

Hudson Bay Park/Mayfair/ Kelsey Woodlawn Community Association - Pedestrian Safety and Crosswalks

ISSUE

This report responds to the concerns identified by the Hudson Bay Park/Mayfair/Kelsey Woodlawn Community Association (CA), informs on previous transportation reviews in the 33rd Street Business Improvement District (BID), and updates the implementation status of previous recommendations for 33rd Street.

BACKGROUND

At its Regular Business Meeting held on November 1, 2021, the Standing Policy Committee on Transportation considered a letter from the president of the Hudson Bay Park/Mayfair/Kelsey Woodlawn Community Association and resolved:

“That the letter be forwarded to the Administration for a response to the Committee and include the history on past transportation reviews on the Business Improvement District section of 33rd Street including any implementation status updates.”

The letter from the Community Association included the following specific concerns, “The concerns I wish to address with you today are four (4) methods and actions the COS can take to ensure pedestrian safety at crosswalks.

SIGNAGE: Currently, pedestrian crosswalk signs are located AT the crosswalk. A COS 2004 report identifies various methods to draw attention to the crosswalk. One is the yellow sign that is posted in advance of a crosswalk. This should give all drivers advanced notice that a crosswalk is ahead and that they should take the necessary steps to be aware when approaching a crosswalk. It would also be advantageous to have both signs illuminated by a flashing light (solar powered).

CROSSWALKS: There are numerous ways to make a crosswalk more visible. Currently the crosswalks on 33rd Street are faded. Bright & colourful crosswalks are better at getting attention. Raised crosswalks also provide greater visibility for both the pedestrian and the driver, even though this is a bane for street clearing. Rather than a pedestrian activated yellow flashing light, make them red. This would force the driver to stop.

RECOGNITION: As a means of drawing attention to this tragedy, make this location and all locations with a white cross or other culturally appropriate symbol. This should have an impact of all who pass by so that we may not forget. Undoubtedly, this must be handled with great delicacy and would require support from the family affected. You have probably noticed the signs the MADD (Mothers Against Drunk Driving) have placed where an impaired driver was stopped.

EDUCATION: SGI has several reports regarding pedestrian safety. There are many common sense and courteous ways both groups should become more familiar with. Saskatoon has become a car-centric city which defeats the purpose and goals of active transportation.”

The letter from the Community Association is included in Appendix 1.

A summary of previous 33rd Street Corridor Study City Council resolutions are included in Appendix 2.

CURRENT STATUS

There are several ways the City addresses pedestrian safety.

[Council Policy C07-018, Traffic Control at Pedestrian Crossings](#) follows the guidance provided by the Transportation Association of Canada (TAC)'s [Pedestrian Crossing Control Guide](#) and includes a decision matrix for locating pedestrian devices based on the following:

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

If 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.

[Education Campaigns](#) - The City of Saskatoon, Saskatoon Police Service, and SGI regularly promote pedestrian and driver safety education campaigns. In 2021 the City of Saskatoon introduced a new campaign [Saskatoon Streetsmarts](#) with animated images to attract attention and show the movement expected in various scenarios. In 2022, the Administration intends to expand this campaign and is working on a strategy to reach more people using traditional media and advertising tools in addition to City of Saskatoon social media channels.

SGI regularly provides a wide variety of safety campaigns, a sample of which can be found via the following link: [SGI Campaigns](#)

SGI also regularly partners with the Saskatoon Police Service to deliver on a wide variety of road safety topics through a yearly [calendar](#) that focuses on a new item every month.

[Traffic Calming Program](#) - The existing Traffic Calming Program is intended for local and collector streets. Arterial streets such as 33rd Street West are not currently eligible for traffic calming measures. The Administration's previous reporting regarding

33rd Street ([33rd Street – Boulevard Removal – Parking and Traffic Operations](#)) provides more details on this item.

Signage and Pavement Markings - The City of Saskatoon follows national guidance and standards provided by TAC in their Manual of Uniform Traffic Control Devices for Canada for signage.

[Council Policy C07-027, Decorative Crosswalks](#) - Decorative crosswalks are not permitted across high volume traffic streets such as 33rd Street West.

The City of Saskatoon has the following programs to provide recognition:

- [Council Policy C09-038, Commemorations and Monuments](#) provides opportunities to facilitate the commemoration of individuals, events, ideas, or sites that are of significant importance and relevance to the community of Saskatoon.
- [Council Policy C09-027, Gifts and Memorial Program](#) provides guidelines which allow citizens the opportunity to donate memorial and gift items to the City of Saskatoon to enhance programs, civic facilities, equipment, public parks, and open spaces.

