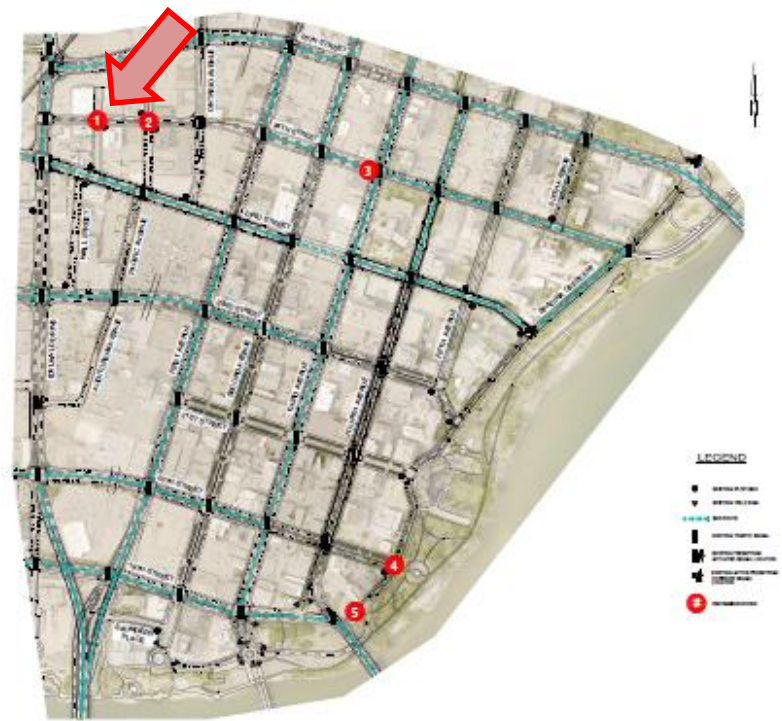
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CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

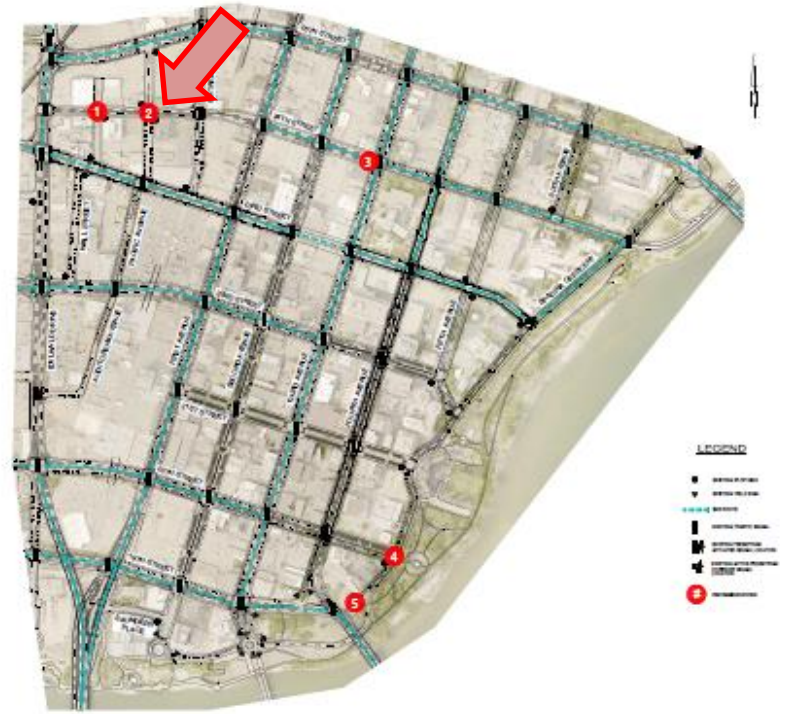
- 24th St & Wall St
 - Curb extensions on all corners of 24th St



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/central-business-district

Draft Traffic Plan

- 24th St & Pacific Ave
 - Permanent curb extensions on SW and SE corners on 24th St
 - Curb extensions on NW and NE corners on 24th St



Looking West

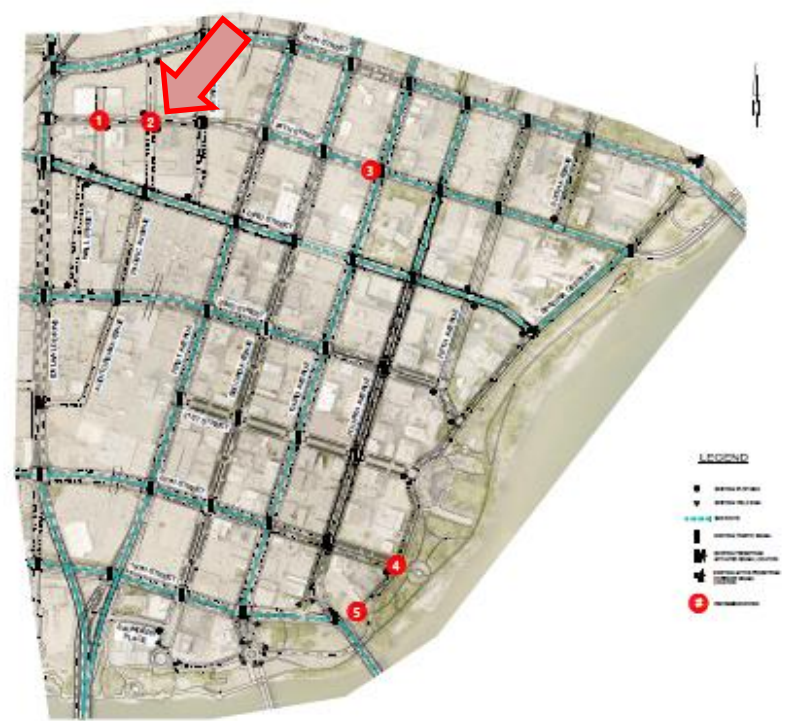
FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- 24th St & Pacific Ave
 - Permanent curb extensions on SW and SE corners on 24th St
 - Curb extensions on NW and NE corners on 24th St



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

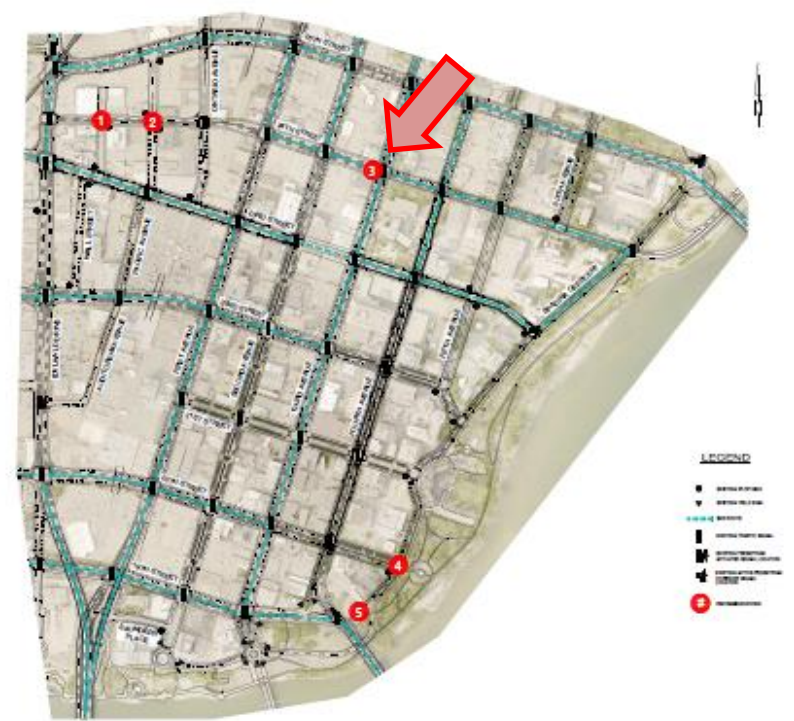
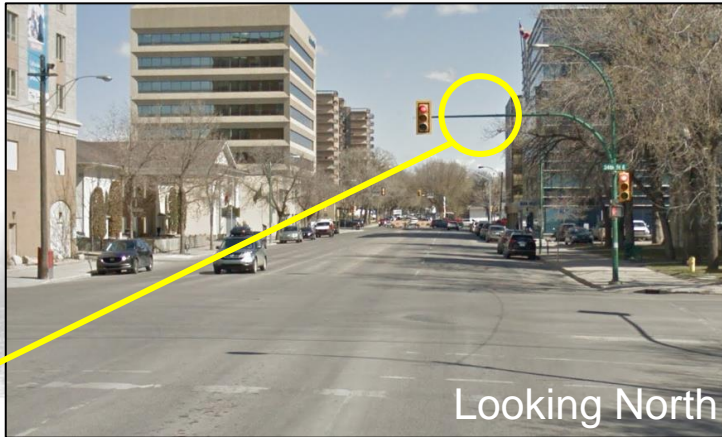
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- 24th St & 3rd Ave
 - Overhead lane designation sign for northbound traffic on traffic signal arm
 - Lane designation sign for southbound traffic on west curb



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

www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- 24th St & 3rd Ave
 - Overhead lane designation sign for northbound traffic on traffic signal arm
 - Lane designation sign for southbound traffic on west curb



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

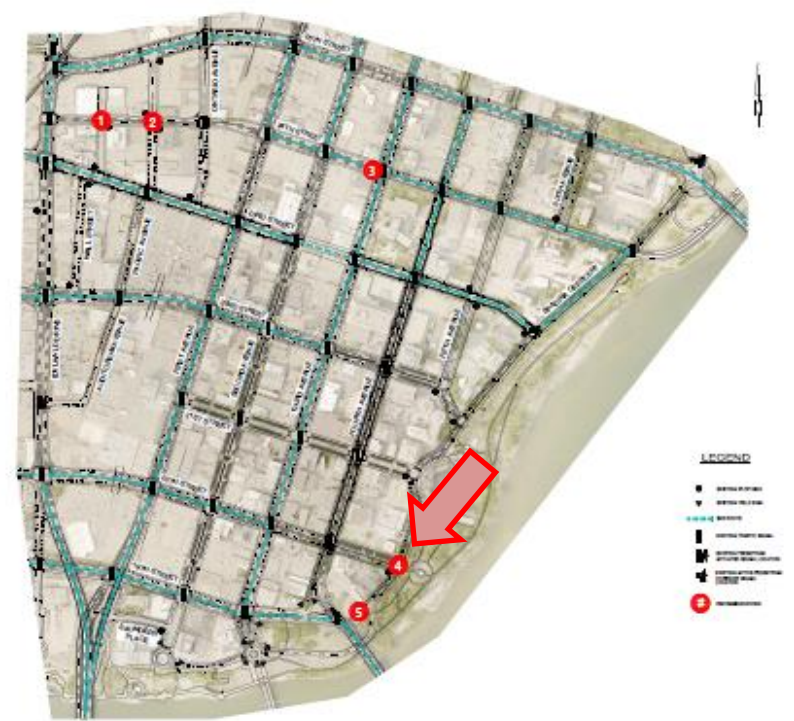
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- Spadina Cres & 20th St
 - Three-way stop
 - Curb extension on NW corner on Spadina Cres



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

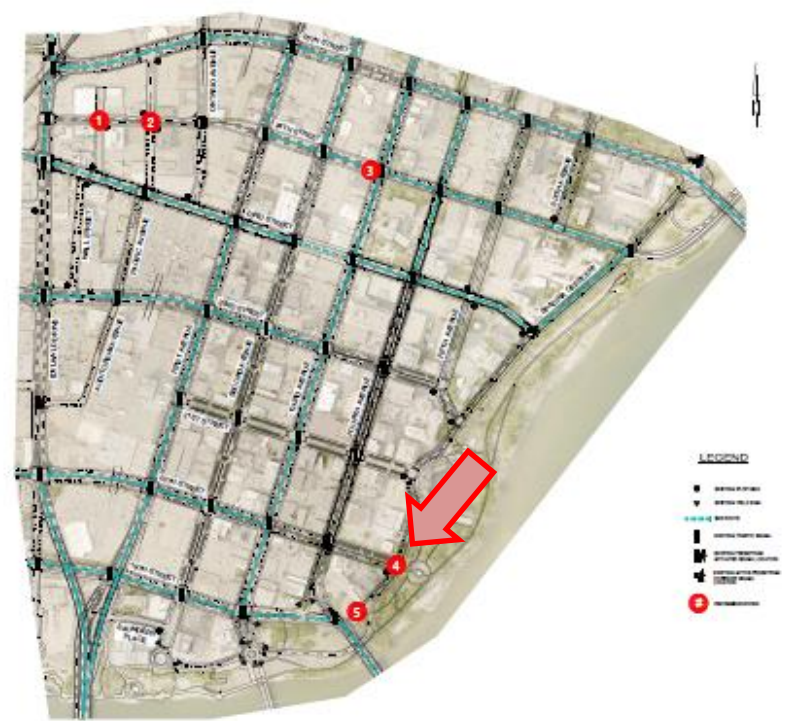
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- Spadina Cres & 20th St
 - Three-way stop
 - Curb extension on NW corner on Spadina Cres



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

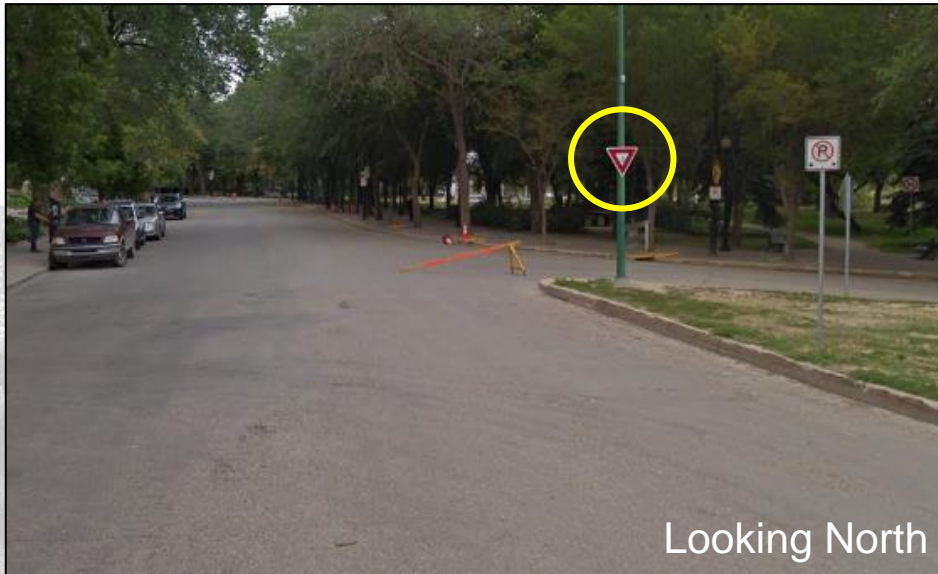
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- Spadina Cres & Delta Hotel cul-de-sac
 - Replace yield sign with stop sign



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- Spadina Cres & Delta Hotel cul-de-sac
 - Replace yield sign with stop sign



FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Draft Traffic Plan

- Other Concerns?



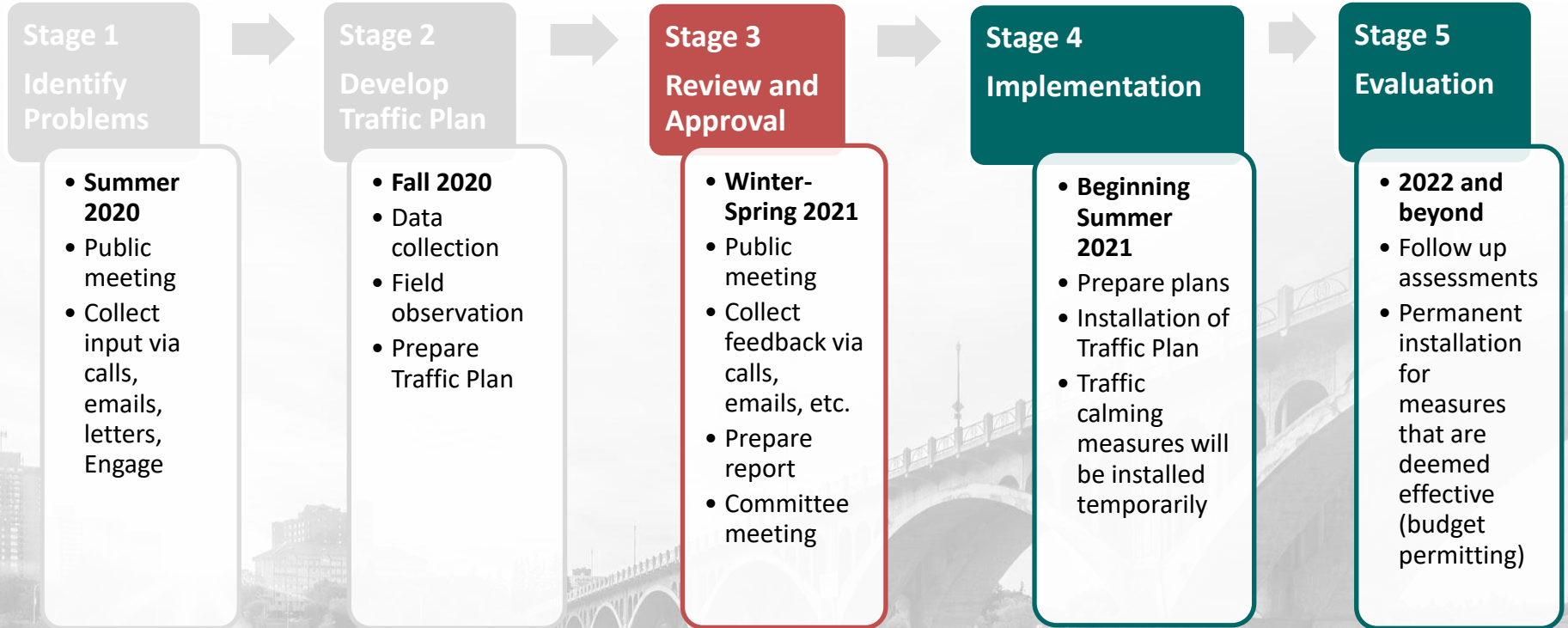
FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN

