Appendix 1

Central Industrial Area Traffic Review

City of Saskatoon

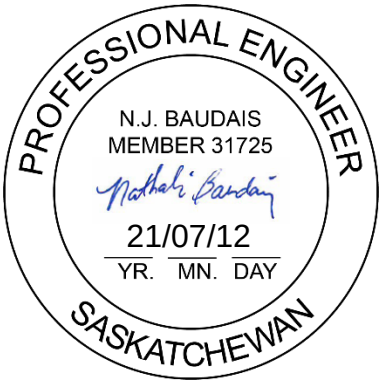
7/5/2021

Photograph Credit: SaskTourism

Authorization

Prepared By:

Chelsea Lanning, P.Eng
Transportation Engineer



Nathalie Baudais, P.Eng.
Transportation Engineer

Checked By:

David LeBoutillier
Transportation Engineering Manager

Acknowledgements

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

- Central Industrial businesses
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor Darren Hill

Executive Summary

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

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within the Central Industrial Area. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the road users in the industrial area. Based on the road users' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community through video presentation posted to the project Engage page in May 2021.

A summary of recommended improvements for the Central Industrial Area 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 Industrial Traffic Plan is illustrated in Exhibit ES-1.

Table ES-1: Central Industrial Area Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	1st Avenue & 26th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety
2	3rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety
3	2nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrades to the adjacent crossings
4	2nd Avenue & King Street	Pedestrian Activated Signal (south side)*	Improve pedestrian safety
5	Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of these locations.

CENTRAL INDUSTRIAL AREA

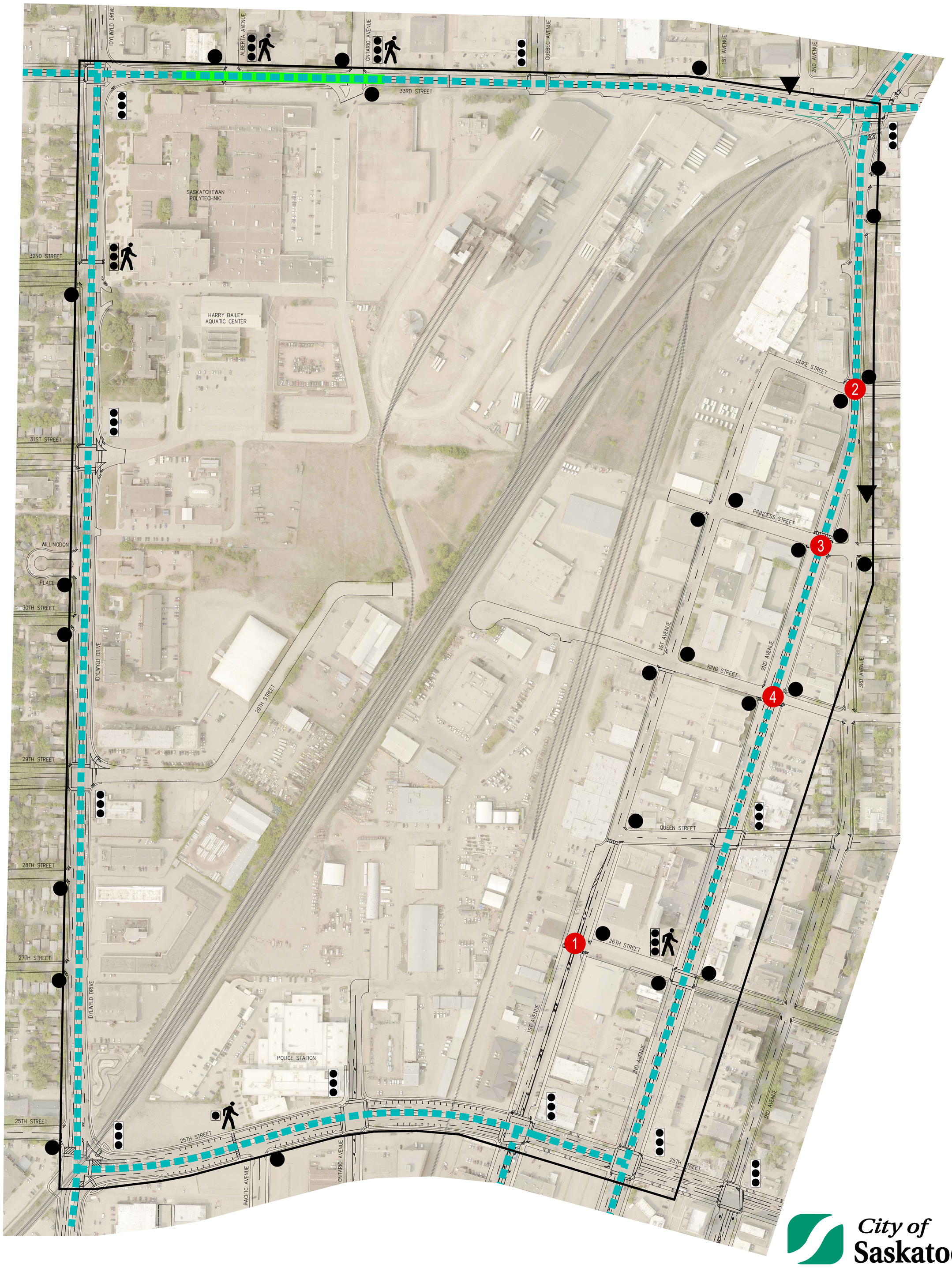
FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-industrial-area

LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING PEDESTRIAN RRFB LOCATION
- # RECOMMENDATIONS



City of Saskatoon

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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. In 2016, the successful Neighbourhood Traffic Review program was expanded to include industrial areas. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative manner. Accordingly, this report provides the Traffic Plan for the Central Industrial Area.

The Central Industrial Area is bound by 25th Street to the south, 2nd Avenue to the east, Idylwyld Drive to the west and 33rd Street to the north. The land use is primarily industrial.

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 stakeholders' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic departments for feedback; make adjustments as needed; and present the plan to Standing Policy Committee on Transportation.
- **Stage 4** – Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in August 2020 to identify traffic concerns within the Central Industrial Area. At the meeting, business owners, employees, and road users 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 stakeholders including all correspondence, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. 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 26th Street;
- 2nd Avenue and King Street;
- 3rd Avenue and Duke Street; and
- 3rd Avenue and Duchess Street.

The stakeholders suggested the following solutions:

- Upgraded pedestrian crossing devices; and
- Additional street lighting.

2.2. 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 for the 700 block of 1st Avenue.

A possible solution identified by residents was to decrease the time restricted parking limit from 3 hours to 2 hours.

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the 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 businesses, employees, and road users.
- Collect historical traffic studies and information the City has on file for the area.
- 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 pedestrian crossing assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2. 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 five peak hours of: 8:00 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 3-1.

Table 3-1: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
1st Avenue and 26th Street	7	Not warranted
3rd Avenue and Duke Street	20	Not warranted
2nd Avenue and King Street	27	Not warranted

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

3.3. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

A summary of the pedestrian studies is provided in Table 3-2 and details are provided in **Appendix D**.

Table 3-2: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
1st Avenue and 26th Street	Yes	Provides connection to commercial businesses, EGADZ, and curling rink. Active Pedestrian Corridor recommended.
3rd Avenue and Duke Street	Yes	Provides connection across 2nd Avenue between employment area and residential area. Active Pedestrian Corridor recommended.
2nd Avenue and King Street	Yes	Provides connection across 2nd Avenue between employment area and residential area. Pedestrian Actuated Signal recommended.

The 2nd Avenue/3rd Avenue corridor was assessed for pedestrian crossing improvements between Queen Street and Duke Street. Based on the length of the corridor, two pedestrian crossings are warranted. Upgraded crossings have been recommended at 3rd Avenue and Duke Street and at 2nd Avenue and King Street. Since the crossing at 2nd Avenue and Princess Street had the lowest pedestrian volumes, the existing zebra crosswalk is recommended for removal.

3.4. Collision Analysis

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

- 3rd Avenue and Duke Street
- 2nd Avenue and 26th Street
- 3rd Avenue and Duchess Street
- 2nd Avenue and Princess Street

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

4. Present Traffic Plan

4.1. Methodology

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

- Based on the assessments, prepare a draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the businesses, employees and road users.
- 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
1st Avenue and 26th Street	Active Pedestrian Corridor (south side)	Improve pedestrian safety
3rd Avenue and Duke Street	Active Pedestrian Corridor (north side)	Improve pedestrian safety
2nd Avenue and Princess Street	Remove existing zebra crosswalk	No longer warranted with recommended upgrades to the adjacent crossings
2nd Avenue and King Street	Pedestrian Actuated Signal	Improve pedestrian safety
Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

4.3. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to stakeholders in a video presentation that was posted to the project Engage page in May 2021. The presentation and draft traffic plan are provided in **Appendix F**.

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

4.4. Engagement Summary

Businesses, employees, and road users were invited to participate in the process through a public meeting and virtual presentation, as outlined in Table 4-2.