DISCUSSION/ANALYSIS

33rd Street Corridor Study Implementation Update

The implementation status of the 33rd Street Corridor Study recommendations is summarized in Appendix 3.

Crosswalks

It is important to provide network connectivity for pedestrians, while ensuring appropriate traffic flow on the 33rd Street West corridor. To ensure the safety of pedestrians, it is necessary to achieve a high level of compliance from all road users (i.e., pedestrians use the installed devices, and drivers and cyclists yield to pedestrians using the installed crossing devices).

The 33rd Street Corridor Study found that one additional activated pedestrian crossing device between the traffic signals at Idylwyld Drive and Avenue D (approximately 290 metres) and one additional activated pedestrian crossing device between the traffic signals at Avenue D and Avenue H (approximately 400 metres) would improve the pedestrian crossing opportunities across 33rd Street West. The study recommended additional pedestrian devices at the intersections of Avenue C and Avenue F. These locations were selected for several reasons including:

- The intersections at Avenue C, Avenue D, and Avenue F were raised by residents as locations of concern for pedestrian safety.
- Traffic counts, including pedestrian counts, showed that these intersections had a significant number of pedestrians crossing 33rd Street West. There were 108 pedestrians crossing 33rd Street West at Avenue C and 78 pedestrians crossing 33rd Street West at Avenue F during peak hours.

- Providing activated devices at these intersections assists in providing adequate connectivity between the Mayfair and Caswell Hill neighbourhoods with connections to the major destinations such as Mayfair Branch Library, Mayfair School, Mayfair Pool, Ashworth Holmes Park, and Caswell Community School.

All the pedestrian crossing improvements identified in the 33rd Street Corridor Study were implemented beginning in 2016 and completed in 2020.

TAC's Pedestrian Crossing Control Guide was updated in 2017. The previous work completed as part of the 33rd Street Corridor Study was done in accordance with the previous TAC Guide. In consideration of the updated Guide, the Administration will complete a review of the pedestrian crossings on 33rd Street between Idylwyld Drive and Avenue H in 2022 and include any new or upgraded pedestrian infrastructure in the next multi-year budget process.

Both the updated TAC Guide and the previous TAC Guide did not include flashing red beacons or lights as a pedestrian crossing device, but do reference amber flashing beacons or lights as a potential pedestrian crossing device.

Vertical traffic calming measures, such as raised pedestrian crosswalks, are not appropriate for arterial streets with regular transit service and primary emergency access.

Signage and Pavement Markings

Advance warning signs for pedestrian crossings are recommended for crosswalks where there may be limited visibility of the pedestrian crossing. Advance warning signs are not required for the pedestrian crosswalks on 33rd Street West between Idylwyld Drive and Avenue H. A review of the usage of advance warning signs will be part of the Administration's review.

There are two rounds of painting for crosswalk pavement markings each year. Typically, the first round is completed in early June and the second coat is completed in late September or early October. Due to the traffic volumes on 33rd Street West, the pavement markings may become worn more quickly than pavement markings on local streets.

Education

Some of the messages used in the City's 2021 pedestrian safety education and awareness campaign included:

- "Every intersection is a crosswalk, whether its controlled or uncontrolled. Watch out for each other out there and take care."
- "Question: Where do drivers need to stop to leave enough space for people crossing, including those with mobility aids accessing a sidewalk ramp? Answer: Behind the crosswalk and not blocking pedestrian ramps. Watch out for each other out there!"

- “Remember, never pass on the right at an intersection when someone ahead of you is stopped in the travel lane. There is reduced visibility which could lead to a collision with a pedestrian. Stay safe out there Saskatoon!”

From 2016 through 2019, the City ran the pedestrian safety campaign “Roads for All: Pedestrian safety is everyone’s responsibility.” In 2020 and 2021 the City focused on active transportation safety with the ‘BYXE’ campaign.

Recognition

To ensure that memorials are placed appropriately (does not interfere with pedestrian path, obstruct driver sight lines, etc.) and receive adequate maintenance, it is recommended that they be installed according to the existing policies and programs.

FINANCIAL IMPLICATIONS

The provision of this report results in no financial implications.

OTHER IMPLICATIONS

There are no privacy, legal, social, or environmental implications identified.

NEXT STEPS

The Administration will review the pedestrian crossing locations along 33rd Street between Idylwyld Drive and Avenue H to determine if they need upgrading to meet the latest recommendations included in TAC’s updated 2017 Pedestrian Crossing Control Guide. This includes sign placement and parking restrictions to provide appropriate sight lines.

APPENDICES

1. Letter from the Hudson Bay Park/Mayfair/Kelsey Community Association
2. 33rd Street Corridor Study Summary of Council Motions
3. 33rd Street Corridor Study Implementation Update
4. 33rd Street Corridor Figure

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