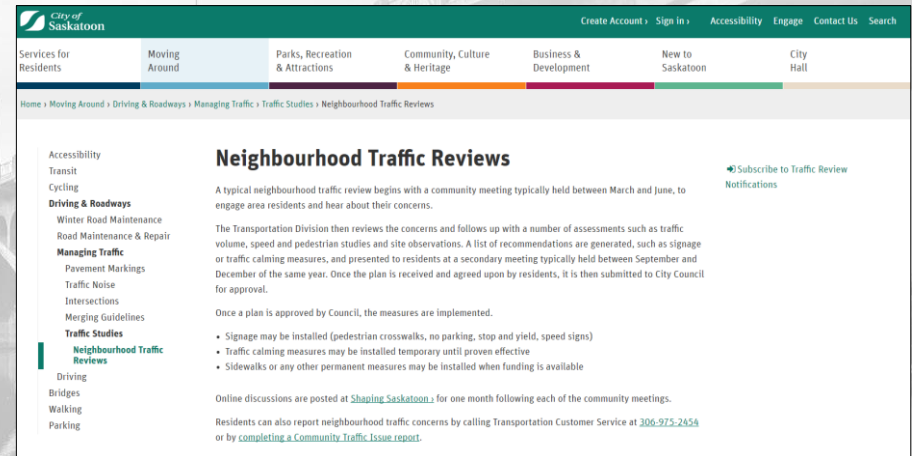
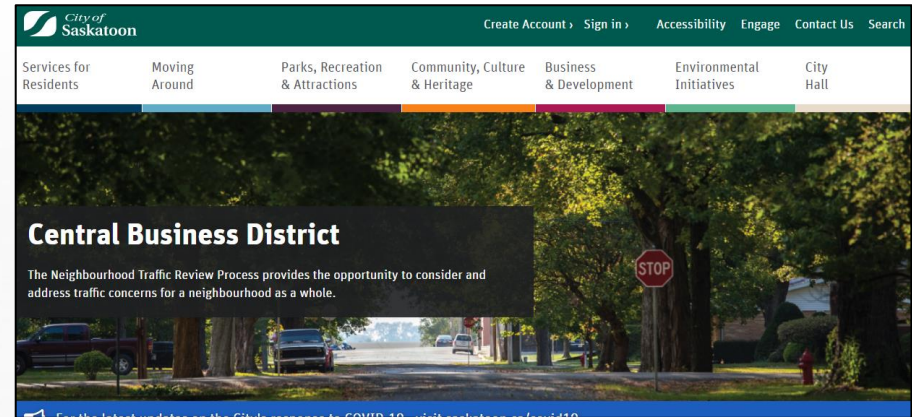
Next Steps



Join the Discussion

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

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





LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- █ EXISTING TRAFFIC SIGNAL
- █ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- █ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Central Business District Neighbourhood Traffic Review Recommended Improvements

Item	Location	Recommendation	Reason
1	24 th Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety
2	24 th Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection and pedestrian safety
		Curb extensions on northwest and northeast corners on 24 th Street	
3	3 rd Avenue and 24 th Street	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy
		Install lane designation sign for southbound traffic on west side of 3 rd Avenue	
4	20 th Street and Spadina Crescent	All-way stop	Improve intersection safety
		Curb extension on northwest corner on Spadina Crescent	
5	Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety

For comments & information, visit:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-business-district

Appendix H

Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	24th Street and Wall Street	Curb extensions on all corners	Improve pedestrian safety	No comments received.	Carried.
2	24th Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	Improve intersection and pedestrian safety	No comments received.	Carried.
		Curb extensions on northwest and northeast corner on 24th Street			
3	3rd Avenue and 24th Street	Install overhead lane designation sign for northbound traffic on traffic signal arm	Improve driver expectancy	No comments received.	Carried.
		Install lane designation sign for southbound traffic on west side of 3rd Avenue			
4	20th Street and Spadina Crescent	All-way stop	Improve intersection safety	<p>The all-way stop will create more engine noise from stopping and accelerating.</p> <p>Creates more problems for pedestrians crossing to the park because of the line of cars waiting to stop and go from the all-way stop.</p>	<p>Carried.</p> <p>Based on the review of concerns and the collision history of the intersection, an all-way stop is recommended to improve intersection safety.</p> <p>A curb extension on the northwest corner on Spadina Crescent was recommended to improve pedestrian visibility around the parked vehicles because of the amount of pedestrian activity to and from the Meewasin trail system.</p>
		Curb extension on northwest corner on Spadina Crescent			
5	Spadina Crescent and Delta Hotel cul-de-sac	Replace yield sign with stop sign	Improve intersection safety	I have noticed no problems here.	<p>Carried.</p> <p>We received concerns regarding near misses at this intersection. These concerns were verified by field observations. A stop sign is recommended to replace the existing yield sign to improve intersection safety.</p>

Appendix I

Additional Concerns Received
After Presentation of Draft Plan

Location	Comments	Decision
Spadina Crescent	Traffic noise.	<p>Vehicle noise has been an ongoing issue throughout the City. The existing <u>Traffic Noise Sound Attenuation Program</u> addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy.</p> <p>The Administration has retained a vehicle noise mitigation specialist to conduct research, complete a jurisdictional review, engage key stakeholders, prepare cost estimate, and recommend possible mitigation measures that could apply to the entire city which could be presented for the next budgeting cycle.</p>
	Traffic speeding both south and north on Spadina Crescent under the Broadway Bridge.	<p>The 85th percentile operating speed (i.e. speed at which 85 percent of drivers are travelling at or below) was measured and is summarized below:</p> <ul style="list-style-type: none"> • Spadina Crescent between 22nd Street and 23rd Street is 52 km/h, and • Spadina Crescent between 3rd Avenue and Delta Hotel cul-de-sac is 47 km/h. <p>Traffic calming is typically considered when the 85th percentile speed is 5 km/h or greater over the posted speed limit. The measured speeds are within the typical levels.</p>
	Excessive traffic on Spadina Crescent.	<p>The Average Annual Daily Traffic (AADT) on Spadina Crescent was measured and is summarized below:</p> <ul style="list-style-type: none"> • Spadina Crescent between 22nd Street and 23rd Street) is 7,000 vehicles per day, and • Spadina Crescent between 3rd Avenue and Delta Hotel cul-de-sac is 5,850 vehicles per day. <p>The measured traffic volumes are within the typical levels.</p>
	Spadina Crescent between 3 rd Avenue and 21 st Street should be permanently closed once the Permanent Outdoor Festival Site is in place.	<p>Road closures and the Permanent Outdoor Festival Site is beyond the scope of the Central Business District neighbourhood traffic review.</p> <p>These comments have been forwarded to Community Services for further consideration.</p>
	Residents' concern for noise should also be considered when designing the Permanent Outdoor Festival Site.	<p>These comments have been forwarded to Community Services for further consideration.</p>

Location	Comments	Decision
Spadina Crescent and 24 th Street	This intersection is confusing for drivers. Paint arrows on the road as people don't seem to see the lane designation signs.	Added to the Recommendation List.
5 th Avenue	Concerned with drivers practicing for their driver's exam and parallel parking solely on 5 th Avenue.	5th Avenue is not the only street used by drivers who are learning to parallel park. Concerns regarding the frequency of driver training on 5th Avenue have been passed on to the school divisions to inform their instructors for the driver's education program.
5 th Avenue and 25 th Street	Traffic calming measures are proposed in the industrial area but not in the most residential dense area, such as 5 th Avenue and 25 th Street .	25 th Street and 5 th Avenue is a signalized intersection with adequate sightlines. 25 th Street is also a future Bus Rapid Transit corridor; there may be changes to the intersection as part of that project.
General	Traffic signals timed incorrectly throughout the downtown.	As part of the City's response to the COVID pandemic, the majority of traffic signals in the downtown area were modified so that people do not have to push the pushbuttons to request a pedestrian walk light. This may cause some delay for motor vehicles because the pedestrian walk light is present for every phase.

Appendix J

Public Feedback

• 2 months ago

The engage notice I just received is a total waste of time, money and management. It tells us absolutely nothing other than there are five areas under the plan but not even a hint of what those plans are. Show us something to digest so we can join the discussion and speak intelligently on the proposal rather than just joining it to see what's being proposed and wasting other's time during the discussion.



Nathalie Baudais, City Transp. **Mod** • 2 months ago

We included the map to identify the locations where changes are proposed. We will be discussing the recommendations at the meeting on April 13th at 7pm, which you can assess via this link. I encourage you to attend the meeting to hear the recommendations and provide your feedback. We will post the recommendations to this webpage after the meeting. If you are unable to attend the meeting, you could review the materials and provide your comments via email, phone, or this disqus forum.



• 2 months ago

We just received the ENGAGE notice that is requesting feedback on the proposed traffic changes. Unfortunately the recommendations are not listed anywhere. The only reference is a map that is difficult to read. On this map there are 5 recommendation locations shown, but what are the changes? Also I do not find the recommendations online. One issue that I do not see listed as a traffic issue is a noise problem of cars/trucks/motorcycles with loud exhausts, that sound like they are racing along Spadina Cres E under the University Bridge, and over the bridge as well, usually in the summer evenings. This problem has been getting worse every year.



Nathalie Baudais, City Transp. **Mod** • 2 months ago

We will be presenting the recommendations at the meeting on April 13th at 7pm. I encourage you to attend the meeting to hear the recommendations and provide your feedback on them at this time. We will post the recommendations to this page after the meeting. If you are unable to attend the meeting, you could review the materials and provide your comments via email, phone, or engage page. Vehicle noise has been an ongoing issue throughout the City and is outside of the scope of the neighbourhood traffic review. To address noise for locations not eligible for traffic noise sound attenuation, we need to investigate traffic noise mitigation strategies that could apply to the entire City. At its Regular Council meeting on July 27th, Council approved funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program. With funding in place, we have retained a vehicle noise mitigation specialist to conduct the vehicle noise study. Findings will be present to Council once the study is complete.



• 2 months ago • edited

Pedestrian crossings in central business district.

The roundabout at 3rd avenue and Spadina.

Confusing enough for drivers, especially at peak traffic times. It IS perhaps the most Dangerous pedestrian crossing in the District. Drivers simply do not yield for pedestrians.

Pedestrians intending to cross often must wait on the curb for traffic to slow, or for a break in traffic , or for a driver to acknowledge their presence.

Spadina Cres and 20th street.

All I can say is if you are a pedestrian wishing to cross 20th St at Spadina you better wait to be sure that drivers southbound on Spadina and intending to turn right onto 20th street are aware of your presence at the curb. I am surprised that no pedestrians have been struck at this corner.

Vehicles simply do not slow down at this intersection for pedestrians.

Flashing Amber at Spadina and 23rd street.

It was a great idea to install pedestrian activated flashing amber signals.

Now if you could only convince drivers to stop for a flashing amber.
First try educating drivers to at least acknowledge they're there.
6th Avenue and 24th street.

In this area you have multiple seniors' residences.

The visibility at this intersection is poor, due to cars parked along 24th street on the north side .
What it means is that anyone wanting to cross must venture out into the roadway to see if it is clear to cross.

The situation is exacerbated when transit buses sit at the curb idling.



[Nathalie Baudais, City Transp.](#) **Mod** • 2 months ago

Thank you for these comments. The Draft Traffic Plan will be discussed at the public meeting on April 13th and will be posted to this page after the meeting. We look forward to hearing your thoughts on the plan.



• 9 months ago

Traffic in 300 block 5th Ave North.

Traffic, heading east on 25th St. and turning rt. on to 5th Ave. tends to accelerate after making the turn. There are 8 (eight) driveways from 3 hi-rise(20+ story) buildings and one low (6 story) entering on to 5th Ave in this one block area. There are vehicles parked on both sides of the streets. It is difficult for vehicles headed on 5th, and onto 5th Ave. to see the cross traffic to proceed and or exit the driveways .

5th Ave. and 23rd Street

Heading south on 5th Ave at 23rd St. it is very difficult to see traffic going east on 23rd. Because of the bicycle lane cars, are parked on the north/west side of the intersection in the line of vision. A driver is well in to the intersection before being able to observe oncoming traffic

5th Ave. snow removal:

Snow removal should be more frequent on 5th Ave. It is used as a collector route by many leaving the downtown area.

Sidewalks in the 200 block of 5th Ave North badly in need of repair 300 block was done in 2019.

Traffic light at 5th and 24th does not warrant operating 24/7. In previous years it used to go flashing red/yellow from midnight to about. 6:30/7:00 AM. There is no need to sit and wait without a car to be seen for sometimes several minutes. Not even The Star Phoenix is moving at those hours..



[Nathalie Baudais, City Transp.](#) **Mod** • 9 months ago

Thank you for your comments. We will include the 300 block of 5th Avenue and the intersection of 5th Avenue and 23rd Street as locations to review as part of the neighbourhood traffic review.

We will forward your concerns regarding snow removal to our colleagues at Roadways, Fleet and Support Services for consideration. Their existing service levels are included here:

https://www.saskatoon.ca/sites/default/files/documents/transportation-utilities/public-works/roadways/snow-ice/snow_and_ice_management_service_level_july_24_2017.pdf

The three-year asset preservation program shows that the roadway will be resurfaced in the 200 block of 5th Avenue North in 2021. The sidewalk should be repaired at the same time. Details on the program is shown at the following link:

<https://citysaskatoon.maps.arcgis.com/apps/View/index.html?appid=7fdbcf561f854589949c884911c35ca4>

Flores, Mariniel

To: Web E-mail - Transportation
Subject: RE: 1st Ave & 21st Street [REDACTED]

From: City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]

Sent: Tuesday, May 26, 2020 10:07 AM

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

Subject: 1st Ave & 21st Street [REDACTED]

Hello,

[REDACTED] is looking to speak to someone regarding pedestrian walk counts at the intersection of 1st Ave and 21st Street.

Thanks

Customer Care Agent | tel 306.975.2476

Service Saskatoon Customer Care Centre

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

customercare@saskatoon.ca

www.saskatoon.ca

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Flores, Mariniel

To: [REDACTED]
Subject: RE: CITIZEN INQUIRY [REDACTED], downtown re: redesign of 6th Ave & need 3 way stop

From: TC - Councillor Correspondence
Sent: Monday, July 20, 2020 9:18 AM
To: Web E-mail - Councillor's Office <Councillors.Office@saskatoon.ca>
Cc: [REDACTED]
Subject: RE: CITIZEN INQUIRY [REDACTED], downtown re: redesign of 6th Ave & need 3 way stop

Good morning,

Thank you for sharing these concerns; the concern regarding the three-way stop has been forwarded to Transportation for review and response.

Sincerely,

[REDACTED]
Assistant to Director of Transportation
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis

[REDACTED]
www.saskatoon.ca

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From: Web E-mail - Councillor's Office
Sent: Monday, July 20, 2020 8:47 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: CITIZEN INQUIRY [REDACTED], downtown re: redesign of 6th Ave & need 3 way stop

Good Morning Transportation and Construction,

Can you please **forward these to the appropriate departments for response to the Councillor who will then respond to the constituent.** Details of the call are as follows:

[REDACTED] Downtown, [REDACTED] (prefers call)

- Asked me to thank the Councillor for calling her back
- Would like to hear from the Councillor next week (week of July 27)
- When will 6th Ave be redesigned/changed between 24 & 25th St as the boulevard is wider than the street which causes traffic problems
- Desperately 3 way stop at 24th St & 6th Ave

It is my understanding from my two calls this morning that she asked the other Councillors' Assistant to share the same request with all Councillors last week but still wanted me to send it to Cllr Block this morning. Apologies if this is a duplicate.

[REDACTED]

Councillors' Assistant, Councillors' Office
City of Saskatoon | City Clerk's Office 2nd Floor
222 3rd Avenue North | Saskatoon, SK S7K 0J5
Councillors.Office@saskatoon.ca
www.saskatoon.ca

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Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 4, 2020 9:12 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Input for my residence 6TH AVENUE NORTH [REDACTED]

Follow Up Flag: Follow up
Flag Status: Completed

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your three-way stop request, shortcutting concerns, and suggestions on 6th Avenue have been noted and added to the project file. These will be investigated as part of the neighbourhood traffic review.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

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

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

From: [REDACTED]
Sent: Thursday, July 30, 2020 7:03 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Input for my residence 6TH AVENUE NORTH [REDACTED]

Hi,

Thank you for this opportunity to express my viewpoints. New at the attachment, so I will call next week to ensure you received it.

Flores, Mariniel

From: Flores, Mariniel
Sent: Friday, July 31, 2020 1:16 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic concerns on 24th st between 5th Avenue and 4th Avenue

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your concerns regarding buses stopping in front of [REDACTED] have been noted and added to the project file. We will also forward them over to our colleagues at Saskatoon Transit for consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463
Transportation Engineer
Transportation, Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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mariniel.flores@saskatoon.ca
www.saskatoon.ca

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

From: [REDACTED]
Sent: Thursday, July 30, 2020 2:41 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: [REDACTED]
Subject: Traffic concerns on 24th st between 5th Avenue and 4th Avenue

This is in response to your letter regarding traffic concerns in my neighbourhood. We live at [REDACTED] - the corner of 5th Avenue and 24th St. It is a low rise condominium that actually fronts on 24th St. Over the past several months city buses have taken to stopping in front of the building and are there for sometimes up to 15 minutes. [sometimes even longer]. I went out and spoke to a driver on one occasion, and was informed by him that this is to be a regular stopping point from now on. I am assuming it is to get back on schedule. He was very accommodating but said I should call the office because it would be better coming from me than from him. The problem is that when they do stop, they are right below several balconies in the building. They for some reason increase their acceleration while stopped, and though at street level there is not much difference in the noise level, it is significantly more disruptive higher up. Even with all the windows closed it is very loud in our living room. More to the point, the fumes are sucked into the building and as you are aware, they are not pleasant. and on top of that I have COPD so these fumes present a health risk to me which I cannot escape unless I actually leave my home until it dissipates. Many times we have had to leave the comfort of our balcony and retreat into our home and still cannot fully escape those fumes. Another concern is that when the bus stops

out front - especially the larger accordion buses - they block the loading zone that is identified at the front of the building. Some residents have had to be let out around the corner because a city bus has the loading zone covered. We are a building of mostly senior citizens, many of whom have ambulatory difficulties. This section of the street is not a bus stop and buses stopping there create a noise and a health hazard in addition to illegally compromising a loading zone. If the bus were to stop just east of the intersection at 4th and 25th, they would be parking between two parking lots - no residents to inconvenience on a regular basis and no loading zone to block. If they were to stop just west of our building, again they would be between a parking lot and the HMCS Unicorn. Again no compromise to residents or loading zones. Yet they always stop directly in front of our building and race the engine creating even more noise and more fumes. I did call the transit office, and the first time - the day I spoke to the driver - I was informed that the decision to stop here was a miscommunication and would not continue to be a regular stop. No buses stopped there for a few weeks, and then recently it started all over again. I called the transit office again yesterday and gave the same spiel as before but this time with some resistance.