Table 4-2: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 August 19, 2020 Online Teams Meeting 3 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in **Appendix A**
Virtual Presentation June 1, 2021	To present the draft traffic plan	Presentation and draft traffic plan included in **Appendix F**

Stakeholders in the Central Industrial Area were notified of the meetings via:

- a flyer delivered to each business in the area;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- billboards placed on 25th Street near 1st Avenue 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 stakeholder comments.

Stakeholders 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.

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

5. Implementation

Stage 4, the final stage of the 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 estimated costs of the improvements included in the Traffic Plan are outlined in the following tables:

- Table 5-1: Signs and Pavement Markings Cost Estimate
- Table 5-2: Pedestrian Safety Devices Cost Estimate
- Table 5-3: Total Cost Estimate

Table 5-1: Signs and Pavement Markings Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
2nd Avenue and Princess Street	Remove existing zebra crosswalk	$200	Coordinated with installation of enhanced pedestrian crossings nearby
	Total	**$200**	

Table 5-2: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
1st Avenue and 26th Street	Active Pedestrian Corridor (south side)	$50,000	5+ years
3rd Avenue and Duke Street	Active Pedestrian Corridor (north side)	$45,000	
2nd Avenue and King Street	Pedestrian Actuated Signal	$150,000	
	Total	**$245,000**	

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 and Pavement Markings	-	-	$200
Pedestrian Safety Devices	-	-	$245,000
Total	**-**	**-**	**$245,200**

The total cost estimate for pedestrian safety devices is $245,200. The cost estimate for pedestrian ramps and sidewalks/multi-use paths will be determined at a later date once a feasibility analysis has been completed.

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

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

Table 5-4: Central Industrial Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	1st Avenue & 26th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety
2	3rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety
3	2nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrades to the adjacent crossings
4	2nd Avenue & King Street	Pedestrian Activated Signal (south side)*	Improve pedestrian safety
5	Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of the installation at these locations and possible utility conflicts.

CENTRAL INDUSTRIAL AREA

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

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LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
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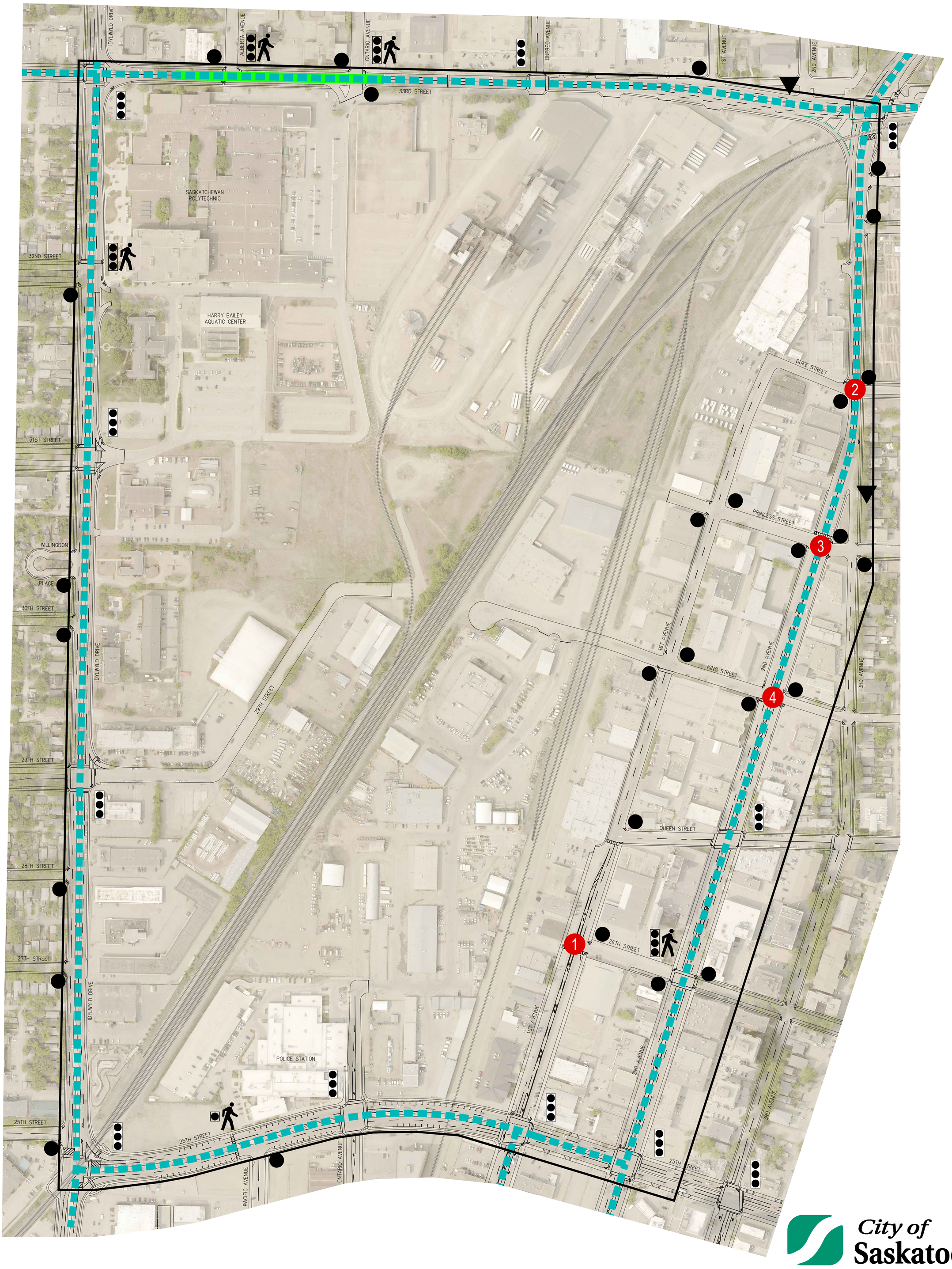

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Appendix A

Public Meeting #1 – August 19, 2021

Central Industrial Neighbourhood Traffic Review Minutes

Date: Wednesday, August 19, 2020

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Chelsea Lanning	City of Saskatoon Transportation Engineer Evergreen Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Katie Sapieha	City of Saskatoon Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Video – Online meeting video recording – August 19, 2020

Question and Answer Session

1. **Question:** I would like to address the parking times on the section of 1st Avenue by the 700 block. It is 3 hours there but a block away it is only a 2 hour time restriction. Can we get a 2 hour restriction for the 700 block as well?

   Chelsea: That is something that we could look at through this review. Our parking services group contributes to making the decision on parking time restrictions. We would have to consult with them about changing the time restriction.

   Nathalie: All of our parking restrictions and prohibitions need to align with our Council Policy related to that and we need quite a bit of information about supply and demand and adjacent land use before we can make those recommendations.

Comment: With the 3 hour parking allowed, there are many workers that work in other businesses and park along the street and restrict commercial sales.

Nathalie: We often hear these kinds of concerns in business areas; that staff park and take up all of the customer parking stalls. This is definitely something we can take a look at.

Updates on other relevant projects

Rectangular Rapid Flashing Beacon installation at 25th Street and Pacific Avenue:

A rectangular rapid flashing beacon (RRFB) was installed at the intersection of 25th Street and Pacific Avenue near the police station recently. This device is used by pressing a button and lights flash on the sides of the street. We heard about this location from your neighbours and those who use this crossing. It was installed in May.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 22, 2020
3. Additional public input via Engage Page no later than September 22, 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

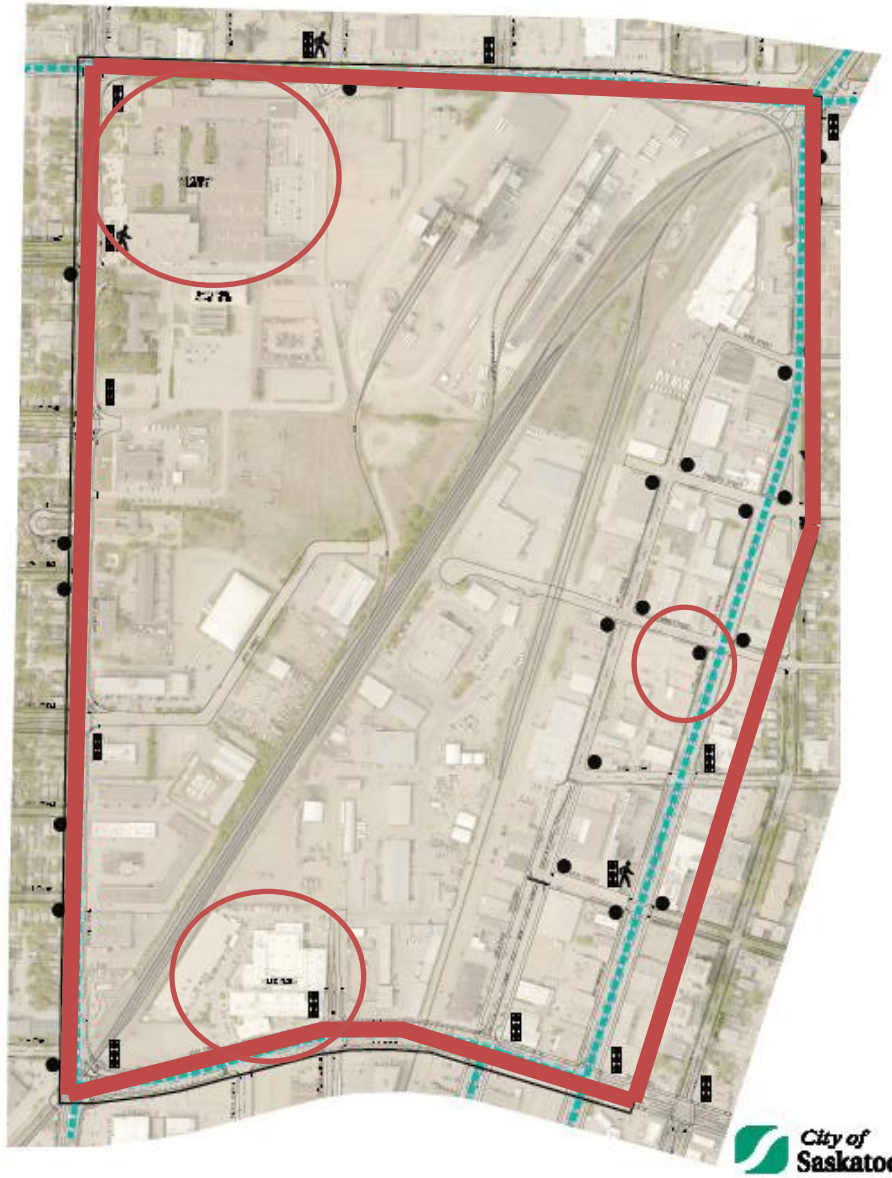
Neighbourhood Traffic Review
Central Industrial Neighbourhood