I know scheduling these buses must be an absolute nightmare, but so is living with COPD and I see no need why they have to stop right under my windows and balcony when there are other choices in the immediate vicinity where they can stop with far less intrusion into people's daily routines. It's rude and illegal when unconcerned vehicles stop at bus stops even if only for a few minutes. It's equally as rude and uncaring for buses to stop and fill homes with deadly fumes, loud racing engine noises and to block loading zones causing seniors with walking difficulties to have to triple their walking distance when there are so many other options for buses to stop that don't infringe on people's comfort in their homes.

Please make rescheduling these inappropriate and inconsiderate stops part of your traffic changes to this neighbourhood.

If you are willing to discuss this with some degree of concern I would appreciate a call at [REDACTED]

Thank you
[REDACTED]

Flores, Mariniel

To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Input for my residence 6TH AVENUE NORTH [REDACTED]

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

From: [REDACTED]
Sent: Thursday, July 30, 2020 7:03 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Input for my residence 6TH AVENUE NORTH [REDACTED]

Hi,

Thank you for this opportunity to express my viewpoints. New at the attachment, so I will call next week to ensure you received it.

6th Avenue North

MAINTAIN/CONTINUE (1)

Transit service on 24th Street

URGENT (2)

Permanent 3-Way Stop at 6th Avenue and 24th Street

DETOURS (3)

Traffic flowing from the West (Idylwyld) towards University Bridge create the detour at 4th Ave to 24th Street

Traffic flowing from the East (University Bridge) to West (Idylwyld) create detour at bottom of the bridge and exit under the University Bridge to Spadina

PROPOSAL (4)

Lessen the middle boulevard by at least 3 feet on each side.

Or

Completely remove the middle boulevard

Allow left hand turn from University Bridge to 6th Avenue from 7PM to 6AM

-
- (1) 6th Ave is a 98% residential area comprised of mostly/mainly seniors – they rely on the transit system
 - (2) Driver's on 6th Ave attempting to turn left find it very difficult to see the busy traffic on 24th and either waits a very long time resulting traffic backup on 6th or possibly be involved in an accident. Also, seniors crossing the street to get to the buses are finding it difficult to cross. (No one slows down)
 - (3) 4th Ave is a business area with 2 lanes and lights. They can then detour onto 24th Street. 25th Street from the bottom of the University Bridge to 6th Ave is a park on one side and very little need for access to the YWCA for commuters not living in this area.
 - (4) Ambulances and especially FIRETRUCKS must creep slowly on 6th Ave as not to scrape any vehicle not parked snugly by the sidewalk. All large vehicles that are parked : moving vans, delivery trucks, City of Saskatoon Vehicles, etc, have created difficulty for vehicles to go around them. The boulevard was intended to be a beautiful accent to the residential area but is very unattractive due to broken curbs and no grass as vehicles(including the large trucks) have to drive on the boulevard. Large potholes are created when the tires then drop to the street from the curb. Turning right from 25th Street in the winter can make you slide toward the boulevard.

Thank you for your kind consideration of my comments.

██████████

██████████ ████ █████

██

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 4, 2020 9:12 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Input for my residence 6TH AVENUE NORTH [REDACTED]

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your three-way stop request, shortcutting concerns, and suggestions on 6th Avenue have been noted and added to the project file. These will be investigated as part of the neighbourhood traffic review.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

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

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

From: [REDACTED]
Sent: Thursday, July 30, 2020 7:03 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Input for my residence 6TH AVENUE NORTH [REDACTED]

Hi,

Thank you for this opportunity to express my viewpoints. New at the attachment, so I will call next week to ensure you received it.

Flores, Mariniel

From: Flores, Mariniel
Sent: Monday, August 10, 2020 10:59 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: excessive engine noise of several vehicles

Hello [REDACTED]

Thank you for providing the locations of your pedestrian safety concerns.

Regards,

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Saturday, August 8, 2020 12:30 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Re: excessive engine noise of several vehicles

Mariniel,

You wanted confirmation that about where my pedestrian safety concerns were. My safety in terms of vehicles coming to a screeching halt when I have the walk sign at a traffic light happened twice at 24th and Spadina. Also twice crossing at the lights on the corner of 24th and 4th and once crossing at the lights on 22nd and 1st Ave. on the Bayside of 1st. Ave. The incident that involved a police vehicle was at the pedestrian crosswalk on Spadina and 23rd. In each case my hand ended up touching the hood of the vehicle.

Thank you to the city for this undertaking.

[REDACTED]

On 2020-08-04 9:15 a.m., Flores, Mariniel wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Speed and pedestrian safety concerns will be investigated as part of the neighbourhood traffic review. Please confirm that your pedestrian safety concerns are at the intersection of Spadina Crescent and 24th Street.

Your comments regarding sidewalk condition on the west side of 5th Avenue between 23rd Street and 24th Street will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

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

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

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

From: [REDACTED]
Sent: Friday, July 31, 2020 9:08 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: excessive engine noise of several vehicles

We are glad you are doing this survey.

We live in a highrise on 5th Ave. N. between 25th and 24th. For the last several months there are a number of (mostly cars) and a few motorcycles that have engines that exceed the normal car noise. Their drivers seem to enjoy driving around our area, most often over the speed limit, and making a disturbing amount of engine noise. We have lived downtown for 16 years now and this is the first spring and summer we have experienced this disturbing volume of noise.

Pedestrian safety has been a bit of a challenge in all the years we have lived here. Crossing Spadina at the bottom of 25th st. bridge can be hazardous as some vehicles are going pretty fast and turn left while you have the walk sign. This happens a lot at downtown intersections when vehicles want to make either a right turn (forgetting the pedestrian on the corner) and often on left turns. I have ended touching the hood of cars as they screech to a sudden stop about 5 times. One time it was a police vehicle at a pedestrian crosswalk.

On a different matter, we like to walk and do so daily. The sidewalks on the west side of the 5th Ave. between 24th and 23rd are in very bad repair and easy to trip on.

Thank you.

██████████

Flores, Mariniel

From: Flores, Mariniel
Sent: Monday, August 10, 2020 1:22 PM
To: [REDACTED]
Subject: RE: excessive engine noise of several vehicles
Attachments: RE: excessive engine noise of several vehicles

Hello [REDACTED]

Certainly. The e-mail is attached.

Regards,

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Monday, August 10, 2020 11:48 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Re: excessive engine noise of several vehicles

Mariniel,

The email you sent this morning got accidentally deleted when I was making sure of the spam emails were completely deleted. Could you please send it again. I hadn't read it yet.

Thanks,

[REDACTED]

On 2020-08-04 9:15 a.m., Flores, Mariniel wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.

- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
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Speed and pedestrian safety concerns will be investigated as part of the neighbourhood traffic review. Please confirm that your pedestrian safety concerns are at the intersection of Spadina Crescent and 24th Street.

Your comments regarding sidewalk condition on the west side of 5th Avenue between 23rd Street and 24th Street will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

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

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From: [REDACTED]
Sent: Friday, July 31, 2020 9:08 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: excessive engine noise of several vehicles

We are glad you are doing this survey.

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Pedestrian safety has been a bit of a challenge in all the years we have lived here. Crossing Spadina at the bottom of 25th st. bridge can be hazardous as some vehicles are going pretty fast and turn left while you have the walk sign. This happens a lot at downtown intersections when vehicles want to make either a right turn (forgetting the pedestrian on the corner) and often on left turns. I have ended touching the hood of cars as they screech to a sudden stop about 5 times. One time it was a police vehicle at a pedestrian crosswalk.

On a different matter, we like to walk and do so daily. The sidewalks on the west side of the 5th Ave. between 24th and 23rd are in very bad repair and easy to trip on.

Thank you.

██████████

Flores, Mariniel

To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: 3rd Ave and 26th [REDACTED]

From: City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]

Sent: Friday, July 31, 2020 1:00 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: 3rd Ave and 26th [REDACTED]

Good afternoon

[REDACTED] just called to voice her concerns about the corner of 3rd Ave and 26th. There is a lot of traffic that travels through this intersection at a high speed along with the amount of noise. If there is any way to slow this down it would be greatly appreciated. [REDACTED] can be reached at [REDACTED]

Thank you

Customer Care Agent | tel 306.975.2476

Service Saskatoon Customer Care Centre

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

customercare@saskatoon.ca

www.saskatoon.ca

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Flores, Mariniei

From: [REDACTED]
Sent: Friday, July 31, 2020 4:25 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Re: Traffic concerns

Thank you for your prompt response. This is something that gives downtown owners and residents hope for improvement.

[REDACTED]
[REDACTED]
Envoyé de mon iPad/Sent from my iPad

On Jul 31, 2020, at 15:05, City of Saskatoon - Neighbourhood Traffic Reviews <NTR@saskatoon.ca> wrote:

Hello [REDACTED],

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Although this is beyond the scope of the neighbourhood traffic review program, we hope that the above actions will help us make progress on the vehicle noise issue throughout the City.

Regards

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

[REDACTED]
www.saskatoon.ca

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

From: [REDACTED]

Sent: Friday, July 31, 2020 12:49 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Traffic concerns

The question 'Do you have traffic concerns in your neighbourhood' needs to include the issue of noise which is not mentioned in your mailout. Vehicle traffic creates pollution including noise pollution and other kinds of pollution. We live in a highrise condo where we pay over 6000\$ a year in property taxes and there are often occasions when we cannot sit on our balcony because of the noise. The exhaust systems on all types of vehicles including motorcycles are modified to make them rumble, roar, etc.

When the time is right, we plan to sell our condo and move to another area, for one reason only: NOISE. We know of others who have done the same thing for the same reason.

The city supposedly has a noise bylaw but it is not monitored or enforced.

[REDACTED]

Envoyé de mon iPad/Sent from my iPad

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 4, 2020 9:54 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic Review

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your concerns at 23rd Street and Spadina Crescent have been noted and added to the project file.

Your comments regarding the Meewasin Trail will be forwarded to the Meewasin Valley Authority for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Saturday, August 01, 2020 11:17 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic Review

I recently received a pamphlet regarding traffic. [REDACTED] and live on 23rd st. E. 500 block., next to Spadina. I would like to see the speed limit lowered slightly. Many people park on 23rd, and I am sure other adjoining streets so they can walk the trail and have to cross Spadina. There is a crossing light at this corner but still one does not always feel safe crossing because of the speed traffic that is approaching you at.

One other unrelated problem. Many people in my area, including myself, would like to walk the trail in this area. I find it too far between places to go down and come up from street level to first lower trail. There are stairs about mid point (just right), but no railing and risers are quite high. Could this be improved – at very little cost???

Sent from [Mail](#) for Windows 10

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 4, 2020 9:55 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: NTR ENGAGE

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your shortcutting concerns on 24th Street have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

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Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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From: [REDACTED]
Sent: Sunday, August 02, 2020 10:43 AM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: NTR ENGAGE

To whom it May concern.

I received a letter a few days ago soliciting my thoughts on a Neighborhood Traffic Review. I tried to engage via the online process but found it to difficult so I am submitting my thoughts directly.

My name is [REDACTED] on 24th street and 5th Avenue. This area is very concentrated with numerous condo buildings some of which are occupied by Seniors. Just the local resident traffic already results in having heavy local traffic. In addition 24th street seems to attract a lot of motorcycle and sport type vehicle that simply drive through from Spadina into the downtown core. Our high density population in the area has already maxed out traffic flow and the extra traffic allows for extra traffic noise that is very disturbing. I believe that due to a high density of personal resident condo units on 24th street between 2nd ave and Spadina any none local traffic should flow to 25th or 22nd street where there are more commercial buildings.

Thank you!

[REDACTED]
[REDACTED]

Sent from my Samsung Galaxy smartphone.

Flores, Mariniel

From: Flores, Mariniel
Sent: Monday, August 10, 2020 10:23 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your concerns at the intersection of Spadina Crescent and 20th Street and along Spadina Crescent have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Thursday, August 06, 2020 10:01 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic

I live at [REDACTED] Spadina Crescent E, Saskatoon, SK [REDACTED]

The traffic at the corner of Spadina and 20 th Street is excessive with unnecessary traffic that use the road as a speedway. There should be a 3 way stop sign. There is not a light or a sign to stop them. The last light on Spadina is I believe, on 24 th street

Also I hear a lot of sounds like racing at night. I believe this has been an overlooked area and would like to see more traffic control in this area.

Thank you for allowing Saskatoon citizens to have input on this matter.

Sincerely, [REDACTED]

--

Sent from Gmail Mobile

Flores, Mariniel

To: [REDACTED]
Subject: RE: 25th St and 2nd Ave No.

From: [REDACTED]
Sent: Friday, August 14, 2020 11:26 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: RE: 25th St and 2nd Ave No.

Hello.

Thanks for the reply but I just can't believe that they are allowed to tie up the back alley entrance for their customers. It's the only way to access their drive thru. Unless I am not seeing it right?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Sent: August 14, 2020 11:08 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: 25th St and 2nd Ave No.

Avis: Courriel Externe / **Caution:** External Email

Hello [REDACTED]

Thank you for providing your comments.

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets.

Your concern regarding a future development is beyond the scope of the Central Business District neighbourhood traffic review. Here is some information regarding the development review approval process for the Starbucks.

One of the conditions of approval of the development was for the developer to submit a Traffic Impact Study for the site. The study completed by an engineering consultant on behalf of the developer confirmed that the Starbucks drive-thru queues are expected to be managed entirely on their site.

We will continue to receive comments for the Central Business District through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

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

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www.saskatoon.ca

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From: [REDACTED]
Sent: Thursday, August 6, 2020 4:13 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: 25th St and 2nd Ave No.

Hello.

I am really surprised that Starbucks got approval to have a drive-thru at this location in the new strip mall. They will be using the south alley entrance off of 25th St as access for their customers. This will potentially cause a line up on 25th St for vehicles waiting to turn into the drive-thru which could present some serious traffic concerns. This basically only allows for one entrance into the alley from the north side on 26th St. This alley is already busy with the surrounding Business's and apartments that use it for various things and I can see that at certain times we won't be able to get to our parking stalls as the alley will be blocked from both sides. Please bring this up at the Teams meeting on Aug 19th. I am available for a phone call to discuss prior to the meeting.

Thanks!

[REDACTED]

[REDACTED]

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 11, 2020 4:34 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Engage - Central business district.

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your comments have successfully been posted to the Engage Page.

Your traffic concerns along 5th Avenue have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Your comments regarding snow removal and sidewalks along 5th Avenue will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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Transportation, Transportation & Construction Department
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www.saskatoon.ca

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From: [REDACTED]
Sent: Thursday, August 6, 2020 8:42 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Engage - Central business district.

Tried to do this from the COS Engage webpage but don't know if it was successful – not exactly user friendly

Traffic in 300 block 5th Ave North.

Traffic, heading east on 25th St. and turning rt. on to 5th Ave. tends to accelerate after making the turn. There are 8 (eight) driveways from 3 hi-rise(20+ story) buildings and one low (6 story) entering on to 5th Ave in this one block area. There are vehicles parked on both sides of the streets. It is difficult for vehicles headed on 5th, and onto 5th Ave. to see the cross traffic to proceed and or exit the driveways .

5th Ave. and 23rd Street

Heading south on 5th Ave at 23rd St. it is very difficult to see traffic going east on 23rd. Because of the bicycle lane cars, are parked on the north/west side of the intersection in the line of vision. A driver is well in to the intersection before being able to observe oncoming traffic

5th Ave. snow removal:

Snow removal should be more frequent on 5th Ave. It is used as a collector route by many leaving the downtown area.

Sidewalks in the 200 block of 5th Ave North badly in need of repair 300 block was done in 2019.

Traffic light at 5th and 24th does not warrant operating 24/7. In previous years it used to go flashing red/yellow from midnight to about. 6:30/7:00 AM. There is no need to sit and wait without a car to be seen for sometimes several minutes. Not even The Star Phoenix is moving at those hours..

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 25, 2020 3:34 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Regarding ENGAGE - Neighbourhood Traffic Concerns

Hello [REDACTED]

Sorry for the delayed response. Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

20th Street and Spadina Crescent

Your concerns at 20^h Street and Spadina Crescent have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle Noise Concerns

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Cyclist Concerns

Your concerns regarding cyclists have been noted. Please note that cyclists are allowed to ride on multi-use pathways and shared pathways and that children 13 and under are allowed to ride on sidewalks.

The painted bike lane on Spadina Crescent is not an all ages and abilities facility and some cyclists may not feel comfortable riding on the street since there is no physical barrier from traffic.

The City of Saskatoon has recently launched an education campaign to highlight some of the recent changes to the Bike Bylaw as well as reminding people about respectful / courteous riding. One of the messages in the campaign is to remind cyclists to "Slow down on shared pathways so others don't feel startled or endangered." Another message is to remind cyclists to "Use your bell when passing others".

Sidewalk Concerns

Your comment regarding sidewalk condition on the west side of Spadina Crescent will be forwarded to our colleagues in Roadways, Fleet and Support Services and Asset Preservation for further consideration.

Graffiti Concerns

Graffiti removal is handled by many different City Divisions and external agencies, depending on the property that has been vandalised. Please submit a graffiti report when you witness graffiti vandalism so that it can be repaired.

Odour Concerns

There is a 1200mm sanitary sewer interceptor (very large trunk) that runs all along the river to the Waste Water Treatment Plant (WWTP). There are hundreds of manholes along this pipe and there is no proven or economical way to deal with the all odour along its length, as most sewer pipes drop into this interceptor with their sewage on the way to the WWTP. In order to try to mitigate the odour, Waste Operations has plugged 3 of the 4 holes on a manhole frame and cover, however as the system does still needs to “breathe” a little, we wouldn’t necessarily be able to plug all 4. Various devices have been inserted into the manholes, in the past, that were to help reduce odours but they are costly and were found ineffective as we still end up with complaints. They also caused maintenance concerns, with some even having fallen into the sewer pipes below causing blockages and backups.

Whereas I know this is not the area you are specifically mentioning, there has been an ongoing odour issues in the neighbourhood around Poplar Cres and Idylwyld Cres, and a pilot project is being tested to deal with these odours. I have included some information regarding this pilot project.

What is included in the pilot?

- *A portable pilot trailer with oxygen infusion equipment will be deployed upstream of the sewer that runs along Lorne Avenue.*

How long with the pilot run for?

- *The pilot project will run for one week starting at the end of September.*

What can you expect to see or experience during the pilot?

- *There will be a small, infrequent amount of activity in the neighbourhood, as manholes will be accessed for sampling and instrumentation installations.*

Who is the contractor?

- *Anue Water Technologies*

Approximate time to review results?

- *The results will be reviewed over the course of 2 months upon receiving the results and a cost-benefit analysis will be performed to determine whether to proceed further with procuring this technology or consider other means for odour attenuation.*

What is the purpose of the oxygen diffuser and how does it work?

- *Oxygen will be injected into the upstream sewage effluent in an effort to reduce the levels of hydrogen sulfide (H₂S) gas. By monitoring the levels of H₂S in the area of interest we will observe whether oxygenation is able to provide significant reductions in H₂S and therefore the potential for odours.*

If City proceeds with a full scale oxygen diffuser, when would that be complete?

- *We do not currently have a timeline for construction of a full-scale system. There would be considerable planning required due to space and mechanical constraints at the Jasper Lift Station, where the equipment would be installed. Should the pilot be considered successful, we will develop a schedule for acquisition and construction which can be provided to interested residents.*

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

Transportation Engineer

Transportation, Transportation & Construction Department

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

Treaty 6 Territory & Homeland of the Metis

mariniel.flores@saskatoon.ca

www.saskatoon.ca

*If you receive this email in error, please do not review, distribute or copy the information.
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From: [REDACTED]

Sent: Saturday, August 08, 2020 2:20 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Regarding ENGAGE - Neighbourhood Traffic Concerns

As per the information sheet recently received in our mailbox, I wish to submit the following comments directly via email.

My concerns related to traffic in the Central Business District include:

1. Visibility at the corner of 20th Street East and Spadina Crescent East. Traffic trying to move onto Spadina from 20th Street has a stop sign. Since the reopening of the Traffic Bridge (Victoria Bridge) this intersection has become quite busy. I believe it is even busier than when the “old” bridge was open. Obviously people are utilizing this stretch of Spadina and the surrounding area, including the improved bridge, well. My concern is that with vehicles parked along the west side of Spadina it is very difficult to see clearly when trying to turn left onto Spadina from 20th Street. It is also a fairly busy area for pedestrians. The speed of some of the traffic tends to be excessive as well. With three large hotels in the near vicinity, I expect there are visitors to our city in this area who might also find this challenging due to the poor visibility. Though I hesitate to advocate them, in order to make the intersection safer for both motorists and pedestrians, the solutions I see are perhaps a three way stop at the intersection or, alternatively, implementing several car lengths of “no parking” on Spadina from the corner of 20th Street in both directions.

2. The noise levels allowed for both cars and motorcycles. This is an issue not only in the downtown core but in other places throughout the city (e.g. - 8th Street). There are regularly times when I can’t hear TV or phone conversations due to the roar of a passing vehicle. As a pedestrian it also impacts me when I am out for a walk. While the interruptions are generally brief, they do become a problem when the frequency of them increases. I would definitely like to see more regulation - or more enforcement if this is already regulated. Which brings me to my next point.

3. As a person who currently walks roughly an hour each day (due to the limited availability of my preferred activities of drop in classes in the gym and the pool at Lakewood Civic Centre as well as George Ward pool), I continue to be both frustrated and startled with the **folks who choose to ride their bikes on the sidewalks even when there is a bike path** right beside them (as there is along Spadina Crescent East basically from the Broadway Bridge to the University Bridge). I understand that cyclists and walkers need to “share the path” in places, although there again, as a child growing up in this city in the 1960s, I was taught that bikes were vehicles, belonged on the road and I needed to learn how to do so safely and within the rules of the law. This included giving the right of way to larger vehicles and also pedestrians, using hand signals to indicate turns, stopping at stop signs and NOT RIDING ON SIDEWALKS. As a 7 year old with my first bike I had no trouble

negotiating my way safely through city streets and fail to understand why this is too hard for people to do nowadays.

4. When we do have to share a path...like the Meewasin Trail or a bridge sidewalk... it would sure be nice if **all cyclists would warn pedestrians when they approach from behind, slow down somewhat and pass on the left at a safe distance**. After too many close calls with speeding bicyclists who appear out of nowhere and cut by very closely, I find I am becoming rather paranoid and find myself looking over my shoulder every few seconds to see if any bikes are behind me. This doesn't add much enjoyment to my walks. Sometimes I can hear a cyclist approaching but I do appreciate those who ring a bell or speak as they come close so I can ensure I stay out of their way. I can only wonder how much more concerning it must be to those who are even older than myself and/or have reduced hearing. They often don't even have the advantage of sometimes hearing a bike coming from behind them.

5. Is there any chance of having the **sidewalk that runs toward the Broadway Bridge on the west side of Spadina Crescent** (i.e. - not the Meewasin Trail side of the street) and **right through to the Traffic Bridge added to the list of those needing repair**? It is crumbling and dangerous.

6. The amount of **graffiti** in our city is disconcerting and seems to be increasing all the time. If there is a flat surface of any size or shape, some idiot has to come along and tag it. I'd love to see a more aggressive campaign to catch the perpetrators and have them scrubbing all the things they have defaced until our bridges, signposts, historic plaques, memorial benches, picnic tables, artwork, etc. look as respectable as they once did. I can't help but think that if I were a visitor to Saskatoon all the graffiti would make me think the city was a lot less beautiful than it could be. To some, I think graffiti can also imply an area is more crime-ridden and less safe.

7. Finally, there is a **foul odour** (probably from the sewer) persisting beneath the Broadway Bridge. Again, while I don't spend a lot of time there as I walk by, it would sure be nice if something could be done to rectify the situation.

Thank you for the opportunity to express my concerns via email as I will not be available to join the Microsoft Teams Live Event, do not have a Disqus, Twitter or Google account and do not wish to use my Facebook Account to do so. I recognize that keeping a city the size of Saskatoon running smoothly and "shining" is a very large task perhaps made a little more efficient by welcoming the input of those who live and work in each neighbourhood.

[REDACTED]

Saskatoon, SK

[REDACTED]

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, August 11, 2020 4:36 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Roads

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

Your comments regarding road and sidewalk condition along 3rd Avenue will be forwarded to our colleagues in Roadways & Operations for further consideration.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

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

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

From: [REDACTED]

Sent: Sunday, August 09, 2020 8:58 AM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Roads

From where we live on 3rd Ave. n, the streets get noisy, especially at night . We understand this a fairly heavy traffic area. Our main concern is the CONDITION of the road and sidewalks. There are many potholes along the avenue, and not pleasant driving at all. This is a busy area being close to the downtown, and attention is greatly needed. Would be an asset to the City Park district. It is also a City Transit Route. We love living here, and enjoy the city....oh and can I add a little request....a proper grocery store please 😊. Stay safe.....

Sent from my iPad

Flores, Mariniel

From: Flores, Mariniel
Sent: Thursday, August 13, 2020 9:49 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Transportation concerns: spadina cres east

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Your speeding concerns along Spadina Crescent have been noted and added to the project file. This will be investigated as part of the neighbourhood traffic review.

Vehicle noise has been an ongoing issue in the City. A [vehicle noise report](#) was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the [Municipal Economic Enhancement Program](#).

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, the Engage Page, and at the upcoming public meeting on August 12, 2020. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Tuesday, August 11, 2020 8:37 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Transportation concerns: spadina cres east

Good evening ... I am an owner of and reside in a beautiful riverview condominium on spadina. I hope to live downtown and frequent the businesses of the central district for decades to come. I am happy to pay my taxes for this privelege. However, the unbridled and unmuffled engines of motorbikes and hotrods below me are not only an irritant but a safety issue as well. I do not know how many near accidents I witness as these yahoos speed through the underpass (they love the echoing sound of their engines in the tunnel!) and enter bicycle and pedestrian traffic along spadina.

Unfortunately, I could not attend the on-line meeting this evening; however, i would be happy to forward my months of emails to Cynthia Block documenting this activity.

(BTW: tonite is no exception as the rumble of motorbikes and hotrods parade along the park below us for several hours now. This has to stop!)

My solution: to once again close the connector between the traffic circle at the base of the traffic bridge and the underpass of the Broadway bridge needs to be closed to motor traffic. Replace this connector with a pedestrian walkway to enhance the beauty and safety of our park experience as well as the living experience of those of us who reside downtown.

This connector was closed to motor traffic for the years it took to rebuild the Traffic Bridge ... and didn't cause any difficulties to traffic patterns. So let's do so again. PERMANENTLY.

If you can offer a better solution please tell me.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Wednesday, August 12, 2020 8:41 AM
To: Flores, Mariniel
Subject: FW: Further to large vehicles blocking the street on 6th Ave N
Attachments: 20200804_175642.jpg

FYI.

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

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From: [REDACTED]
Sent: Wednesday, August 12, 2020 6:12 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Fwd: Further to large vehicles blocking the street on 6th Ave N

Just one example of the UPS truck parked close to the sidewalk, but it is still difficult going around it due the the boulevard.

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

Subject: Other pic
Date: Sun, 9 Aug 2020 14:23:06 -0600
From: [REDACTED]
[REDACTED]



FedEx



Flores, Mariniel

To: Flores, Mariniel

Subject: RE: Call from [REDACTED]

Concerns are:

- Spadina Crescent (Victoria Bridge to University Bridge – northwest direction)
 - Walking along sidewalk and e-bikes are not yielding to pedestrians
 - E-bikes shouldn't be allowed on sidewalk since they are technically vehicles
- Spadina Crescent & north of Bessborough Hotel
 - Observed for 48 minutes. 1 cyclist in bike lane. 27 on the sidewalk. Why aren't they using the bike lane instead?
- Spadina Crescent (3rd Ave to 25th St)
 - Excessive noise especially from Harley Davidson motorcycles
 - Police should be stationed under Broadway Bridge where they can hand out a lot of tickets
- 19th St & 4th Ave (or all the ends of the bridges – Victoria Bridge)
 - Speeding
 - Noise
 - Police should be stationed there to ticket
- Under Broadway Bridge
 - Narrow sidewalk
 - Many seniors walk and are uncomfortable by speeding vehicles who seem to be too close to pedestrians – no buffer for pedestrians (particular speeding in westbound direction)
- General
 - Drug impaired endangering pedestrians downtown. Police unit very responsive. Likes bike unit.
 - Graffiti vandalism problem downtown
 - Cyclists should use their horn/bell when passing or be courteous since there are also hearing impaired pedestrians
 - Please to hear that there is a revised Bike Bylaw and Vehicle Noise Study
 - Looks forward to follow-up from 1st meeting

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

Transportation Engineer

Transportation, Transportation & Construction Department

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

Treaty 6 Territory & Homeland of the Metis

mariniel.flores@saskatoon.ca

www.saskatoon.ca

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Flores, Mariniel

To: [REDACTED]
Subject: RE: Engage Saskatoon

From: [REDACTED]
Sent: Wednesday, August 12, 2020 10:31 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Engage Saskatoon

To Whom It May Concern,

My wife and I have lived in downtown Saskatoon for over 20 years and love living here.

However, here are some of our concerns as per your Neighbourhood Traffic Review:

- Traffic noise: A lot of motorcycles use Spadina Crescent and the Broadway Bridge . Many of them are excessively loud, This also applies to many pick up trucks and cars with modified exhaust systems. A more proactive approach to enforcement of controlling this unnecessary noise would be appreciated. The city has a noise bylaw in place. Let's see it get used more often.
- Another concern is the lack of a pedestrian crosswalk at 4th Avenue South and 19th street at the base of the Broadway Bridge, Many people are jaywalking to get across to the south walkway on the bridge, or to events in Friendship Park. Why wait until someone gets injured or killed before something is done about this. I am gratified to see the city taking such an aggressive stance on taking care of graffiti downtown. The new Traffic Bridge seems to be a place where these so called "artists" leave their messages, and they are painted over in just a matter of days.
- Of course, a really big issue is the location of the Lighthouse right across from the beautiful Cinema - what were you thinking? We have learned to never walk on that side of 20th St. and warn all our family and guests to do the same. It is absolutely the worst eyesore in the entire downtown.
- Some cities are choosing to shut down certain areas to make them traffic free on certain days of the week. The new Traffic Bridge would be an excellent choice to shut down on weekends for example and make it an iconic biking/walking space. Plus it is close to all the tourist amenities which would make it a real draw for people to visit the art gallery, etc.

Thank you for the opportunity to have some input.

Sincerely,

[REDACTED]

Flores, Mariniel

From: Flores, Mariniel
Sent: Thursday, September 3, 2020 11:32 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: engage

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your comments regarding traffic have been noted and added to the project file. Your comments regarding the skating rink will be forwarded to our colleagues in Parks. Here is an update on some ongoing work that is related to a couple of the concerns that you raised.

Vehicle Noise Concerns

Vehicle noise has been an ongoing issue in the City. A vehicle noise report was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program.

Cyclist Concerns

Your concerns regarding cyclists have been noted. Please note that cyclists are allowed to ride on multi-use pathways and shared pathways and that children 13 and under are allowed to ride on sidewalks.

The City of Saskatoon has recently launched an education campaign to highlight some of the recent changes to the Bike Bylaw as well as reminding people about respectful / courteous riding. One of the messages in the campaign is to remind cyclists to "Slow down on shared pathways so others don't feel startled or endangered." Another message is to remind cyclists to "Use your bell when passing others".

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463
Transportation Engineer

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

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

From: [REDACTED]
Sent: Wednesday, August 19, 2020 11:10 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: engage

Please receive my concerns

7 block

To City of Saskatoon ENGAGE

Thank you for opportunity to contribute. I live on Spadina Crescent East.

The section from Bessborough to 25 th Street seems to be used for some drivers to prove how to rev up. We do have a noise bylaw but it is really unenforcible, is it? Maybe we should several speed bumps? Close enough to stop revving inbetween? Or close this section from Friday evening to Sunday evening. It is favoured by young families for walks.

There are bike lanes in this section. The lovely wide sidewalk is used by elderly people of whom many live in this area. The use walkers. Very young children like to run on their family walks. Bicycles should not use the sidewalk. A sign should be put up and ever so often a police presence be there to give tickets. After a while cyclists will learn it is not worth the fines.

A section of the walking trail under Broadway Bridge is a disaster waiting to happen. The path narrows at the area where it bends. This is a completely blind spot at a place that slopes and cyclist find themselves going at speed into a blind area.. Put in bollards ?

The skating rink was listed by Readers Digest as one of the finest in Canada. The public toilet reeks. Is it connected to the sewer? If the toilet does not belong to the City, then the owners a committing a public nuisance and we ought to help them make this area nice.

Thank you for receiving this. 


Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, September 1, 2020 3:01 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Central Business District Review

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your suggestions have been noted and added to the project file.

The Downtown All Ages and Abilities (AAA) Cycling Network has been endorsed by Council as 3rd Avenue, 23rd Street and 19th Street. Council deferred implementation decisions until additional engagement can be completed. We are planning to proceed with that work in 2021.

The [Projected 2019-2021 Asset Preservation Plans](#) shows 5th Avenue between 23rd Street and 25th Street on the 2020 preservation list.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Friday, August 28, 2020 2:50 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Central Business District Review

Hello Mariniel,

I'm sorry I missed the August 12 meeting. A few comments.

I live downtown and that's where I want to be. A few suggestions:

I'd like to see 21st Street between The Bess and the shopping mall turned into a pedestrianized street. This could attract additional development and make 21st street more of a destination.

I'm of a certain age and am not at my best driving at night. It would be nice if the overhead road signs and the street lights were placed so that the street name is illuminated. This could be done for downtown, but would be a good thing everywhere. Other cities do it.

I can walk everywhere, but downtown is a pain for cyclists. There should be an effective cycling network through downtown.

Small item: the sidewalk on the east side of the 200 block 5th Avenue is a disgrace. It's a testament to why asphalt overlay was such a dumb idea.

Cheers,

[REDACTED]

[REDACTED]

[REDACTED]

SASKATOON, SK

[REDACTED]

Flores, Mariniel

From: [REDACTED]
Sent: Monday, August 31, 2020 4:19 PM
To: Flores, Mariniel
Subject: FW: CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc.
[REDACTED]

For CBD

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

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From: [REDACTED]
Sent: Monday, August 31, 2020 4:07 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc. [REDACTED]

Good afternoon [REDACTED]

Thanks for bringing your concern forward, we are looking into this type of issue however we are still very early on in this process, please see the information below:

At its Regular Business Meeting on May 25, 2020, City Council resolved that:

1. That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
2. That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
3. That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020; and
4. That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Business Meeting on July 27, 2020, City Council resolved that:

1. That the budget allocations as shown in the attached Final Reallocation List be approved; and that the Administration be directed to take appropriate action to deliver the initiatives.

The budget allocations for the Municipal Economic Enhancement Program, as presented on July 27, included the provision for \$50,000 to retain a consultant to research, review, engage stakeholders, cost estimate, and ultimately recommend detailed mitigation measures for the City of Saskatoon.

Once funding is confirmed by the province, we will proceed with retaining a consultant.

I have asked our Senior Engineer to include your concerns in the Neighborhood Traffic Review, in the meantime, as noted by Councillor Block, this may be a good place for our Enforcement folks to spend some time, schedules permitting. Please contact them on their direct line (306 975-8068) when you are noticing issues, they may be able to assist.

Regards,

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

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From: [REDACTED]
Sent: Friday, August 21, 2020 9:37 AM
To: [REDACTED]
Subject: RE: CYC Webform: [REDACTED]: Loud, speeding vehicles on Spadina Cresc. [REDACTED]

Good Morning [REDACTED], and thank you for your email.