August 19, 2020

Study Area

- Study Limits
  - Idylwyld Drive, 33rd Street, 2nd Avenue, 25th Street

Local and Collector Roads



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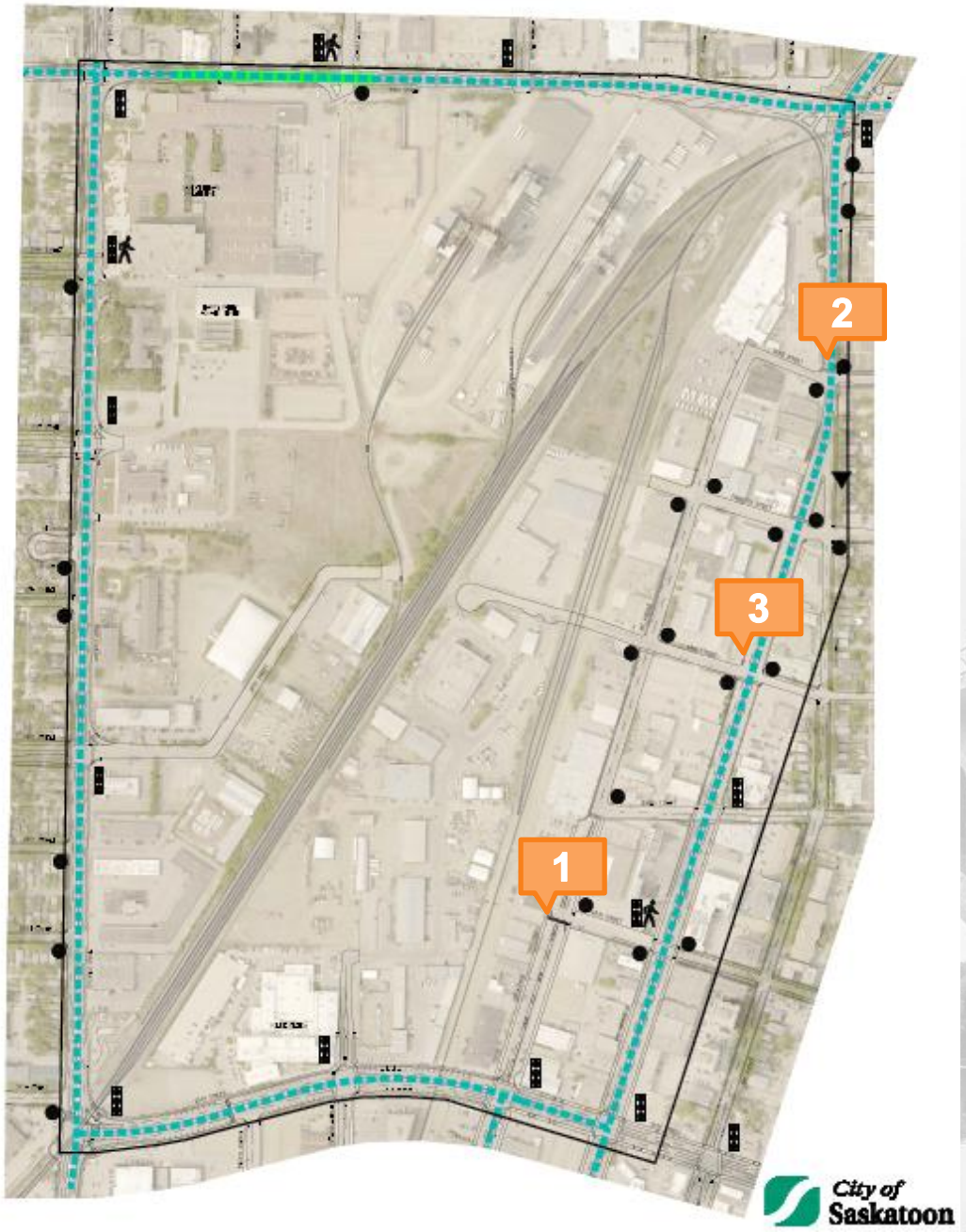
Previous Concerns



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www.saskatoon.ca/engage/central-industrial-area

LEGEND

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- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION

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Next Steps

Stage 1
Identify Problems

- **Summer 2020**
- Public meeting
- Collect input via calls, emails, letters, Engage Page

Stage 2
Develop Traffic Plan

- **2021 (pandemic dependent)**
- Data collection
- Field observation
- Prepare Traffic Plan

Stage 3
Review and Approval

- **2021 (pandemic dependent)**
- Public meeting
- Collect feedback via calls, emails, etc.
- Prepare report
- Committee meeting

Stage 4
Implementation

- **Beginning Spring 2022**
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

Stage 5
Evaluation

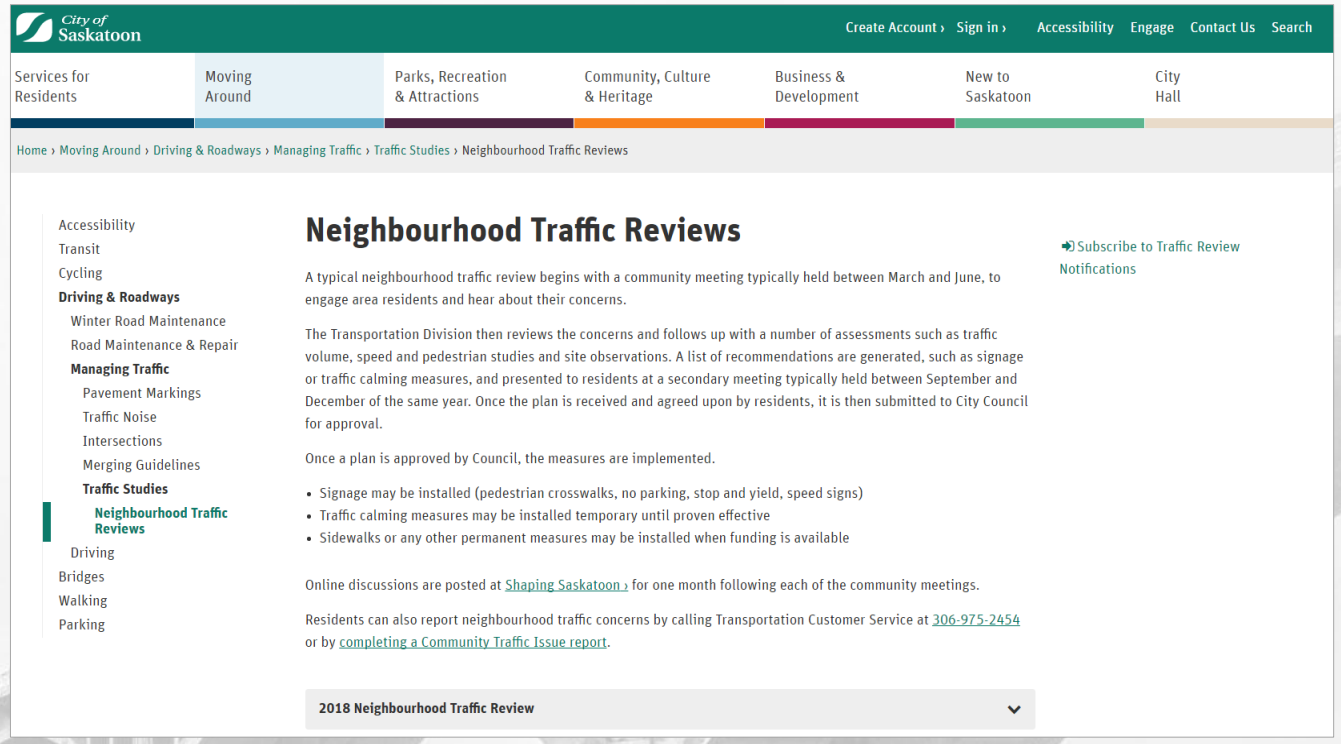
- **2023 and beyond**
- Follow up assessments
- Permanent installation for measures that are deemed effective