I am so sorry this noise issue continues in your neighbourhood. Please know that that I have had numerous meetings with police, spoken to many residents in the downtown, and just recently Council voted to prioritize a new noise reduction plan. With current technology, police are not able to effectively enforce the bylaw. The new plan aims to find that technology so the bylaw can be upheld.

Further, there is a Neighbourhood Traffic Review underway for the downtown. By way of this email I am asking our administration to review your concerns, add them to the formal review process and also advise about next steps. I am also following up with Saskatoon Police so they are aware of this ongoing problem.

I really want to see our downtown thrive, and in order to do that we must ensure that this core neighbourhood has good quality of life, including quieter streets.

Please let me know if you have further questions.

Warm Regards,
Cynthia

Stay up to date by subscribing to e-updates: www.cynthiablockward6.com

Cynthia Block
Councillor - Ward 6
City of Saskatoon
222 3rd Ave North
Saskatoon, Sk. S7K 0J5

From: Web NoReply
Sent: Thursday, August 20, 2020 10:09 AM
To: [REDACTED]
Subject: CYC Webform: [REDACTED] : Loud, speeding vehicles on Spadina Cresc.

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

Submitted on Thursday, August 20, 2020 - 10:08

Submitted by user: Anonymous

Submitted values are:

First Name [REDACTED]
Last Name [REDACTED]
Address [REDACTED]
Email [REDACTED]
Confirm Email [REDACTED]
Phone [REDACTED]
Other Phone
City Saskatoon
Province Sk
Your Message
Inquiry Category Request a service
Subject Loud, speeding vehicles on Spadina Cresc.
Message

We are so disappointed that nothing has been done to stop the horribly loud vehicle noise and excessive speeding along Spadina Crescent. This is not the first time I've complained to the Transportation department and now to you personally and it's probably not the last. We accept the fact that Spadina is an ambulance route to RUH so speed bumps are not appropriate, but certainly Cameras and decibel measuring devices would do the job. Can you tell me what recourse and elderly man has against being hit by bicycles on the sidewalks? It's such a shame to live in our beautiful Downtown core and fear for ones safety when out walking. There must be a solution to these problems.

[REDACTED].

Attachment

The results of this submission may be viewed at:

[REDACTED]

Flores, Mariniel

From: [REDACTED]
Sent: Thursday, September 3, 2020 3:03 PM
To: Flores, Mariniel
Cc: [REDACTED]
Subject: Re: traffic Noise level

Dear Mariniel,

I am impressed with your immediate and detailed response to my concerns. I will be following news about this issue. Thank you.

[REDACTED]
Sent from my iPhone

On Sep 3, 2020, at 1:04 PM, Flores, Mariniel <Mariniel.Flores@saskatoon.ca> wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. Your comments have been noted and added to the project file.

Vehicle noise has been an ongoing issue in the City. A vehicle noise report was presented to the Standing Policy Committee on Transportation in May 2020. City Council resolved the following:

- That City Council advocate to the Provincial Government regarding the implementation of new legislation or regulations related to aftermarket noise modification on vehicles and fines for noise non-compliant vehicles.
- That the Administration work towards retaining a consultant in 2020/21 to research, review, engage stakeholders, cost estimate, and ultimately recommend possible mitigation measures for the City of Saskatoon through the next budgeting cycle. The Administration can report on possible revenue sources to fund the project. This report will be shared with the Saskatchewan Health Authority, Saskatoon Police Service and Saskatchewan Government Insurance.
- That Administration report back on funding options at the earliest opportunity to contract a vehicle noise mitigation specialist as highlighted in the report of the General Manager, Transportation and Construction dated May 4, 2020.
- That City Council advocate to the Provincial Government regarding establishing higher fines for non-compliant vehicles.

At its Regular Council meeting on July 27th, Council approved that funding for the vehicle noise study be requested through the Municipal Economic Enhancement Program.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463
Transportation Engineer

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

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

From: [REDACTED]
Sent: Thursday, September 03, 2020 8:47 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: traffic Noise level

I appreciate the opportunity to voice my concerns through the Neighbourhood Traffic Review.

We have a [REDACTED] condo at [REDACTED] Spadina Cres. Frequently there are Harley Davidson motorcycles with intentionally loud (after market) exhaust systems that stop at the light intersection at 24th and Spadina, then accelerate loudly as they drive away. The noise is excessive to the point that we are unable to enjoy the view of the beautiful river valley from our balcony or when walking on the river paths for much of the time.

We believe Saskatoon has done an exceptional job of the park system along the river. It is very unfortunate that full enjoyment of the parks by tourists and residents is spoiled by a few individuals through their "juvenile" behaviour to display "power" by needless excessive noise. This is an issue that I think needs to be addressed.

Sincerely,

[REDACTED]

Sent from my iPhone

Flores, Mariniel

To: Flores, Mariniel
Subject: RE: Nutana Park Traffic Review [REDACTED]

From: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>

Sent: Thursday, September 24, 2020 1:49 PM

To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>

Subject: Note to Self: RE: Nutana Park Traffic Review [REDACTED]

Other:

- 3rd Ave & 19th St - Westbound traffic signal head on overhead wire is not visible. It blends in with the surroundings. Suggest yellow border around it. – I will include in my CBD NTR. Will be addressed as part of the BRT Project.
- Added Lane Sign – More education for drivers so they don't treat it as a yield sign. Suggest SGI send a refresher sheet with this type of information to drivers.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: City of Saskatoon - Customer Care Centre [<mailto:customer care@saskatoon.ca>]

Sent: Thursday, September 24, 2020 9:59 AM

To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>

Subject: Nutana Park Traffic Review [REDACTED]

Hello Mariniel,

[REDACTED] called today with several questions pertaining to the Nutana Park Neighbourhood Traffic Review. I could not locate any information online for this specific area. He asked to speak with you directly, so if you could call him back a [REDACTED], it would be greatly appreciated.

Thank you,

[REDACTED]

Customer Care Agent | tel 306.975.2476

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

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Flores, Mariniel

From: Flores, Mariniel
Sent: Monday, November 2, 2020 11:45 AM
To: Councillors Support
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic pattern measurement [REDACTED]

Good morning.

This has been added to the project file.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: Councillor Support <CouncilSupport@saskatoon.ca>
Sent: Friday, October 30, 2020 2:20 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: Councillors Support <CouncilSupport@saskatoon.ca>
Subject: FW: Traffic pattern measurement [REDACTED]

Good afternoon Mariniel,

Can you please add these notes to the Central Business District NTR as per Councillor Blocks request (below).

Thank you!

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

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From: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Sent: Friday, October 30, 2020 11:55 AM
To: [REDACTED]
Cc: Councillors Support <CouncilSupport@saskatoon.ca>
Subject: RE: Traffic pattern measurement [REDACTED]

Thanks for your note, [REDACTED], and your support.

By way of this email I am asking our administration to add this email to the file, as we look to address traffic issues in the downtown.

Warm Regards,

Cynthia

Stay up to date by subscribing to e-updates: www.cynthiablockward6.com

Cynthia Block

Councillor - Ward 6

City of Saskatoon

222 3rd Ave North

Saskatoon, Sk. S7K 0J5

From: [REDACTED]
Sent: Tuesday, October 27, 2020 12:37 PM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: Traffic pattern measurement

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Good afternoon cynthia, today on my weekly walk to the francis morrison to drop off and pickup books, along beautiful spadina I noticed car- counter strips in front of the courthouse.

Now I know a traffic report is coming out this spring and car-counting is a necessary element in that report. HOWEVER, counting cars on spadina in the fall&winter rather than the busy spring&summer will yield spurious results at best!

PLUS, counter strips do not report noise or speeding or revving motors ... all of which require the traffic modifications i have previously suggested.

I look forward to seeing evidence of inclusion of these issues by city traffic engineers' research&assessment as well.

Thanks for your time, cynthia.

Wishing u the best in your bid for re-election.

[REDACTED]

Flores, Mariniel

From: Web E-mail - Sustainability
Sent: Thursday, July 15, 2021 11:06 AM
To: [REDACTED]
Cc: Flores, Mariniel; Web E-mail - Sustainability
Subject: RE: Feedback about the traffic

Good morning,

Thank you for your comments and we apologize for the lateness of this response.

The City currently monitors CO2 emissions through its greenhouse gas inventory, which is an annual total of CO2 or equivalent emissions produced in Saskatoon. In 2016 and 2017, the City completed GHG Emissions Inventories and high-level results of these are included in the Low Emissions Community Plan. This plan was presented to City Council and outlines a variety of actions that the City can take to reduce our emissions. These actions include common practices like increasing the usage of renewable energy technologies and encouraging more public and active transportation in the place of single use passenger vehicles. More information can be found here: www.saskatoon.ca/lowemissions.

This inventory and plan specifically looks at the emissions that contribute to global warming and not those that impact the quality of the air we breathe, even though they are sometimes from the same source. Implementation of the Low Emissions Community Plan actions will have a co-benefit of improving air quality in our community. But there are some things that affect air quality that are out of the City's direct control (the burning of fossil fuels for electricity for example).

Other levels of government are responsible for monitoring and reporting day to day air quality that impact health. The provincial government has a network of air quality stations. You can find out more about their program, including current and historical air quality data here: <http://www.environment.gov.sk.ca/air/>. Environment Canada reports daily air quality through the Air Quality Health Index, which looks specifically at the risk to health caused by air quality. You can find Saskatoon's daily report here: https://weather.gc.ca/airquality/pages/skaq-002_e.html. Saskatoon is also a member of the Western Yellowhead Air Management Zone (WYAMZ): <http://wyamz.ca/>, which also monitors air quality.

Further, the City does not have any municipal air quality regulation that would address situation such as chemical smells. The province does not regulate odor, so unless the complainant or the city chooses to monitor the situation and determine the specific source and chemical causing the problem, and it turns out that the chemical is one of those that is regulated by the province, there is no recourse there.

<https://www.saskatoon.ca/environmental-initiatives/environmental-dashboard/air/air-quality>

Regards,

Sustainability Department

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0K1
www.saskatoon.ca

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From: [REDACTED]
Sent: Thursday, March 25, 2021 3:25 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Feedback about the traffic

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

Thank you for the chance to write a traffic feedback

The road traffic situation in Saskatoon is not so bad as in the other cities. Many places have more cars, but it's pleasant to be on the streets of these cities anyway, because cars do not disturb you at all. In Saskatoon the situation is Very different, the problem is in cars, but not in traffic. I've never seen such bad cars even in 3-rd world countries. Diesel pickup trucks, old diesel vans, and etc. These are chemical attacks on the wheels. Too many people here cut off their filters, and there is no control over it.

As a result it is REALLY unpleasant to walk in the city. Because every 3-4 minutes you hear : "TRRRRRR" and the air smells absolutely awful (because of such cars). There is no way to escape this intoxicating smell, I often have headaches after. It is so bad that all these gases do not dissipate even after 50 meters, and you feel it even in Kiwanis and Kinsmen parks when walking. Even in 2-nd world cities it is not typical to feel an awful intoxicating smell every 3-4 minutes in the city. It is a typical feature of 3-rd world cities, just the cities from which people try to run away.

I am sorry if it is the wrong address to write a concern, maybe you could resend my message to another e-mail in such case. This place is a huge disappointment. You just never expect when you come to Canada to live like that.

I've been to so many countries, but before Saskatoon I could never imagine that working near the roads can be so awful. I tried pm 2.5 masks, even a small wet towel to breathe through, nothing works. These smells are so potent, nothing helps at all.

Sorry for being honest, this issue just has been bothering me for all the last year, I know other people who can't imagine their future life in Saskatoon because of the same issue.

Have a good day. Best regards.

[REDACTED]

Flores, Mariniel

From: [REDACTED]
Sent: Monday, April 19, 2021 11:25 AM
To: Flores, Mariniel
Subject: RE: Proposed Treaffic changes for the Central Business District

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Great! I appreciate the confirmation.

Thank you.

[REDACTED]

Sent from my Galaxy

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

From: "Flores, Mariniel" <Mariniel.Flores@Saskatoon.ca>
Date: 2021-04-19 10:02 a.m. (GMT-06:00)
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Proposed Treaffic changes for the Central Business District

Hello [REDACTED]

Your assumption is correct. Our colleagues in Saskatoon Transit have confirmed that there are also no changes planned in the number of buses running and/or cycle times of the buses running on 24th Street.

Regards,

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

Transportation Engineer

Transportation, Transportation & Construction Division

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

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mariniel.flores@saskatoon.ca

www.saskatoon.ca

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From: [REDACTED]
Sent: Wednesday, March 31, 2021 11:33 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Proposed Treaffic changes for the Central Business District

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Mariniel

Thank you for your prompt response. I am happy to hear that there are no changes planned to the existing bus routes. I assume this also means no changes planned in the number of buses running and or the cycles times of the buses running on 24th street . If my assumption is not correct Please advise.

Thank you!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Flores, Mariniel [<mailto:Mariniel.Flores@Saskatoon.ca>]
Sent: Tuesday, March 30, 2021 11:36 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Proposed Treaffic changes for the Central Business District

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The bus routes shown on the map are for existing routes; there are no changes planned to the existing bus routes as part of the Central Business District neighbourhood traffic review.

The draft traffic plan will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

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

Transportation Engineer

Transportation, Transportation & Construction Division

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

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mariniel.flores@saskatoon.ca

www.saskatoon.ca

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From: [REDACTED]
Sent: Thursday, March 25, 2021 3:47 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Proposed Treaffic changes for the Central Business District

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

Hello Mariniel

[REDACTED] I was able to log on to the engage web site and was able to get a view of the proposed traffic changes map. I am concerned that it appears that 24th street is proposed as a Bus route.

Questions:

Are you able to confirm how many buses will be traveling in both directions on a daily basis?

Are you able to confirm where the bus stops will be set up on 24th street?

I will look forward to your reply and further discussions. Please feel free to contact me direct via my cell phone number below.

Thank you!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Flores, Mariniel

From: [REDACTED]
Sent: Wednesday, March 31, 2021 9:09 AM
To: Flores, Mariniel
Subject: Re: Proposed Traffic Changes

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Thanks so much, Mariniel. Greatly appreciated.

Kind regards,
[REDACTED]

On Tue, Mar 30, 2021 at 11:39 AM Flores, Mariniel <Mariniel.Flores@saskatoon.ca> wrote:

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The draft traffic plan showing locations where changes are proposed is attached. The recommendations will be discussed in detail at the upcoming public meeting on Tuesday, April 13th and then posted to the project [Engage Page](#).

We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

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

Transportation Engineer

Transportation, Transportation & Construction Division

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

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mariniel.flores@saskatoon.ca

www.saskatoon.ca

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From: [REDACTED]
Sent: Sunday, March 28, 2021 5:58 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Proposed Traffic Changes

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

Hello Ms. Flores,

I've been reviewing the information regarding the proposed traffic changes in the downtown area, the leaflet provided in the mail dated March 22, 2021.

The map is very difficult to read, and the online version is not much better. Is it possible for you to send me a pdf that can be enlarged?

I live in the downtown district as do my parents, and we'd like to know for certain what we are looking at.

One big problem with traffic downtown the last few years has been the increased number of driver-ed schools that use the downtown streets to practice parallel parking. This is pretty much non-stop - it often starts @ 7 am, and goes till 11 pm. I often try to avoid my own street of [REDACTED] 5th Avenue North as traffic can be delayed significantly with up to ~4 vehicles in one city block, all parallel parking - very slowly, I might add. I will use 22nd Street East, turning left at the one way stop, onto 5th Avenue North, to avoid parallel parking issues as much as possible, which often means detouring to do this.

With proposed one-way streets (again, it's hard to verify 100% where these are proposed without seeing a map where all is visible), this would be a big issue.

Thank you for your consideration in this matter.

Kind regards,

[REDACTED]



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⊥ EXISTING TRAFFIC SIGNAL
- ⊥ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⊥ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Flores, Mariniel

From: Flores, Mariniel
Sent: Thursday, April 8, 2021 10:28 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Feedback on traffic changes

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets. The [Permanent Outdoor Festival Site](#) is beyond the scope of the neighbourhood traffic review. These comments have been forwarded to Community Services for further consideration.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463
Transportation Engineer
Transportation, Transportation & Construction Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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mariniel.flores@saskatoon.ca
www.saskatoon.ca

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

From: [REDACTED]
Sent: Monday, April 5, 2021 10:31 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Feedback on traffic changes

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Hi

The issue that I would like to comment on is the proposal to construct a festival site in Friendship Park. It is my understanding that this year round festival site is proposed to be established across the street from my home. It seems clear to me that a festival site needs to be set away from people's homes. A buffer area is required between homes and festival sites. I think most people would relate to the negative impact of a festival site across the street from their bedroom.

I suggest that this proposed location is not fair to the people who live adjacent and a more appropriate location could be found.

Thanks

[REDACTED]

Sent from my iPhone

Flores, Mariniel

From: Flores, Mariniel
Sent: Thursday, April 8, 2021 10:35 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Traffic Planning

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets.

Your concern regarding Victoria Bridge is beyond the scope of the Central Business District neighbourhood traffic review. Vehicle noise has been an ongoing issue throughout the City. The Administration has retained a consultant to research, review, engage stakeholders, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise for streets that are not eligible for the Traffic Noise Sound Attenuation Program.

Your comments regarding parking in River Landing will be forwarded to our colleagues for further consideration.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

Transportation Engineer
Transportation, Transportation & Construction Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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mariniel.flores@saskatoon.ca
www.saskatoon.ca

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From: [REDACTED]
Sent: Tuesday, March 30, 2021 5:23 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Traffic Planning

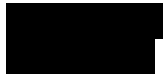
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Hi Mariniel,

I would like to ask that the Victoria Bridge have some speed bumps or some speed limits for cars wanting to race down at all hours of the day and night.

I wish the road along the river had parking on both sides. So many people want to take advantage of Riverlanding etc. Maybe there could be a parking space so people could walk down from there to the river.

That's all for now,
Thank you for the opportunity.



Flores, Mariniel

From: [REDACTED]
Sent: Monday, April 12, 2021 8:48 AM
To: [REDACTED]
Cc: Flores, Mariniel
Subject: Traffic Planning

Good Morning [REDACTED]

Thank you for your email regarding traffic planning and parking in and around River Landing.

We are pleased that so many people wanting to take advantage of River Landing. It certainly has been a shining star in our city. We certainly realize that the popularity of this destination would require parking. Thought and consideration was taken to find the balance in having adequate parking for the popularity of this destination. The south side of Spadina Crescent's no parking rational was two-fold: one, to try not to impede the view of the river, and two, to ensure pedestrian access and safety along the promenade. We have balanced that out with having on-street parking on other streets, the River Landing Parkade, and a parking lot underneath Sid Buckwold Bridge.

Thank you again for your feedback, it is really appreciated.

Have a good day.

[REDACTED]

[REDACTED]
[REDACTED]
River Landing Project Manager
Planning and Development, Community Service Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Métis

[REDACTED]
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LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⊥ EXISTING TRAFFIC SIGNAL
- ⊥ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⊥ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-business-district

CENTRAL BUSINESS DISTRICT TRAFFIC PLAN



Flores, Mariniel

From: Flores, Mariniel
Sent: Thursday, April 8, 2021 10:30 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: CBD Traffic Review

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets.

Your comments regarding the sidewalk along 5th Avenue between 23rd Street and 24th Street will be forwarded to our colleagues in Roadways, Fleet and Support Services for further consideration. The [asset preservation plans for 2020-2022](#) show that there are plans to resurface this block of 5th Avenue in 2021.

The [Downtown All Ages and Abilities \(AAA\) Cycling Network](#) has been endorsed by Council as 3rd Avenue, 23rd Street and 19th Street. Council deferred implementation decisions until additional engagement can be completed. We are currently developing the plans for additional engagement; timing has not yet been determined.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Friday, April 2, 2021 2:21 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: CBD 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.]

Hello Mariniel,

I don't have any deep concern re downtown neighbourhood traffic although I support any steps that would make the downtown more walkable. For the moment that would include fixing the disgusting sidewalks on 5th across from the S-

P. In the longer term I would like to see vehicle traffic removed from 21st street. I look forward to your specific bike lane proposal. Although I am not much of a cyclist, I believe it is important to be able to get around downtown by bike without putting one's life at risk.

Regards,

[REDACTED]

[REDACTED]

SASKATOON, SK

[REDACTED]

Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, April 20, 2021 1:41 PM
To: [REDACTED]
Subject: RE: Central Business District NTR

Hello [REDACTED]

Thank you for confirming. The materials have been posted at saskatoon.ca/engage. I've pasted the links below as well.

On April 13, 2021, an online meeting was held to discuss the [Draft Traffic Plan](#) and [Recommendations](#) for The Central Business District. Please review the [meeting minutes](#) and [recording](#) for additional details.

If you have any comments or feedback, please feel free to send them my way.

Have a good day.

Regards,

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Thursday, April 15, 2021 4:58 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Re: Central Business District NTR

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Mariniel, yes, and thank you. I look forward to the link.
[REDACTED]

On 15 April 2021, at 3:06 pm, "Flores, Mariniel" <Mariniel.Flores@saskatoon.ca> wrote:

Good afternoon.

Thank you for the call. Please let me know if you have received this e-mail and I will send a link to the meeting recording, recommendations, and meeting minutes when they have been finalized.

Regards,

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

Transportation Engineer

Transportation, Transportation & Construction Division

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

Treaty 6 Territory & Homeland of the Metis

mariniel.flores@saskatoon.ca

www.saskatoon.ca

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Flores, Mariniel

From: Flores, Mariniel
Sent: Monday, May 17, 2021 10:07 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Neighbourhood Traffic Review - Central Business District [REDACTED]

Good morning, [REDACTED]

Thank you for your comments. Your comments regarding the Permanent Outdoor Festival Site have been forwarded to Community Services for further consideration.

Regards,

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Wednesday, May 12, 2021 2:46 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Re: Neighbourhood Traffic Review - Central Business District [REDACTED]

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hello mariniel, I have now had time to review the documents via the link. Thanks for forwarding. I will forward to the Renaissance Condo Board as well.

And I am impressed with the plan for the festival site. I still have concerns about noise and traffic ... not so much parking as most of us who live in this area have underground parking. But I do look forward to seeing its completion and the resulting increase in use of our downtown.

However, I would like to encourage the City Planning Department to permanently close the spadina connector between Traffic Bridge and the boat launch. It is not a big loss to downtown motorists and bikers. They can easily access the downtown core or cross to the university bridge without it along 4th avenue. (as they did when the police blocked off that area for the anti-masker rallies at the memorial these past few weeks)

This would make the whole area safer for pedestrians and for bicyclists ... especially in light of the desire to make this festival area a go-to place when the festivals are not in session!

Thanks to you and your department for your hard work.



“ Evolution, gravity, change, and the dynamic transformation of field into forest move me. A warbler migrating over hundreds of miles of land and ocean to sing in the same tree once again is as miraculous to me as any dividing sea. J. Drew Lanham

From: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Sent: Tuesday, May 11, 2021 2:53 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Neighbourhood Traffic Review - Central Business District [REDACTED]

Hello [REDACTED]

Traffic data was collected on Spadina Crescent in October 2020. We did not collect traffic in the summer as we were waiting for traffic volumes to normalize and for the first Central Business District Neighbourhood Traffic Review Meeting to occur. The first public meeting for the neighbourhood traffic review was held on August 12, 2020 and the comment period was open for a month after that date. As you can imagine, travel patterns changed significantly last year due to the pandemic. We monitored traffic data each month to assess when it would be appropriate to collect data. Towards the fall, traffic volumes were approaching pre-pandemic levels so it was appropriate to collect data at that time.

This [link](#) includes a description of the proposed Permanent Outdoor Festival Site and a high-level discussion of the proposed concept plan. Your comments have been forwarded to Community Services for further consideration.

Regards,

Mariniel Flores, P.Eng. | tel 306.975.3463

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

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From: [REDACTED]
Sent: Tuesday, May 4, 2021 2:37 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Re: Neighbourhood Traffic Review - Central Business District [REDACTED]

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specifically when was this traffic data collected at 20th and Spadina? the only time I saw a counter was last fall weeks after the peak time of May to Oct. Even then I laughed at the timing of collection.

As for the issues connected to the traffic bridge connector ... I would hope that this stretch of road would be permanently (and thus driving down noise and traffic under Broadway bridge and along all of Spadina) closed once the festival venue is in place. And I hope that residents' concerns for noise would also be taken into account when designing this venue.

yours



“ Evolution, gravity, change, and the dynamic transformation of field into forest move me. A warbler migrating over hundreds of miles of land and ocean to sing in the same tree once again is as miraculous to me as any dividing sea. J. Drew Lanham

From: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Sent: Monday, May 3, 2021 2:58 PM
To: [Redacted]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; City of Saskatoon - Customer Care Centre <customercare@saskatoon.ca>
Subject: RE: Neighbourhood Traffic Review - Central Business District [Redacted]

Hello [Redacted]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Spadina Crescent and 20th Street

We received concerns from drivers regarding difficulty turning between gaps in traffic and limited visibility around parked vehicles. Based on the review of these concerns and the collision history of the intersection, an all-way stop is recommended to improve intersection safety.

A curb extension on the northwest corner on Spadina Crescent was also recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

Spadina Crescent

As part of the neighbourhood traffic review, traffic data was collected at two locations on Spadina Crescent. The results are summarized in the table below.

Roadway	Average Annual Daily Traffic (AADT) (vehicles per day)	85 th percentile speed (km/h)
Spadina Crescent (22 nd Street to 23 rd Street)	7,000	52
Spadina Crescent (3 rd Avenue to Delta Hotel cul-de-sac)	5,850	47

Traffic calming is typically considered when traffic volumes are higher than the typical range or the 85th percentile speed is 5 km/h or greater over the posted speed limit. The measured traffic volumes and speeds are within the typical levels.

The City has recently recommended a [Permanent Outdoor Festival site](#) on Spadina Crescent between 20^h Street and 3rd Avenue. This project includes additional modifications for this stretch of Spadina Crescent, which are outside of the scope of the Neighbourhood Traffic Review.

Spadina Crescent and the Delta Hotel cul-de-sac

We received concerns regarding near misses at this intersection. These concerns were verified by field observations. A stop sign is recommended to replace the existing yield sign to improve intersection safety.

Vehicle Noise

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. We have retained a vehicle noise mitigation specialist to conduct research, complete a jurisdictional review, engage key stakeholders, prepare cost estimate, and recommend possible mitigation measures that could be presented for the next budgeting cycle.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be considered as the traffic plan is finalized.

Thank you again for your email.

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

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

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From: City of Saskatoon - Customer Care Centre <customercare@saskatoon.ca>

Sent: Wednesday, April 28, 2021 8:31 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: FW: Neighbourhood Traffic Review - Central Business District [REDACTED]

Hello,

Please see comments below.

Thank you
[REDACTED]

Customer Care Agent | [tel 306.975.2476](tel:306.975.2476)

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

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From: [REDACTED]
Sent: Wednesday, April 28, 2021 5:24 PM
To: customercare@saskatoon.ca
Subject: Re: Neighbourhood Traffic Review - Central Business District [REDACTED]

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My comments: the all-way stop will simply encourage the motorbikes to loudly gun their motors as they 'stop and go' FROM 3 DIRECTIONS instead of the one that exists presently. Disturbing both residents and park goers.

PLUS you create more problems for pedestrians crossing to the park because of lines of cars waiting to stop&go.

READ THIS: The big safety issue is caused by the connector from the traffic bridge, under Broadway bridge and onto Spadina. This connector encourages a circuit of joy-riders on a part of Spadina with very poor sightlines that disturb the neighborhood and pose risks to park users everyday until dark, all spring thru fall. Your SOLUTIONS DID NOTHING TO ADDRESS THIS.

YOUR SOLUTIONS ARE TOTALLY IGNORING THE SAFETY ISSUES CAUSED BY THIS CONNECTOR!

As for the cul de sac: I live above the cul de sac and have noticed no problems there ever ... yield sign or stop sign. Your solution is to a non-problem.

I am very discouraged by your efforts.

Were any efforts made to truly study the traffic-pedestrian interface here?

The only time I saw a traffic counter was last November in front of the court house. Wrong place. Wrong time.

[REDACTED]

[REDACTED]

From: City of Saskatoon <ntr@saskatoon.ca>
Sent: Wednesday, April 28, 2021 4:39:34 PM
To: [REDACTED]
Subject: Neighbourhood Traffic Review - Central Business District

NEIGHBOURHOOD TRAFFIC REVIEWS



Central Business District - Neighbourhood Traffic Review

Hello,

On April 13, a community meeting was held for the Central Business District to engage residents and hear about their transportation concerns. If you were unable to attend or would like to revisit what was discussed, please review the [presentation](#) and [meeting minutes](#). The meeting materials are also available online at saskatoon.ca/NTR and the [City Engage page](#).

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a [Draft Traffic Plan](#) that proposes changes to the way traffic moves around your neighbourhood. We would appreciate the opportunity to get your thoughts on our draft plan.

The draft plan has been posted to Saskatoon.ca/engage and Saskatoon.ca/ntr for your review and comment. We also prepared a brief [video](#) which provides an overview of the process, comments received, and draft traffic plan recommendations. We would appreciate hearing your thoughts of our draft plan. The comment period will be open until May 14, 2021.

We look forward to hearing from you!

Regards,

Mariniel Flores, Transportation Engineer
306-975-3463
City of Saskatoon

Email sent to: dlelke@hotmail.com

City of Saskatoon
222-3rd Ave N |
Saskatoon, Saskatchewan | S7K 0J5 | Canada |
306-975-2476 | customercare@saskatoon.ca

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Flores, Mariniel

From: Flores, Mariniel
Sent: Tuesday, May 4, 2021 10:19 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Central business district #5

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

Vehicle Speeds

The posted speed limit on Spadina Crescent between 3rd Avenue and 25th Street is 50 km/h.

The 85th percentile operating speed (i.e. the speed at which 85 percent of drivers are travelling at or below) was measured at two locations on Spadina Crescent. The results are summarized below.

- Spadina Crescent (22nd Street to 23rd Street) = 52 km/h
- Spadina Crescent (3rd Avenue to Delta Hotel cul-de-sac) = 47 km/h

Devices are typically considered if the 85th percentile operating speed is 5 km/h or greater over the posted speed limit. The measured speeds are below this threshold.

The City has recently recommended a Permanent Outdoor Festival site on Spadina Crescent between 20th Street and 3rd Avenue. This project includes additional modifications for this stretch of Spadina Crescent, which are outside of the scope of the Neighbourhood Traffic Review.

Vehicle Noise

Vehicle noise has been an ongoing issue throughout the City. The Administration has retained a consultant to research, review, engage stakeholders, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise for streets that are not eligible for the Traffic Noise Sound Attenuation Program.

Spadina Crescent and the Delta Hotel cul-de-sac

We received concerns regarding near misses at this intersection. These concerns were verified by field observations. A stop sign is recommended to replace the existing yield sign to improve intersection safety.

Spadina Crescent and 20th Street

We received concerns from drivers regarding difficulty turning between gaps in traffic and limited visibility around parked vehicles. An all-way stop was recommended to improve intersection safety. Based on the review of these concerns and the collision history of the intersection, an all-way stop is recommended to improve intersection safety.

A curb extension on the northwest corner on Spadina Crescent was recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be considered as the traffic plan is finalized.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463
Transportation Engineer

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

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

From: [REDACTED]
Sent: Monday, May 3, 2021 11:48 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Central business district #5

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The recommended solution for the cup de sac will not accomplish anything concerning traffic noise. The real concern is traffic speeding both south and North on Spadina as they travel under the Broadway bridge. This is also an area where excessive engine noise is created due to acceleration and echos created under the bridge and continuing down the street towards the delta Bessborough. Although the all way stop at 20th will increase pedestrian safety it may create more engine noise as people feel the need to accelerate quickly leaving the stop sign just as they do when heading up the Broadway bridge from the lights on 19th.

Individuals with the loud exhaust systems tend to frequent this area due to the enjoyment they receive from the echoes created from the confines of downtown buildings.

Restricting functions directly on the sidewalk at 20th and Spadina would ease some of the pedestrian traffic concerns.

Regards

[REDACTED]

Flores, Mariniel

To: [REDACTED]
Subject: RE: Feedback on traffic changes [REDACTED]

From: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Sent: Thursday, May 6, 2021 9:09 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Feedback on traffic changes [REDACTED]

Hi [REDACTED] and thank you for your email –

The NTR is still in the public engagement phase, so the report back to the community has not been drafted at this point. As the funding for the festival site project has not been approved, I'm not sure how the NTR will be considering traffic around Friendship Park. By way of this email I am asking our administration to provide a response to both of us.

Further, please note there will be public engagement with all affected property owners when Council decides to move forward with the festival site project. Council has been clear that it does not want it built on the back of property tax. However, should there be future opportunities through funding from other levels of government, Council has endorsed a robust public engagement with affected neighbours.

Warm Regards,
Cynthia

From: [REDACTED]
Sent: Monday, May 3, 2021 6:36 PM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: Fwd: Feedback on traffic changes

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Hi Cynthia

I am forwarding an email with the response. I sent this to the group working on the traffic review. They are not addressing the festival site. I have not had any useful response regarding the plan to build a festival site across the street from my house.

It seems there has been no concrete interest in this issue.

I hope you can address this issue

Thanks
[REDACTED]

Sent from my iPhone

Begin forwarded message:

From: "Flores, Mariniel" <Mariniel.Flores@saskatoon.ca>
Date: April 8, 2021 at 10:27:36 AM CST
To: [REDACTED]

Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@saskatoon.ca>

Subject: RE: Feedback on traffic changes

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets. The [Permanent Outdoor Festival Site](#) is beyond the scope of the neighbourhood traffic review. These comments have been forwarded to Community Services for further consideration.

The draft traffic plan for the neighbourhood traffic review will be discussed at the upcoming public meeting on Tuesday, April 13th. We will continue to receive comments at the public meeting, and through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page.

Thank you again for your email.

Mariniel Flores, P.Eng. | tel 306.975.3463
Transportation Engineer
Transportation, Transportation & Construction Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis
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-----Original Message-----

From: [REDACTED]
Sent: Monday, April 5, 2021 10:31 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Feedback on traffic changes

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Hi

The issue that I would like to comment on is the proposal to construct a festival site in Friendship Park. It is my understanding that this year round festival site is proposed to be established across the street from my home. It seems clear to me that a festival site needs to be set away from people's homes. A buffer area is required between homes and festival sites. I think most people would relate to the negative impact of a festival site across the street from their bedroom.

I suggest that this proposed location is not fair to the people who live adjacent and a more appropriate location could be found.

Thanks

[REDACTED]
Sent from my iPhone

Flores, Mariniel

From: Flores, Mariniel
Sent: Monday, May 17, 2021 10:14 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews; Block, Cynthia (City Councillor); [REDACTED]
Subject: RE: Spadina 'connector'

Good morning, [REDACTED]

The focus of the Neighbourhood Traffic Reviews is existing traffic concerns on the local and collector streets. Road closures is beyond the scope of the Central Business District neighbourhood traffic review.

Your comments have been forwarded to the appropriate department for further consideration.

Thank you for your e-mail.

Regards,

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

Transportation Engineer
Transportation, Transportation & Construction Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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From: [REDACTED]
Sent: Friday, May 14, 2021 9:06 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: [REDACTED]
Subject: Spadina 'connector'

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Good morning, Mariniel.

I wished to clarify a term that I have come to use over the past year of conversation with city hall concerning pedestrian-bicycle-traffic interface safety issues on spadina south of the Bessborough.

The term being: 'spadina connector'.

For me the spadina connector is that short portion of spadina between traffic bridge circle and the boat launch. The portion that will eventually run through the new Friendship Park Festival venue.

It seems to me that this is an unnecessary roadway for downtown traffic. It is similar to allowing cars to take a shortcut through a park!

Closing the connector works! As evidenced by those closures when traffic was appropriately rerouted to 4th ave. For example: freedom rallies, july 1 celebrations and traffic bridge restructure.

**** Please, in the re-design of friendship park, do consider opening this 'connector' for venue setup and takedown traffic only. Keeping it closed otherwise. ****

This modification would significantly reduce the safety issues brought on by the pedestrian-vehicular traffic interface @ meewasin park south of the Bessborough.