City of Saskatoon

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 Chelsea at 306-975-2483
- Email us at ntr@Saskatoon.ca
- Send us a letter

Attn: Chelsea Lanning, City of Saskatoon
222 3rd Avenue North
Saskatoon, SK S7K 0J5



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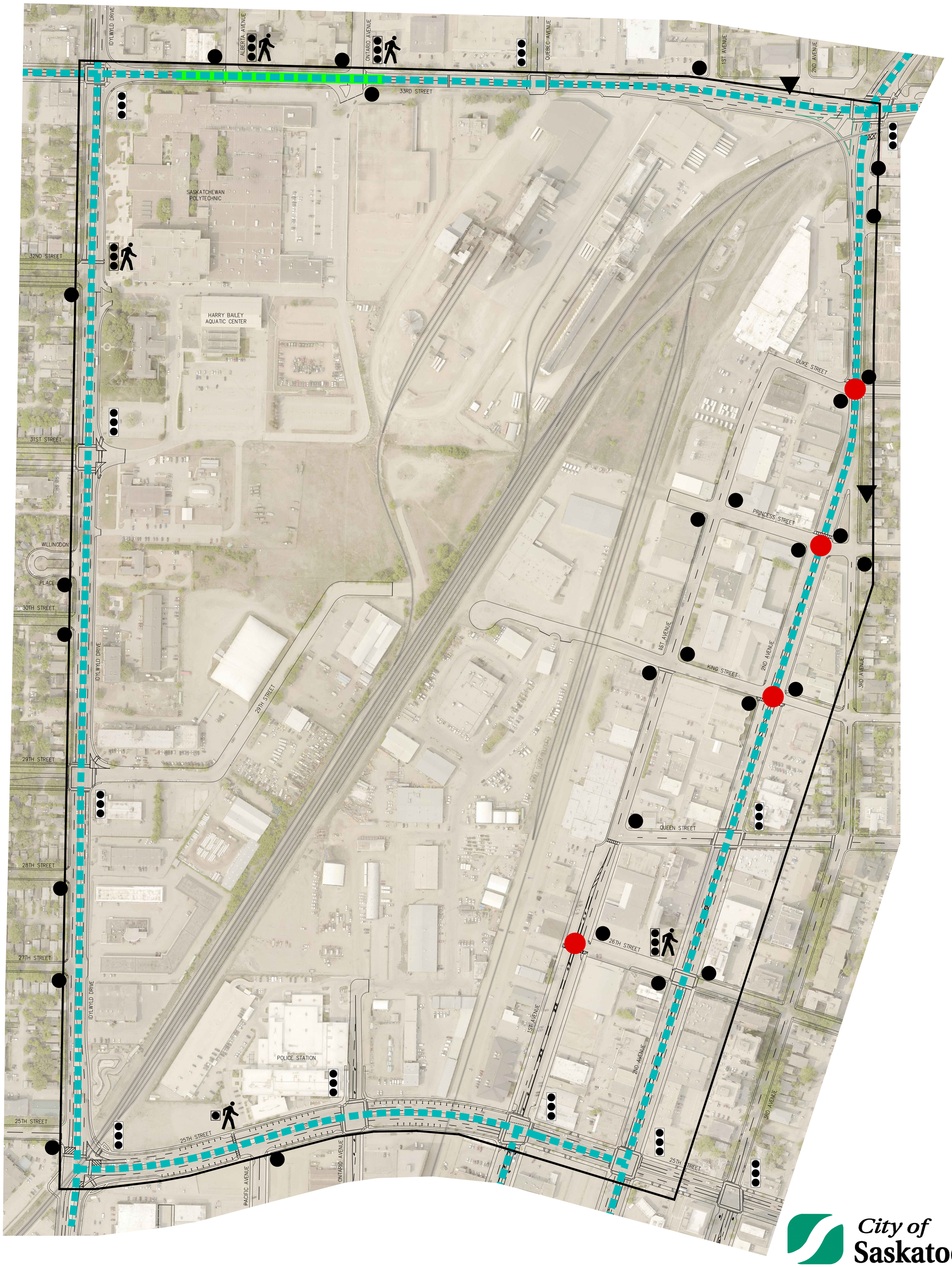
Appendix B

Traffic Data Collection

CENTRAL INDUSTRIAL AREA TRAFFIC DATA

LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING PEDESTRIAN RRFB LOCATION
- INTERSECTION COUNTS



City of Saskatoon

Appendix C

Traffic Signal Warrants

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	1st Avenue	Direction (EW or NS)	NS
Side Street (name)	26th Street	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jun 30, Wed
Count Date:	2020 Nov 18, Wed
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
1st Avenue	NB	1				1		185	1
1st Avenue	SB	1		1					1
26th Street	WB				1				
26th Street	EB								
Are the 26th Street WB right turns significantly impeded by through movements? (y/n)							n		
							n		

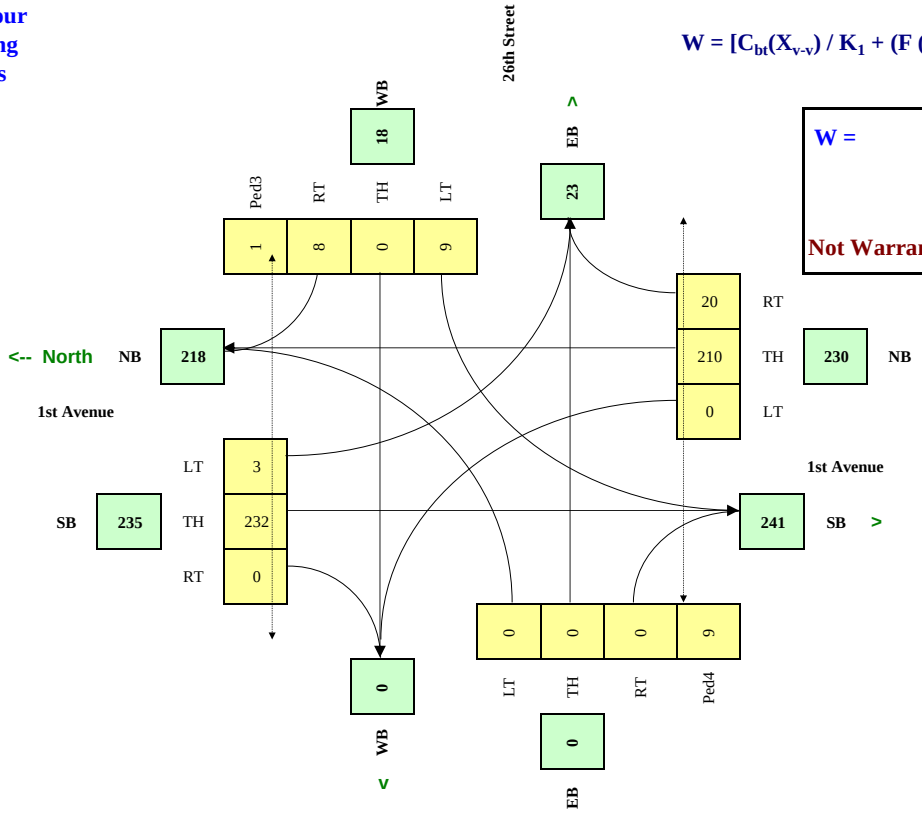
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
1st Avenue	NS	50	2.0%	n	0.0
26th Street	EW	50	2.0%	n	

Set Peak Hours

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		188	4	1	181		3		5					2		
8:00 - 9:00		197	21	0	203		8		3					2	1	9
11:30 - 12:30		179	28	5	186		8		11					5		7
12:30 - 13:30		199	26	7	221		9		16					1	2	18
16:00 - 17:00		278	23	3	374		13		8					4		15
17:00 - 18:00		218	19	1	227		15		7					3		4
Total (6-hour peak)	0	1,259	121	17	1,392	0	56	0	50	0	0	0	0	17	3	53
Average (6-hour peak)	0	210	20	3	232	0	9	0	8	0	0	0	0	3	1	9

Average 6-hour Peak Turning Movements



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

W =	7	3	4
		Veh	Ped

Not Warranted - Vs<75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	3rd Avenue	Direction (EW or NS)	NS
Side Street (name)	Duke Street	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2021 Jun 30, Wed
Count Date:	2020 Nov 18, Wed
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
3rd Avenue	NB		1			1		280	2
3rd Avenue	SB		1			1		500	2
Duke Street	WB				1				
Duke Street	EB				1				
Are the Duke Street WB right turns significantly impeded by through movements? (y/n)							n		
Are the Duke Street EB right turns significantly impeded by through movements? (y/n)							n		

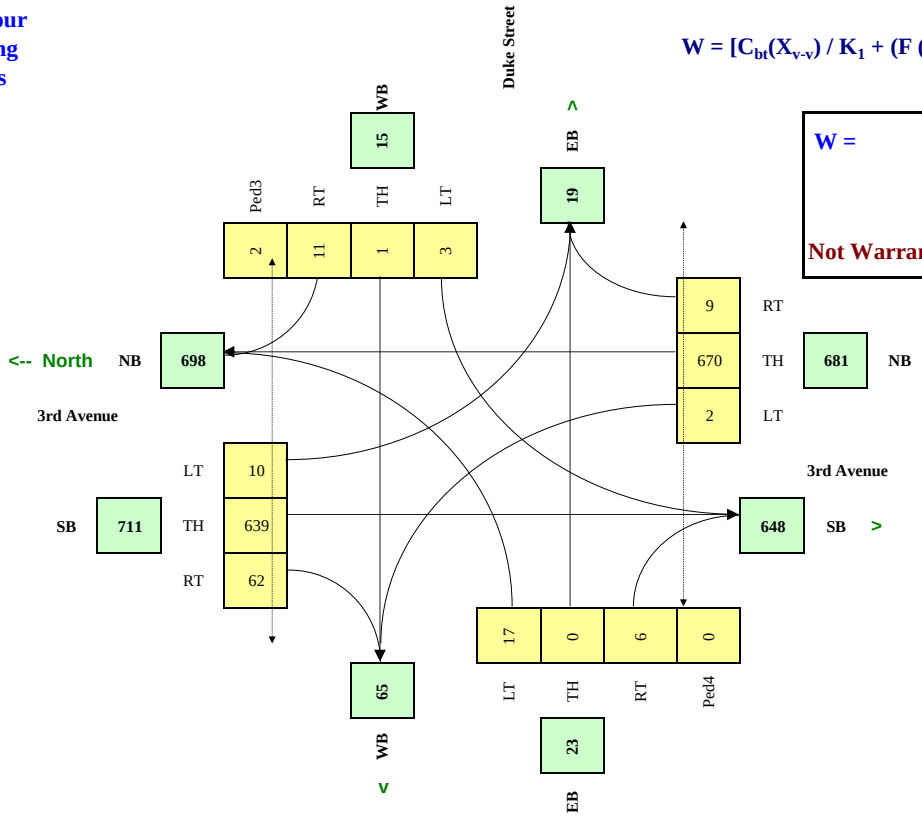
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
3rd Avenue	NS	50	2.0%	n	0.0
Duke Street	EW	50	2.0%	n	

Set Peak Hours

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	0	462	8	6	608	70	4	2	8	1	0	2	3	5	3	1
8:00 - 9:00	3	484	3	10	668	72	2	1	12	6	0	1	3	4	1	0
11:30 - 12:30	1	656	7	6	578	50	2	0	12	20	0	7	2	2	1	0
12:30 - 13:30	2	603	8	8	686	67	4	1	8	20	1	8	6	6	2	0
16:00 - 17:00	0	995	18	11	678	69	2	0	17	28	0	9	5	7	3	0
17:00 - 18:00	3	822	10	18	614	46	5	1	8	24	0	10	1	5	1	0
Total (6-hour peak)	**9**	**4,022**	**54**	**59**	**3,832**	**374**	**19**	**5**	**65**	**99**	**1**	**37**	**20**	**29**	**11**	**1**
Average (6-hour peak)	**2**	**670**	**9**	**10**	**639**	**62**	**3**	**1**	**11**	**17**	**0**	**6**	**3**	**5**	**2**	**0**

Average 6-hour Peak Turning Movements



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

W =	20	17	3
		Veh	*Ped*

Not Warranted - Vs<75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	2nd Avenue	Direction (EW or NS)	NS
Side Street (name)	King Street	Direction (EW or NS)	EW
Quadrant / Int #		Comments	Existing Conditions

for Warrant Calculation Results, please hit 'Page Down'

CHECK SHEET

Road Authority:	City of Saskatoon	
City:	Saskatoon	
Analysis Date:	2021 Feb 02, Tue	
Count Date:	2020 Nov 18, Wed	
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
2nd Avenue	NB	1		1		1		480	2
2nd Avenue	SB	1		1		1		150	2
King Street	WB			1					
King Street	EB			1			1		
							n		
							n		

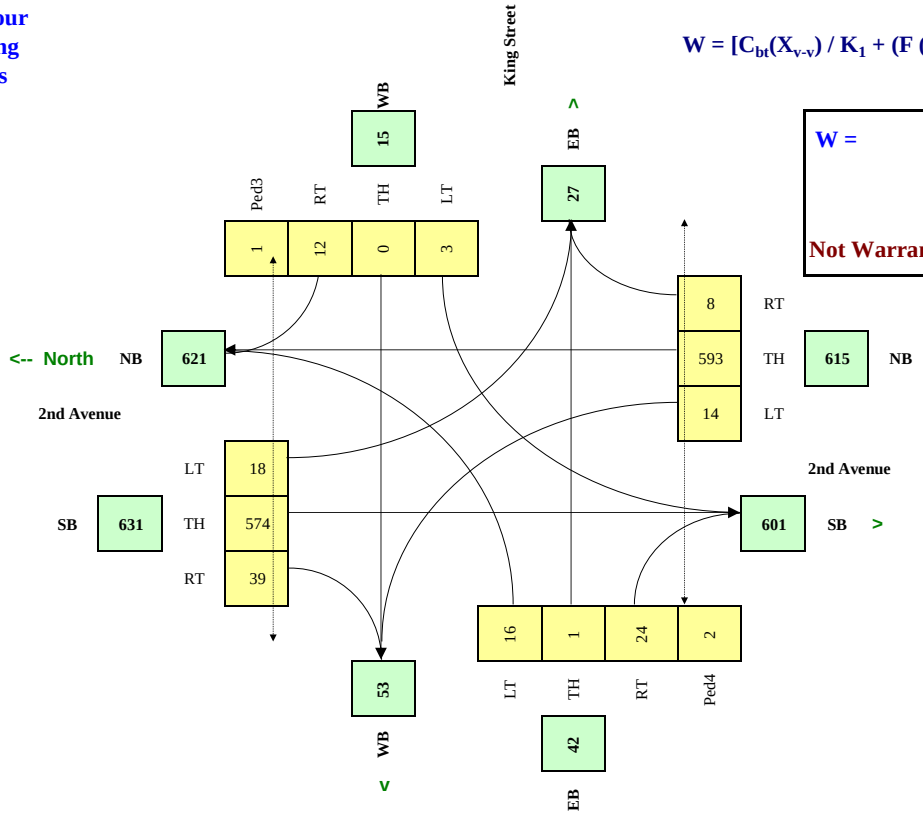
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	250,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
2nd Avenue	NS	50	1.0%	y	
King Street	EW	50	1.0%	n	

Set Peak Hours

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	10	414	6	15	548	40	3	0	4	10	1	7	3	7		3
8:00 - 9:00	12	434	2	10	589	38	1	0	8	9	2	25	3	3		
11:30 - 12:30	23	594	12	19	515	40	3	0	9	14	0	32	3	1	1	1
12:30 - 13:30	19	525	8	25	591	49	6	2	20	21	1	33	3	6		1
4:00 - 5:00	12	890	10	15	645	25	1	0	17	17	1	27	4	6	2	
5:00 - 6:00	8	700	9	25	557	39	1	0	12	25	2	22	4			4
Total (6-hour peak)	**84**	**3,557**	**47**	**109**	**3,445**	**231**	**15**	**2**	**70**	**96**	**7**	**146**	**20**	**23**	**3**	**9**
Average (6-hour peak)	**14**	**593**	**8**	**18**	**574**	**39**	**3**	**0**	**12**	**16**	**1**	**24**	**3**	**4**	**1**	**2**

Average 6-hour Peak Turning Movements



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

W =	27	25	2
		Veh	*Ped*

Not Warranted - Vs<75

RESET SHEET

Appendix D

Pedestrian Device Assessments

1st Avenue and 26th Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	7
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	EAU > 15
	Vehicular Volume	6,500 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	185 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to businesses, EGadz and curling rink
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Standard crosswalk appropriate with installation of curb extensions OR Rectangular Rapid Flashing Beacon Recommended to upgrade to an Active Pedestrian Corridor to improve visibility of the crossing due to the truck traffic in the area and angle parking near the crossing.

[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.

2nd Avenue and King Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	27
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	EAU < 15
	Vehicular Volume	17,700 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	150 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	May be higher demand than existing if the crossing was improved
	Required connection?	Provides connection across 2nd Avenue between employment area and residential area. Additional connection between Queen Street and Duke Street would be beneficial. King Street had higher demand than Princess Street.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Pedestrian actuated signal recommended

[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.