Sincerely

[REDACTED]

Downtown resident

[REDACTED]

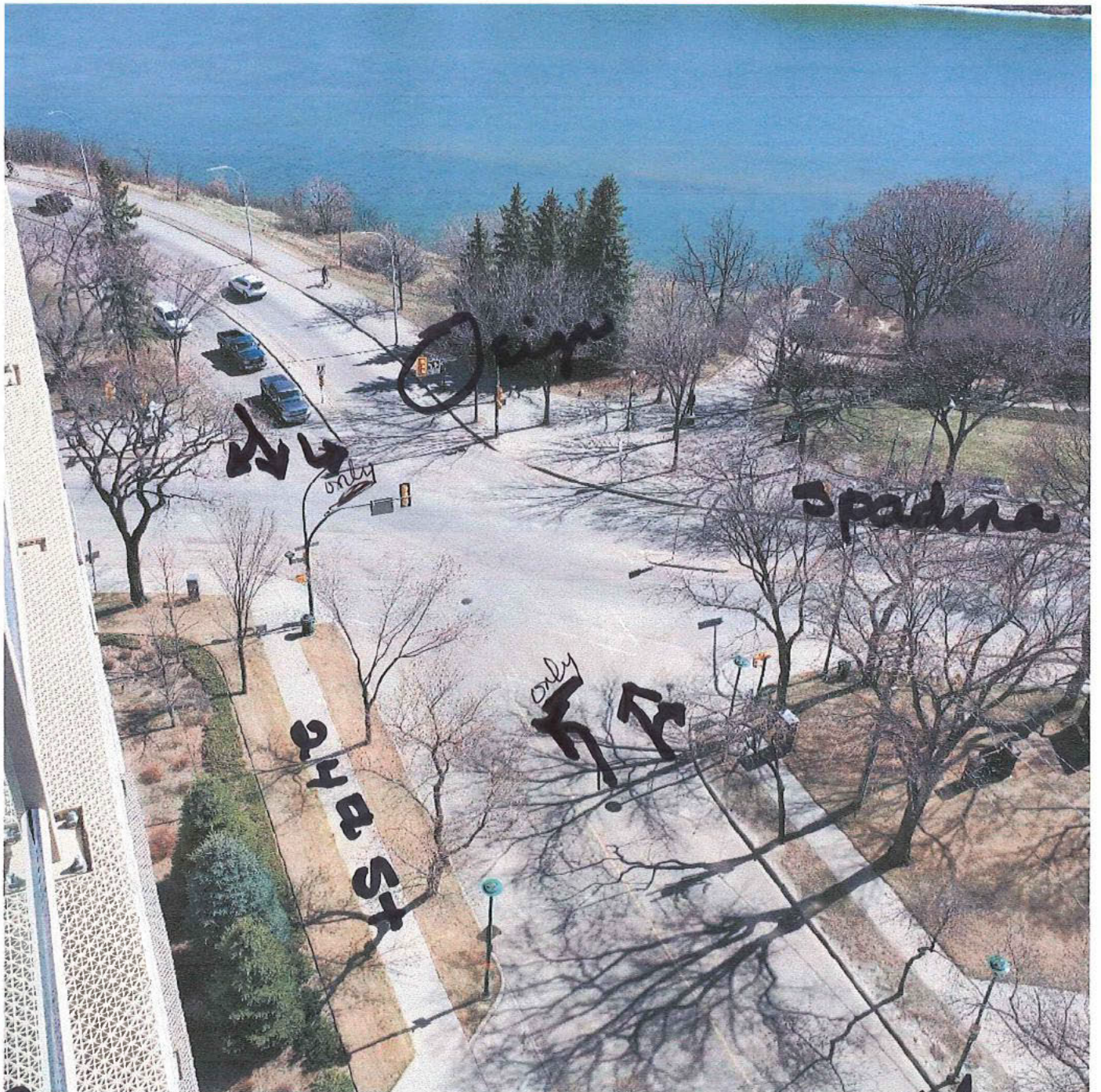
(No Subject)

From: [REDACTED]

To: [REDACTED]

Date: Tuesday, May 11, 2021, 03:55 p.m. CST

While the city is painting lines & lanes this intersection is confusing for drivers



Please paint arrows on the Road as people don't seem to see the sign

Sent from Yahoo Mail on Android

Flores, Mariniel

From: Flores, Mariniel
Sent: Wednesday, August 12, 2020 2:17 PM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Report a Traffic Issue Help Required 12 August 2020

Hello [REDACTED]

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood.

To post comments on the Engage Page, you will need to sign up / log in with your Disqus, Facebook, Twitter or Google account.

Regards,

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

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

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From: [REDACTED]
Sent: Wednesday, August 12, 2020 1:19 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Report a Traffic Issue Help Required 12 August 2020


Hi!

I am trying to post a request on the Report a Traffic Issue site, but am being asked for a password. See screen capture below. I don't know what password or app is being referred to. Can you help me out?

Many thanks. [REDACTED]

Report a Traffic Issue

You can also use the [Report a Traffic Issue application](#) to submit your traffic concerns. This app includes an interactive map for identifying the location of your traffic concerns, and provides up-to-date information on road restrictions.

1 Comment City of Saskatoon  Disqus' Privacy Policy

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12 August 2020

Poor road surface 300 Block 6th Ave. North

The condition of the roadway and curbs in the 300 block of 6th Avenue North is poor to the point of being a safety hazard: rough, broken surface, many potholes and subsidence areas. This has been the case for several years and has not had any maintenance whatsoever. It is exacerbated by private and City maintenance and service trucks and vehicles driving over the curb and / or using the wide boulevard to turn around or park equipment, summer and winter. Each side of this single block of road needs upgrading on an urgent basis.

  | **B** *I* U     

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Flores, Mariniel

To: Flores, Mariniel
Subject: RE: 5th Ave N & 23rd 4-way stop

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

From: [REDACTED]
Date: 2018-06-27 3:29 PM (GMT-05:00)
To: [REDACTED]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: 5th Ave N & 23rd 4-way stop

Good afternoon [REDACTED]

Thanks for the email and thanks for letting us know. I will mention this to our Senior traffic Engineer when she returns and see what can be done. There are a number of criteria that must be met before placing a 4 way stop, I will ask that she take a look.

Regards,

[REDACTED]
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[REDACTED]
www.saskatoon.ca

From: [REDACTED]
Sent: Thursday, June 21, 2018 9:00 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: 5th Ave N & 23rd 4-way stop

I'm ABSOLUTELY loving the Four-way stop at 5th & 23rd. I'm hoping its permanent!

Traffic is moving faster than without the 4-way.

Thanks

[REDACTED]

Flores, Mariniel

To: [REDACTED]
Subject: RE: 24th and 5th Beg Button

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

From: Block, Cynthia (City Councillor)
Sent: Tuesday, February 26, 2019 7:49 AM
To: [REDACTED]
Subject: RE: 24th and 5th Beg Button

Hi [REDACTED], and thanks for following up on this -

By way of this email I am asking our administration to provide a response to this concern. (I will refer admin to Twitter to view the comments)

Further, I am wondering if administration has given consideration to having a Neighbourhood Traffic Review for the downtown. These have proven to be very helpful in identifying concerns for all modes of travel in areas throughout the city. As we strive for a more robust residential demographic for our downtown, it would seem to be a great way to get the current neighbours involved in helping to identify the mobility challenges.

Thanks again for your note, Rory.

Cynthia

Stay up to date by subscribing to e-updates: www.cynthiablockward6.com

Cynthia Block
Councillor - Ward 6
City of Saskatoon
222 3rd Ave North
Saskatoon, Sk. S7K 0J5

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

From: [REDACTED]
Sent: Monday, February 25, 2019 6:05 PM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: 24th and 5th Beg Button

Hello Cynthia,

Regarding the comment I posted on [REDACTED] tweet regarding beg buttons, the one on 24th and 5th should for sure be looked at with all of the condos in the surrounding areas.

Thanks,

[REDACTED]
Sent from my iPhone

Flores, Mariniel

To: [REDACTED]
Subject: RE: TASK: Pedestrian device review 22nd & 5th

From: [REDACTED]
Sent: Friday, August 10, 2018 [REDACTED]
[REDACTED] gcbreisebois@gmail.com
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Pedestrian Crossing Lights Required [REDACTED]

Good afternoon,

Thanks for the email and thanks for bringing this to our attention. I will ask our engineering section to check in on this location. In the meantime this sounds like a great place for our Enforcement folks to spend some time, schedules permitting. I will put in the request. You may also contact them on their direct line (306 975-8068) when you are noticing issues.

Regards,

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

From: [REDACTED]
Sent: Thursday, August 9, 2018 8:54 AM
To: [REDACTED]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Re: Pedestrian Crossing Lights Required [REDACTED]

Thank you for your email.

Your concern has been forwarded to the Transportation department to provide followup and determine the necessary course of action.

Regards,

Customer Service Centre

Submitted on Thursday, August 9, 2018 - 08:45
Submitted by user: Anonymous

Submitted values are:

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Confirm Email: [REDACTED]

Neighbourhood where you live: Don't know / Unsure

Phone Number: [REDACTED]

==Your Message==

Service category: Sidewalk

Subject: Pedestrian Crossing Lights Required

Message:

Hello,

I have to cross the street (on foot) at the intersection of 22nd Street East and 5th Avenue everyday, and everyday I see vehicles who do not obey the stop sign that is located on the corner of the James Hotel. I, as well as others, have come VERY close to being struck by vehicles who I don't think even realize they must stop there, especially when a pedestrian is crossing. My request is to please install flashing lights to indicate a pedestrian crossing before someone gets hurt or worse. The winter months tend to be worse as well because of limited daytime hours.

Employees who work downtown tend to arrive to work in the dark and leave in the dark, increasing the risk of an accident. It is an extremely busy pedestrian crossing and I am sure the Saskatoon Police could give out a minimum of 15 traffic tickets per day for incomplete stops. Please consider this option seriously in the near future. I appreciate your time.

Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: No

[REDACTED]

Flores, Mariniel

From: [REDACTED]
Sent: Wednesday, May 8, 2019 5:21 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Screenshot 2019-05-07 at 4.53.03 PM
Attachments: Image-1.jpg

Hello [REDACTED],
[REDACTED] passed this email over to me to provide a response.

We completed a review of the intersection of 24th Street & Pacific Avenue last year. Based on the collision history from in the SGI collision database and our field observations, there are sight line issues for northbound through traffic. In an effort to improve sightlines, we installed temporary curb extensions and moved the stop bar.

The CBD Neighbourhood Traffic Review is planned for next year. As part of the review, we will assess whether the temporary measures have improved the situation. If effective, we will recommend for permanent installation. If not (as this citizen claims), we will consider further action, such as restricting northbound through movements, making Pacific Avenue a right-in / right-out street (south of 24th Street), etc.

Regards,
[REDACTED]

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

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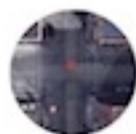
Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Tuesday, May 7, 2019 4:53:42 PM
To: [REDACTED]
Subject: Screenshot 2019-05-07 at 4.53.03 PM

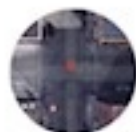
Is there more going on here, or just more eyes on street?

All

Mentions

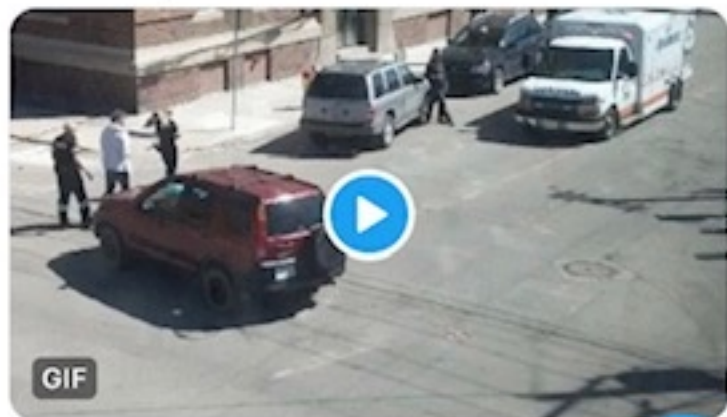
[pic.twitter.com/npvrvv0200na](#)**24th and Pacific** [redacted] · 1h ▾

We've had numerous close calls over the past several months. The larger signs haven't particularly helped, [@CynthiaBlockSk](#). This view is blocked by the buildings and parked cars. We need a light.

[Show this thread](#)**24th and Pacific** [redacted] · 1h ▾

Second actual accident in 8 days, this time with an ambulance visit. [@CynthiaBlockSk](#) [@charlieclarkyx](#) [@SaskatoonPolice](#)

Here's a pic of the aftermath.

[Show this thread](#)

Flores, Mariniel

From: [REDACTED]
Sent: Thursday, September 12, 2019 3:00 PM
To: [REDACTED]
Subject: RE: Cross walks and 3 way stop sign needed

We will review the all-way stop at 20th & Spadina as part of the CBD NTR.

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

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

From: [REDACTED]
Sent: Friday, May 31, 2019 10:38 AM
To: [REDACTED]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Cross walks and 3 way stop sign needed

Good morning [REDACTED]

Thank you for the email, I do remember the scramble corner downtown from years ago, worked pretty darn good if I remember correctly although the vehicle traffic was a lot less back then. I will forward your suggestion along to our engineering section for review. I will update you with any new information I receive on this one.

Have a great day,

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

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

From: [REDACTED]
Sent: Monday, May 27, 2019 9:27 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Cross walks and 3 way stop sign needed

Item 1:

I believe that traffic flow and pedestrian safety at some intersections would benefit by the use of scramble corners .

Many years ago Saskatoon did utilize scramble corners.

As a driver I know it is difficult to make a left or a right turn when pedestrians are crossing - and I am always looking for someone running across the intersection.

As a pedestrian I see that I am impeding traffic flow which results in fewer vehicles getting through the intersection and often a vehicle stuck in the middle of the intersection.

I am not suggesting that all intersections be scramble corners but feel there are a few that it would work at.

Item 2:

I believe that due to high volumes of traffic that there should be a three way stop at the intersection of 20 th street and Spadina Crescent.

Kind regards

A black rectangular redaction box covering the signature area.

Flores, Mariniel

To: [REDACTED]
Subject: RE: Traffic safety

From: [REDACTED]
Sent: Friday, June 07, 2019 2:32 PM
To: [REDACTED]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Traffic safety

Good afternoon [REDACTED]

Thank you for the email. I will forward your concern/suggestion to our Engineering section for review. I will update you with any new information I receive on this one.

Have a great day,

[REDACTED]
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

[REDACTED]
www.saskatoon.ca

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

From: [REDACTED]
Sent: Monday, June 3, 2019 9:58 AM
To: Web E-mail - Service Saskatoon <Service.Saskatoon@Saskatoon.ca>
Subject: Traffic safety

Submitted on Monday, June 3, 2019 - 09:58
Submitted by user: Anonymous
Submitted values are:

First Name: [REDACTED]
Last Name: [REDACTED]
Email: [REDACTED]
Confirm Email: [REDACTED]
Neighbourhood where you live: Central Business District
Phone Number: ([REDACTED])

==Your Message==

Service category: General or All Other Inquiries
Address: [REDACTED]
Subject: Traffic safety
Message:

I have a concern with the visibility of a yield sign in 400 block of Spadina Cres E at the base of the Broadway Bridge . There is a yield sign for drivers exiting the cul de sac and continuing straight ahead on Spadina Cres E . However I daily hear horns blaring from vehicles coming from under the bridge , who have the right of way , as vehicles leaving the cul de sac do not look and yield to vehicles on their right side . Drivers seem to be focused on yielding to on coming traffic going towards the bridge on Spadina Cres E . I witnessed two incidents yesterday from my condo windows .

I am wondering if the signage could be larger , or perhaps a stop sign ?

The cu de sac is used a lot by drivers wanting to reverse direction or turn as they look for parking on Spadina Cres E .

Thanks for looking into this potential accident site .

[REDACTED]
Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: Yes

[REDACTED]

Flores, Mariniel

To: [REDACTED]
Subject: RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail [REDACTED]

From: [REDACTED]
Sent: Monday, April 27, 2020 12:19 PM
To: [REDACTED]

Subject: RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail [REDACTED]

Good Afternoon [REDACTED],

Thanks for contacting us, it sure does sound like the addition of the police cruiser helped a lot. If you see a need for them again you can also contact the traffic enforcement team on their direct line at (306) 975-8068.

The Transportation Division Senior Engineers are actively looking into the possibility of closing some roadways to vehicle traffic. We hope to have some options ready to look at as early as next week. I will pass your concerns and suggestions along and will provide an update when I have new information.

Regards,

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

From: Block, Cynthia (City Councillor) [<mailto:Cynthia.Block@Saskatoon.ca>]
Sent: Friday, April 24, 2020 8:53 AM
To: [REDACTED]
Subject: RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail [REDACTED]

Thanks, [REDACTED].

I am adding this to the file for our administration.

Stay up to date by subscribing to e-updates: www.cynthiablockward6.com

Cynthia Block

Councillor - Ward 6
City of Saskatoon
222 3rd Ave North
Saskatoon, Sk. S7K 0J5

From: [REDACTED]
Sent: Friday, April 24, 2020 8:50 AM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: Re: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail

Thanku cynthia. Another story.

Wednesday evening, earth day a stream of vehicles (about 100) paraded (making sure they kept below the speed limit) down spadina under broadway bridge over victoria and round. [REDACTED] i saw that they started somewhere beyond university bridge ... this went on forever it seemed. Round and round.

Finally I phoned the police who then used a very smart technique to stop the parade: they placed a cruiser in front of the parade at several intervals and slowed all these vehicles to a crawl thereby dissuading the entire parade. It was brilliant to watch!

Check it out through records at the station.

(And i did phone to thank them.)

A version of wednesday, tho' not yet organized as this parade obviously was, occurs every weekend, all afternoon and evening AND now, weekdays as well. With addition of numerous motorbikes.

I know my suggestion would prevent 'the parade'. I hope we can make it happen soon.

Thnx for following this thru, Cynthia. Please keep me informed on progress. And if u need my assistance ... i am here.

■

[REDACTED]

From: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Sent: Friday, April 24, 2020, 8:33 a.m.
To: [REDACTED]
Cc: TC - RF Councillor Enquiry
Subject: RE: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail

Hi [REDACTED], and thank you so much for this email.

I agree that we have more work to do to make space for pedestrians during this time, though I was not aware of the

concerns you have raised.

By way of this email I am asking our administration to look into the matter and provide a response to both of us.

Thanks again for letting me know. Stay well and safe.

Warm Regards,
Cynthia

Stay up to date by subscribing to e-updates: www.cynthiablockward6.com

Cynthia Block
Councillor - Ward 6
City of Saskatoon
222 3rd Ave North
Saskatoon, Sk. S7K 0J5

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

From: [REDACTED]
Sent: Wednesday, April 22, 2020 3:09 PM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: Vehicle-pedestrian interface: meewasin trail

Submitted on Wednesday, April 22, 2020 - 15:08
Submitted by user: Anonymous

First Name: [REDACTED]
Last Name: [REDACTED]
Address: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Other Phone:
City: Saskatoon
Province: Sask
Councillor: Ward 6 - Cynthia Block

=== Message ===

Subject: Vehicle-pedestrian interface: meewasin trail

Message:

Hello Cynthia.

I too, am an avid and daily meewasin trail walker. I agree with you that the maintenance of this spectacular walkway for all of us walkers and joggers and strollers is a huge boon to a vital downtown Saskatoon. And as a downtown resident I have a vested interest in sending my observations and suggestions for your consideration.

As you know Spring has Sprung. And with it the speedway that goes from the circle at the base of the Victoria Bridge to the speed bumps at the Bess has OPENED!! Cars, trucks, motorbikes (often in parade) gun their engines and race up to each other along the park as they run circles from bridge to bridge. Getting attention seems to be their objective. Noise as well as fuel pollution plus the annoyance of the many who wish to enjoy a quiet family stroll in the park are the obvious outcomes.

However the danger to Mothers in strollers, Oldsters with walkers, Middle-aged joggers and walkers, all of whom need to cross in the midst of these engine-yahoos to get to the meewasin, is appalling. I watch from my condo's windows above. There is going to be a serious accident here.

I believe that if the roadway between the Victoria bridge and below the Broadway bridge

were closed to all but pedestrian and bicycle traffic this would discourage the entire circle speedway. (Much as the manner of road planning on the opposite bank has made access to bridges for vehicle parades less appealing.) And immediately make the park so much safer to access, quieter (more parklike) and encourage even more use. This modification need not interfere with hotel access nor with bus lanes nor with parking lot access beside la renaissance nor Meewasin office access.

To gain evidence of this speedway, a suggestion: place a surveillance camera with both sound and video for 2 weeks on the speedway. Collect data.

I sincerely hope the city gives this suggestion consideration OR explain to me why this cannot be.

Thanku

Attachment:

Flores, Mariniel

To: [REDACTED]
Subject: RE: Report from [REDACTED]

From: Block, Cynthia (City Councillor)
Sent: Monday, June 15, 2020 7:03 AM
To: [REDACTED]
Subject: RE: Report from [REDACTED]

Hi [REDACTED]

I am going to ask our Transportation folks to provide a response to both of us.

I'm glad we are making progress to slow down the speeders downtown.

Cynthia

Stay up to date by subscribing to e-updates: www.cynthiablockward6.com

Cynthia Block
Councillor - Ward 6
City of Saskatoon
222 3rd Ave North
Saskatoon, Sk. S7K 0J5

From: [REDACTED]
Sent: Sunday, June 14, 2020 4:36 PM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: Report from [REDACTED]

Good morning cynthia

We wanted to send our thanks for the narrowing of the traffic roadway below us. As traffic engineers recognize, creating areas of greater friction tends to slow traffic and we hope this is the outcome on Spadina between La Renaissance and the Bessborough.

However, an area that continues to raise safety and noise concerns AND that is not addressed by this modification is the underpass below us.

The vehicle and motorbike traffic continues to use the underpass's curve in the road as a place to accelerate; even though sight distance is greatly compromised. Going north one cannot see pedestrians or bicycles travelling near the park until right upon them. The west sidewalk under the bridge is a true danger to use as southbound drivers do not see walkers until they are upon them. And at sunset the glare off the Nutrien building can completely blind a southbound driver ... particularly when focused on aggressive rather than defensive driving.

The only solution is to close that part of Spadina to vehicle traffic. Speedbumps will not take care of sightline or glare issues. The road was closed for 3 years while the traffic bridge was being re-built. Why is this not the solution of least resistance??

I await your response.

Thanku Cynthia

[REDACTED]

[REDACTED]

Flores, Mariniel

From: [REDACTED]
Sent: Wednesday, August 5, 2020 4:26 PM
To: [REDACTED]
Cc: Flores, Mariniel
Subject: RE: Traffic Concerns

Hello [REDACTED]

Thank you for providing your comments regarding traffic issues in the City Park neighbourhood. Here are some details on the different areas of concern that you raised.

Accessible Ramps

The City of Saskatoon is committed to ensuring that the City can be accessed, understood and used to the greatest extent possible by all people regardless of their age, ability or disability, in the most independent and natural manner possible without the need for adaptation, modification, assistance or specialized devices. The installation of pedestrian ramps at all corners of an intersection for all crossing directions, except where crossings are prohibited, ensure that the City achieves a barrier free and interconnected network of accessible facilities for all residents of Saskatoon.

The installation of missing pedestrian ramps is now being completed at all intersections when there adjacent roadway work, as approved by City Council at its [Regular Business Meeting in August 2019](#). There are some intersections in City Park that were not completed during the roadway construction because the construction was completed prior to the change in delivery for missing ramps. These missing ramps will be installed through the missing ramps program. Please let us know if there are specific intersections needed for disabled users.

Sidewalk Preservation

Sidewalks along the planned [roadway preservation program](#) locations are at the top of the priority list for the sidewalk preservation program. By working to have both sidewalks and roadways addressed at the same time allows the city to rejuvenate the streets as a whole and take advantage of efficiencies and minimize costs.

Sidewalks that are outside the planned preservation program locations are prioritized according to severity and safety implications. Citizens who have concerns about the safety of sidewalk infrastructure are requested to contact the Customer Care Centre at [306-975-2476](#).

City Council at its [Regular Business Meeting in July 2020](#), resolved that an additional \$4 million dollars allocated to sidewalk preservation and \$1 million dollars allocated to missing accessible ramps be included in the funding application for Municipal Economic Enhancement Application

Decorative Painting

Decorative crosswalk painting is approved through [Council Policy C07-027 – Decorative Crosswalks Policy](#). There is no current program for permanent sidewalk painting.

Thank you again for your email
[REDACTED]

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

[REDACTED]
www.saskatoon.ca

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From: [REDACTED]
Sent: Monday, August 03, 2020 8:48 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic Concerns

To whom it may concern:

My name is [REDACTED] and I reside in City Park. Here are some of my concerns:

- Making sure people of disabilities can get around in my area. Such as cuts in the sidewalks for wheelchairs, and electric cords for cars not on sidewalks in the winter.
- Uncracked sidewalks so wheelchairs and walkers and sight impaired people do not stumble.
- Permeant art on the sidewalks to get more people engaged to walk.

Thank you for including the community for input on traffic issues in The City of Saskatoon.

[REDACTED]

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Wednesday, August 12, 2020 9:40 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Re latest Engage notice

Hello [REDACTED]
Thank you for your inquiry about the timing of construction for the Spadina Crescent closure.

The work is depending on the completion of the Dundonald Avenue realignment, which is now slated for completion by the end of August.

As such, the Spadina Crescent project is anticipated to begin in September.

Regards,

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

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

From: [REDACTED]
Sent: Monday, August 10, 2020 8:54 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: [REDACTED]
Subject: Re latest Engage notice

There is no mention of the closure of Spadina Crescent west .at the end of the 1300 block.
Previous information provided at the meeting, stated that it was postponed again , for completion By Sept 1st, 2020.
Is this still going to happen ?

[REDACTED]

Sent from my iPad

Flores, Mariniel

From: [REDACTED]
Sent: Friday, May 14, 2021 10:59 AM
To: [REDACTED]
Subject: FW: Letter to Cynthia Block, city counsellor for Downtown. [REDACTED]

Just for information on the NTR no response is needed.

From: Councillor Support <CouncilSupport@saskatoon.ca>
Sent: Thursday, May 13, 2021 2:48 PM
To:

Cc: Councillors Support <CouncilSupport@saskatoon.ca>

Subject: RE: Letter to Cynthia Block, city counsellor for Downtown. [REDACTED]

Hi [REDACTED] and thanks for your email.

I hope you are aware of the Downtown Neighbourhood Traffic review that is currently underway. These are good suggestions for our administration to consider in the process, and by way of this email I am asking them to append them to the file.

As for the festival site, as this is an unfunded project at this time, our administration will not be dealing with anything specific around traffic at this location, however my understanding is that they are considering it in a general manner to ensure the NTR report considers the potential impact.

By way of this email I am asking our administration to review your questions and provide a response to both of us.

As for a meeting, I am always happy to meet with residents and actually host Coffee with Your Councillor most months during a calendar year. (outside of Covid) If something specific is required for your building, I am open to that, as well. Note that the technical questions around traffic calming, pedestrian crossings etc should be addressed in the NTR, and I look forward to hearing your feedback.

Warm Regards,
Cynthia

From: [REDACTED]
Sent: Tuesday, May 11, 2021 10:06 AM
To: [REDACTED]
Subject: Fw: Letter to Cynthia Block, city counsellor for Downtown.

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

Cynthia Block, Councillor, Downtown Ward 6, Saskatoon.

Dear Ms Block,

Recently, the board of La Renaissance condominium corporation, 424 Spadina Crescent E., discussed concerns about noise and traffic along the 400 block of Spadina Crescent East.

Speed : there are no intersection lights or stop signs between 3rd Ave. and 24th St., so a free flow of traffic can lead to increased speeds. There is a slow section at 21st St. in front of the Bessborough hotel.

Most motorists obey the speed limit but the few that don't create risk and noise, particularly under Broadway Bridge. There are no controlled crosswalks designated between 3rd Ave. and 20th St. So Safety of pedestrians crossing is an issue, and it is a common sight to see.

Noise: Besides the noise of traffic there is concern about the proposed festival site with significant music and loud speakers potentially directed towards our building which is a downtown residence. How will this be ameliorated? Will residential noise restrictions for time (No noise after 10 PM) and volume (dB) be put in place?

Possible answers :

Will there be any consideration for increased enforcement of these issues? Any chance of putting up speed lights and flashing lights at a new crosswalk?e.g.near Broadway Bridge .

Follow up: When health restrictions for meetings are appropriate, I am sure we could provide a meeting space in our lobby for you to present issues and answer questions, perhaps early October if you wish to tentatively plan. A Wednesday late afternoon or early evening might be best.

Respectfully,

[Redacted signature]

[Sent from Yahoo Mail for iPhone](#)

Flores, Mariniel

From: Block, Cynthia (City Councillor)
Sent: Tuesday, May 11, 2021 9:00 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: Neighbourhood Traffic Review - Central Business District

Ok, it's starting to make more sense now. Thanks for the additional info.

Mariniel, could you please look into this other process and provide a response about if/how this work will be incorporated?

Thanks, cb

From: [REDACTED]
Sent: Tuesday, May 11, 2021 8:57 AM
To: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>; Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Neighbourhood Traffic Review - Central Business District

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From the email below. I can't remember if they were representing the university or the city (I think we all assumed both), but this input should for sure be taken into account. It was a really constructive group from representatives all across and living downtown.

From: [REDACTED]
Date: October 24, 2020 at 5:46:48 PM CST
Subject: Downtown Focus Group

Hello – we hope this note finds you well.

In July you completed our online survey on how to make downtown Saskatoon a more desirable place to live. Thank you. At the end of the survey you indicated your interest in participating in a focus group discussion to further explore this topic, and provided us with your first name and email address to reach out to you.

We plan to hold one-hour focus groups in November using *Zoom (Pro)*, a digital meeting software. Participants would be sent an honorarium payment of \$75 by *Interac e-Transfer* shortly after the focus group ends.

If you would still be willing to participate in a focus group, please let [REDACTED] know by emailing her at [REDACTED] or simply by replying to this email. To help us organize participants into different focus groups, please indicate in your reply which of the following two categories best describes you:

- A) I want to continue living in Downtown Saskatoon
- B) I want to move out of Downtown Saskatoon to another part of the city

Sincerely,

[REDACTED]

From: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Sent: Tuesday, May 11, 2021 8:51 AM
To: [REDACTED] Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: [EXT] RE: Neighbourhood Traffic Review - Central Business District

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Hi [REDACTED]

Can you please clarify which project you provided paid input? If I understand correctly, there may be two parallel processes, and we need to figure out how to link them.

Thanks, cb

From: [REDACTED]
Sent: Monday, May 10, 2021 11:35 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>; Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: RE: Neighbourhood Traffic Review - Central Business District

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Thanks for the reason why these weren't considered, but a whole group of downtown residents that got paid for their time to provide comments seems to not have their input submitted into this traffic review. See my comments below as you mention "comments from residents" got a lot of the noted actions below, but the review seems to have missed the comments from the group I participated and got paid in:

From: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Sent: Monday, May 10, 2021 10:14 AM
To: [REDACTED]
Cc: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Neighbourhood Traffic Review - Central Business District

Hello [REDACTED].

Thank you for providing your comments regarding neighbourhood traffic in the Central Business District neighbourhood. All comments that have been received as part of the Neighbourhood Traffic Review are part of the project file and will be documented in the report. The focus of the meeting on April 13, 2021 (video

recording) was to discuss the locations that had recommended revisions; we did not discuss all of the concerns that we had received which would not be addressed as part of the Neighbourhood Traffic Review.

The first Neighbourhood Traffic Review meeting was held on August 12, 2020. I am unsure which meeting that you attended in December since it was not a part of the Neighbourhood Traffic Review program.

Traffic Signal Operations

As part of the City's response to the COVID pandemic, the majority of traffic signals in the downtown area were modified so that people do not have to push the pushbuttons to request a pedestrian walk light. This may cause some delay for motor vehicles because the pedestrian walk light is present for every phase.

- **This is really great and I hope it's permanent, but why wouldn't timing be adjusted to account for change in pedestrian times? The timing issue was noted in our group as a problem prior to Covid – the meeting the city paid us to participate in was right when Covid started. Were these consultations included in this report or was that a waste of our time?**

Learner Drivers

We have passed on similar concerns regarding the frequency of driver training on 5th Avenue to the school divisions to inform their instructors for the driver's education program. Although it may feel this way, 5th Avenue is not the only street used by drivers who are learning to parallel park.

- **Why isn't this noted in the traffic review since it's a traffic related issue, and are any other actions being taken? This is the most population dense block in the city so it should make sense that its noted?**

Curb Extensions

Curb extensions are used to reduce vehicle speeds, reduce crossing distance for pedestrians, increase visibility of pedestrians and prevent parking close to an intersection. Curb extensions can be used on all roadways which have on-street parking.

24th Street at Wall Street and at Pacific Avenue are unsignalized intersections with high pedestrian activity and on-street parking. Based on concerns received from residents, site and sightline observations and collision data, curb extensions are recommended at these intersections.

25 Street and 5th Avenue is a signalized intersection with adequate sightlines. 25th Street is also a future [Bus Rapid Transit](#) corridor so there may be changes to the intersection as part of that project.

- **How is pedestrian activity calculated? The uncontrolled intersections closer to the most resident dense area of downtown along 5th would probably have more pedestrian activity. Especially with population/traffic about to dramatically increase with the Baydo project.**

We will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be considered as the traffic plan is finalized.

- **I didn't see a link on the Engage page other than for this email to communicate. Is there not a form? Lots of folks wouldn't waste time sending an email like myself haha.**
- **My overall misunderstanding with this review is that the city seems to have prioritized recent complaints for this traffic review instead of analyzing the whole downtown; being proactive and actually analyzing downtown – especially the most population/traffic/crime dense blocks in the city along 5th Avenue by tenfold to any other blocks in the city.**

Thank you again for your email.

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

Transportation Engineer

Transportation, Transportation & Construction Division

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

Treaty 6 Territory & Homeland of the Metis

mariniel.flores@saskatoon.ca
www.saskatoon.ca

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From: [REDACTED]
Sent: Wednesday, April 28, 2021 5:09 PM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Cc: Block, Cynthia (City Councillor) <Cynthia.Block@Saskatoon.ca>
Subject: RE: [EXT] Neighbourhood Traffic Review - Central Business District

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Hello Mariniel,

Just emailing some comments in regards to the video about the downtown traffic review study - <https://www.youtube.com/watch?v=8ZCpxgHFFLc>. It wasn't clear on the website links below on where to provide comment, but the video and email mentioned we have until mid-May to provide comments so I thought I'd send a response as a downtown resident. I got invited to a city run online group meeting with a group of Saskatoon residents a few months ago and someone from the city back in the winter discussing downtown issues, and I didn't see any of the comments addressed in the video noted here.

Two of the main issues noted in that call related to:

- traffic lights timed incorrectly throughout the downtown
- how residents on fifth ave – the most population dense street in the city, are the only residents dealing with drivers practicing for their drivers example parallel parking solely on fifth ave – sometimes 5 cars at a time practicing throughout the street. How SGI needs to variate where they do parallel parking tests throughout the city.

I didn't see any of those comments and others noted in this study and just wanted to make sure those consultations were included – we even got paid to participate in that discussion by the city. I was also curious to know why the traffic calming pedestrian barriers noted in the video are solely being proposed for the industrial area, but not in the most residential dense area of Saskatoon – 25th and 5th?

Thanks,

From: City of Saskatoon <ntr@saskatoon.ca>
Sent: Wednesday, April 28, 2021 4:40 PM
To: [REDACTED]
Subject: [EXT] Neighbourhood Traffic Review - Central Business District

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Regards,
Mariniel Flores, Transportation Engineer
306-975-3463
City of Saskatoon

Email sent to: rorv.nussbaumer@nutrien.com

City of Saskatoon
222-3rd Ave N
Saskatoon, Saskatchewan | S7K 0J5 | Canada
306-975-2476 | customercare@saskatoon.ca

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