Appendix E

Collision Analysis

Street 1	Street 2	U-Grid	All Collisions (2015-2019)	All Collisions (2019)	Right Angle, Right Turn, Left Turn (2015-2019)	Right Angle, Right Turn, Left Turn (2019)	Collision Frequency (2015-2019)
3RD AVE	DUKE ST	SKH6-64	27	5	12	2	5.4
2ND AVE	26TH ST	SKG7-33	19	4	7	1	3.8
3RD AVE	DUCHESS ST	SKH6-67	13	3	3	0	2.6
2ND AVE	600 N KING - QUEEN	SKG6-2	13	2	2	1	2.6
1ST AVE	600 N KING - QUEEN	SKG6-29	11	4	0	0	2.2
2ND AVE	PRINCESS ST	SKG6-5	10	4	5	3	2
2ND AVE	3RD AVE	SKH6-116	7	1	0	0	1.4
2ND AVE	700 N KING - PRINCESS	SKG6-4	7	2	0	0	1.4
1ST AVE	KING ST	SKG6-7	7	2	2	1	1.4
1ST AVE	QUEEN ST	SKG6-6	7	0	1	0	1.4
1ST AVE	400 N 25TH - 26TH	SKG7-36	7	2	0	0	1.4
3RD AVE	900 N DUCHESS - DUKE	SKH6-66	6	0	0	0	1.2
2ND AVE	500 N 26TH - QUEEN	SKG7-28	6	2	0	0	1.2
2ND AVE	400 N 25TH - 26TH	SKG7-38	6	1	0	0	1.2
29TH ST E	100-200	SKG6-35	4	0	1	0	0.8
3RD AVE	33RD - WARBURTON	SKH6-80	4	0	2	0	0.8
DUKE ST	1ST - 2ND	SKG6-12	4	0	0	0	0.8
3RD AVE	PRINCESS ST	SKH6-62	4	2	1	1	0.8
1ST AVE	700 N KING - PRINCESS	SKG6-8	4	1	0	0	0.8
QUEEN ST	100 E 1ST - 2ND	SKG6-23	4	1	1	0	0.8
1ST AVE	500 N 26TH - QUEEN	SKG7-27	3	1	0	0	0.6
1ST AVE	26TH ST	SKG7-31	3	0	1	0	0.6
26TH ST	2ND - 3RD ST	SKG7-34	3	2	0	0	0.6
29TH ST	29TH ST - EAST OF IDYLWYLD	SKG6-32	2	0	1	0	0.4
ONTARIO AVE	24TH - 26TH	SKG7-13	2	1	0	0	0.4
1ST AVE	PRINCESS ST	SKG6-9	2	2	1	1	0.4
3RD AVE	700 N KING - PRINCESS	SKH6-61	2	0	0	0	0.4
KING ST	1ST - 2ND	SKG6-26	2	0	1	0	0.4
3RD AVE	LAURISTON ST	SKH6-68	1	1	0	0	0.2
3RD AVE	DUCHESS - LAURENTIAN	SKH6-77	1	0	0	0	0.2
1ST AVE	DUKE ST	SKG6-11	1	0	0	0	0.2
1ST AVE	800 N DUKE - PRINCESS	SKG6-28	1	0	0	0	0.2
PRINCESS ST	1ST - 2ND AVE	SKG6-10	1	1	0	0	0.2

Appendix F

Public Meeting #2 – June 1, 2021

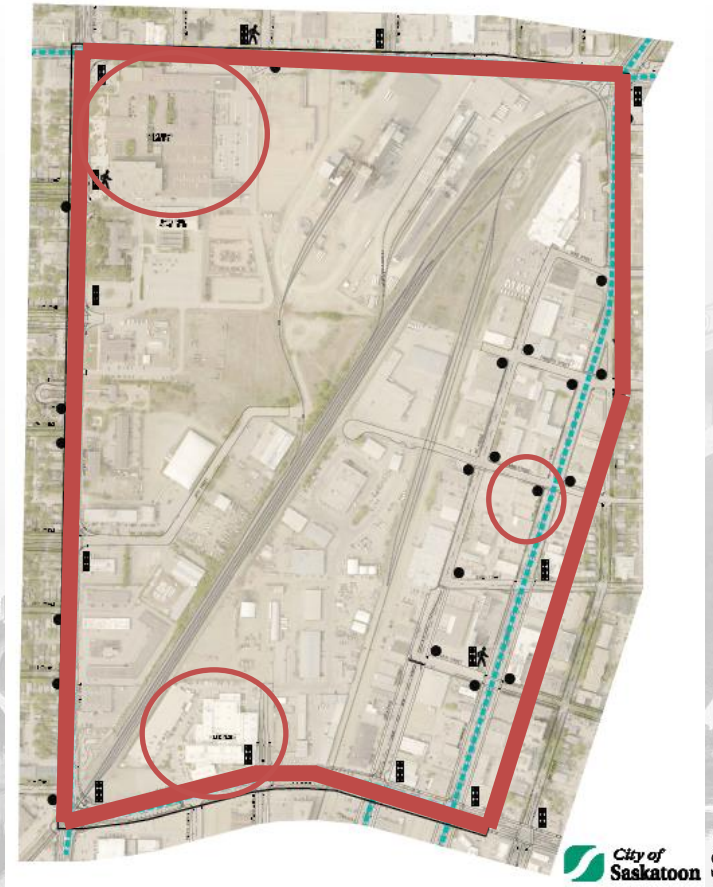
City of Saskatoon

Central Industrial Neighbourhood Traffic Review

Study Area

- Study Limits
  - Idylwyld Drive
  - 33rd Street
  - 2nd Avenue
  - 25th Street

Local and Collector Roads



Neighbourhood Traffic Review Schedule

Stage 1
Identify Problems

- **Summer 2020**
- Public meeting
- Collect input via calls, emails, letters, Engage

Stage 2
Develop Traffic Plan

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

Stage 3
Review and Approval

- **Winter-Summer 2021**
- Public meeting
- Collect feedback via calls, emails, etc.
- Prepare report
- Committee meeting

Stage 4
Implementation

- **Beginning Fall 2021**
- Prepare plans
- Installation of Traffic Plan

Stage 5
Evaluation

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

*Schedule is pandemic dependent

City of Saskatoon

What We Heard

- Pedestrian Crossing Concerns at:
  - 1st Avenue & 26th Street
  - 2nd Avenue & King Street
  - 3rd Avenue & Duke Street
  - 3rd Avenue & Duchess Street
- Other Concerns
  - Time restricted parking on the 700 block of 1st Avenue

City of Saskatoon

What We Did

- Field observations
- Data collection
  - 4 intersection counts, including pedestrian counts
- Collision Analysis

City of Saskatoon

What We Propose

- Active pedestrian corridor
- Pedestrian activated signal
- Sidewalks

Recommendation #1

1st Avenue & 26th Street

- Active Pedestrian Corridor
  - The installation of this recommendation may change at the time of detailed design due to the complexity of this location


Example: Active Pedestrian Corridor

Recommendation #2, 3, & 4

#2: 3rd Avenue & Duke Street

- Active Pedestrian Corridor

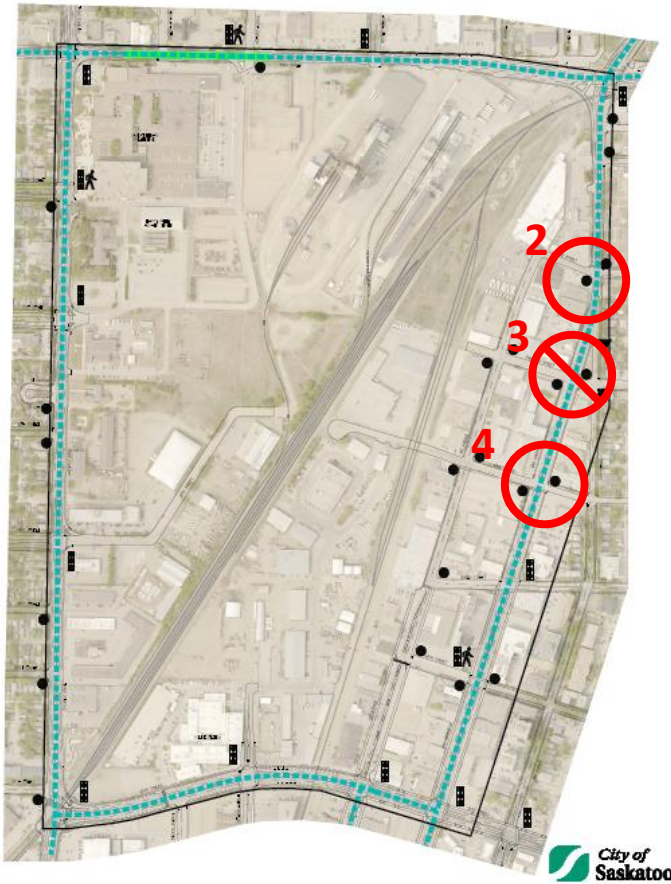
#3: 2nd Avenue & Princess Street

- Remove existing crosswalks

#4: 2nd Avenue & King Street

- Pedestrian Activated Signal

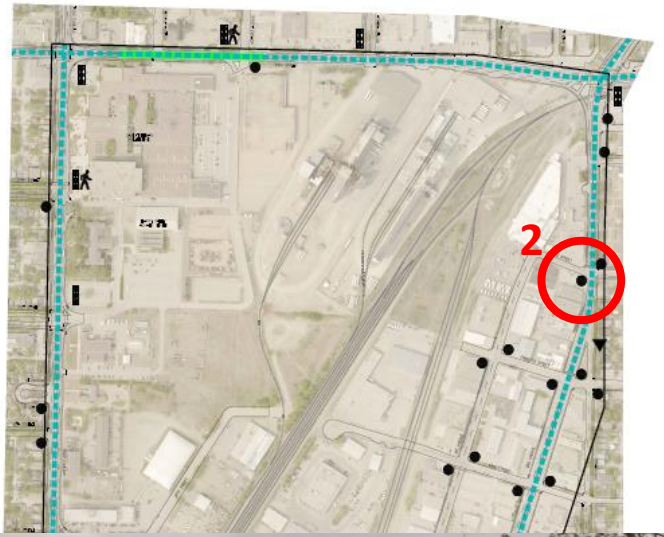
  – The installation of recommendations 2 and 4 may change at the time of detailed design due to the complexity of this location



Recommendation #2

3rd Avenue & Duke Street

- Active Pedestrian Corridor
  - The installation of recommendation 2 may change at the time of detailed design due to the complexity of this location

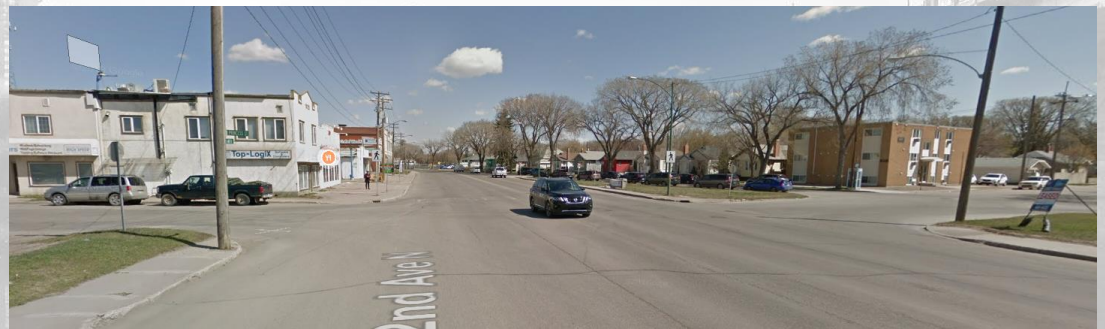


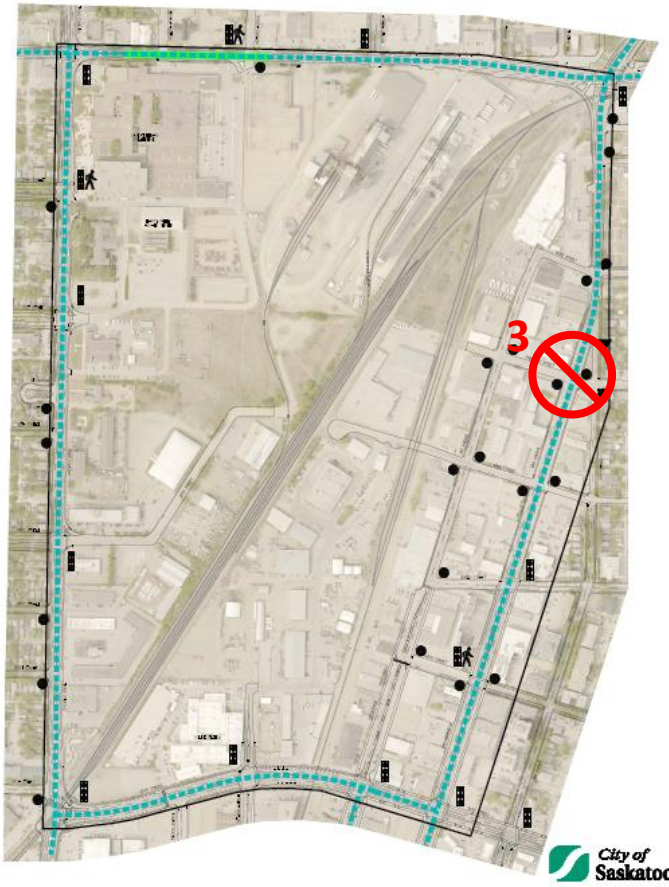
Example: Active Pedestrian Corridor

Recommendation #3

2nd Avenue & Princess Street

- Remove existing crosswalks

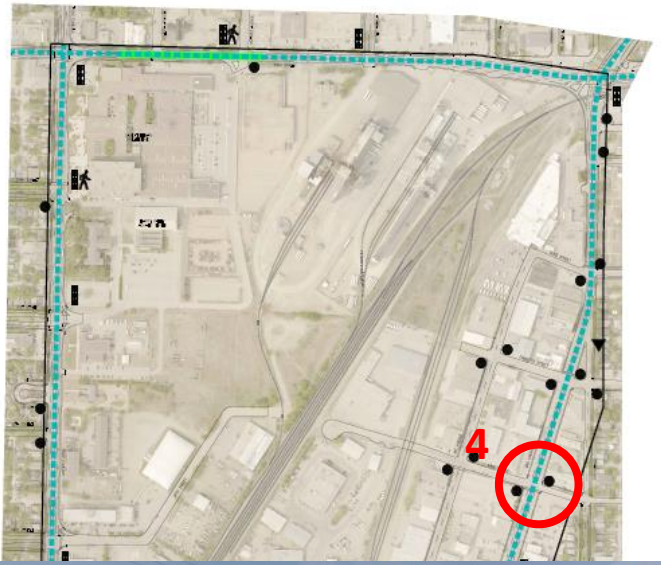


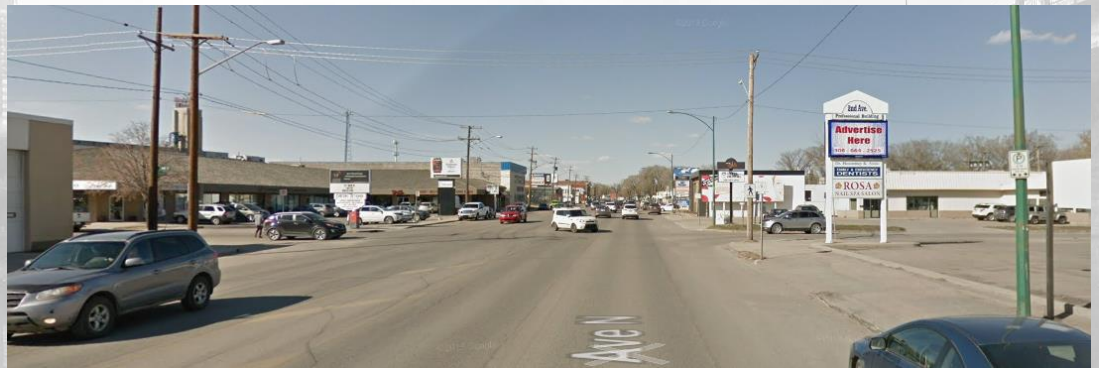


Recommendation #4

2nd Avenue & King Street

- Pedestrian Activated Signal
  - The installation of recommendation 4 may change at the time of detailed design due to the complexity of this location



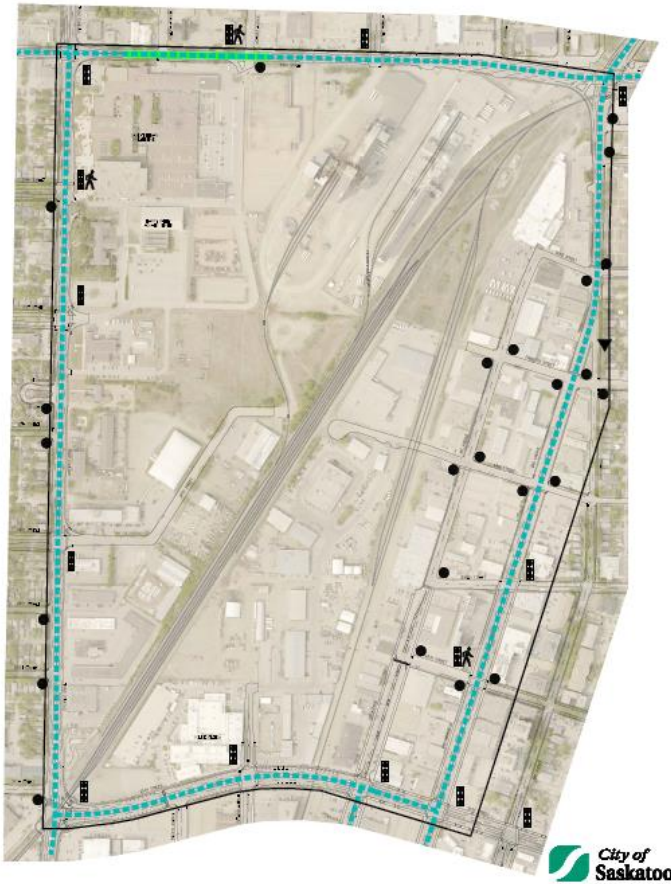


Example: Pedestrian Activated Signal

Recommendation #5

Neighbourhood-wide

- Sidewalk and pedestrian ramps to be installed as per the Sidewalk Infill Program, pending feasibility review



Next Steps

Stage 1 – Identify Problems

- **Summer 2020**
- Public meeting
- Collect input via calls, emails, letters, Engage

Stage 2 – Develop Traffic Plan

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

Stage 3 – Review and Approval

- **Winter-Summer 2021**
- Public meeting
- Collect feedback via calls, emails, etc.
- Prepare report
- Committee meeting

Stage 4 – Implementation

- **Beginning Fall 2021**
- Prepare plans
- Installation of Traffic Plan

Stage 5 – Evaluation

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

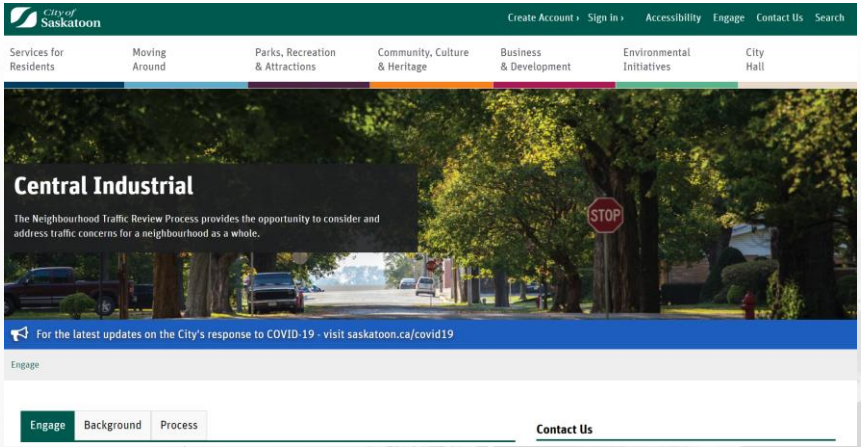
*Schedule is pandemic dependent

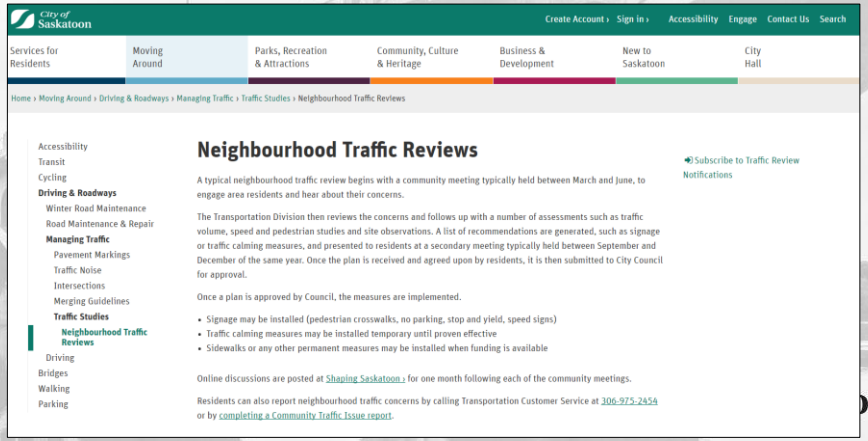
City of Saskatoon

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 Chelsea at 306-975-2483
- Email us at ntr@Saskatoon.ca
- Send us a letter

  Attn: Chelsea Lanning, City of Saskatoon
  222 3rd Avenue North
  Saskatoon, SK S7K 0J5





CENTRAL INDUSTRIAL AREA

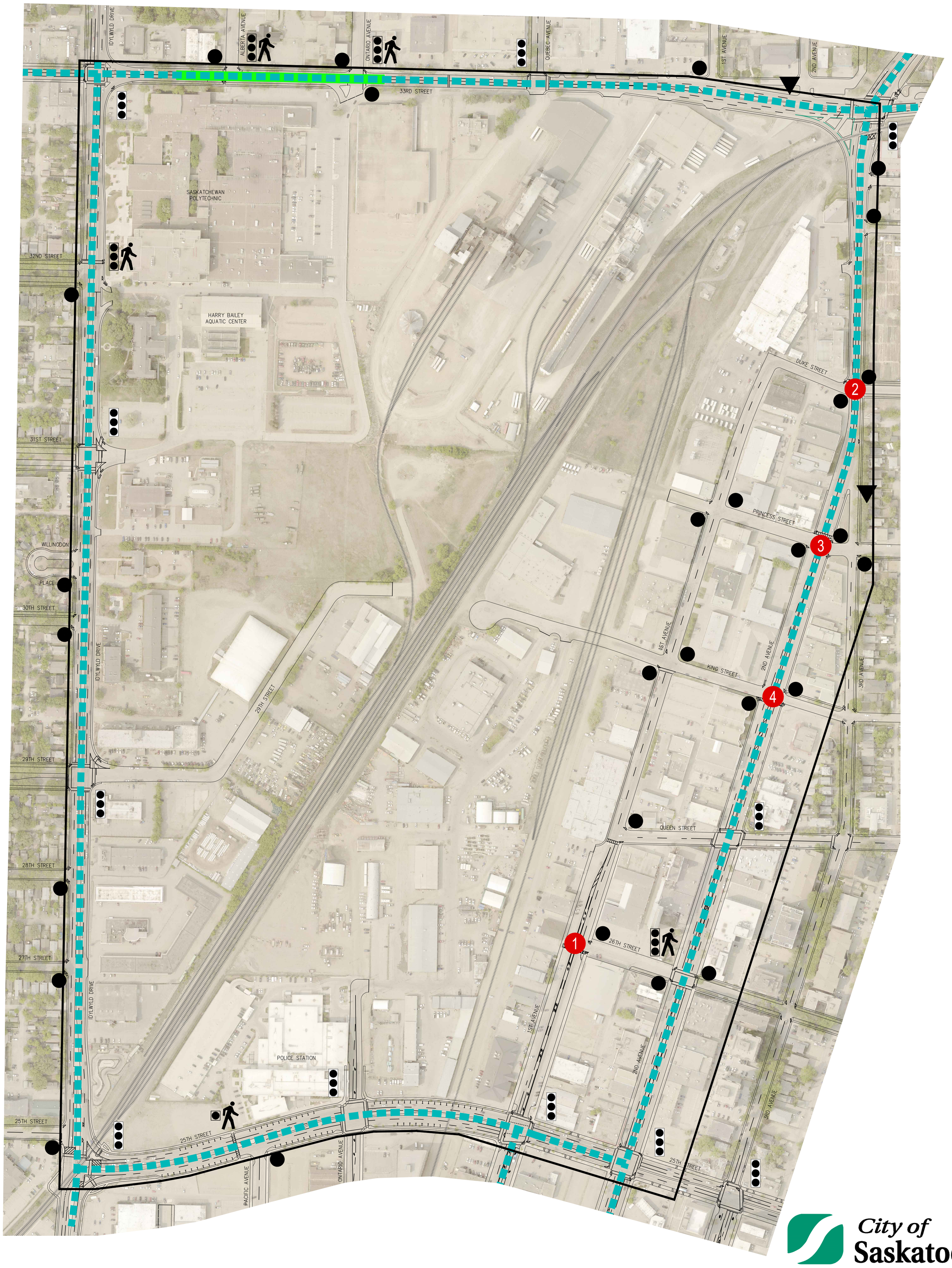
FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/central-industrial-area

LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- EXISTING PEDESTRIAN RRFB LOCATION
- # RECOMMENDATIONS



City of Saskatoon

Central Industrial Neighbourhood Traffic Plan
Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	1st Avenue & 26th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety
2	3rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety
3	2nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrade of adjacent crossings
4	2nd Avenue & King Street	Pedestrian Activated Signal (south side)*	Improve pedestrian safety
5	Neighbourhood-wide	Sidewalk and ramps to be installed as per the Sidewalk Infill Program	Improve pedestrian safety

*These recommendations may require modification at the time of detailed design due to the complexity of these locations.

For comments & information, visit:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/central-industrial

Appendix G

Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	1st Avenue & 26th Street	Active Pedestrian Corridor (south side)*	Improve pedestrian safety	None	Carried
2	3rd Avenue & Duke Street	Active Pedestrian Corridor (north side)*	Improve pedestrian safety	None	Carried
3	2nd Avenue & Princess Street	Remove existing crosswalk	No longer warranted with upgrade of adjacent crossings	None	Carried
4	2nd Avenue & King Street	Pedestrian Traffic Signal (south side)*	Improve pedestrian safety	None	Carried

*These recommendations may require modification at the time of detailed design due to the complexity of these locations.

Appendix H

Additional Concerns Received
After Presentation of Draft Plan

Location	Comments	Decision
3rd Avenue & Duchess Street	Pedestrian crossing improvements are desired because students are crossing at this intersection.	The intersection of 3rd Avenue and Duchess Street is approximately 100 m from the intersection of 3rd Avenue and 33rd Street which is too close in proximity to be eligible for a pedestrian crossing device according to Council Policy C07-018 – Traffic Control at Pedestrian Crossings
	Vehicles turning right from 33rd Street eastbound to 3rd Avenue southbound drift out of the curb lane when making that movement; request for a barrier between the curb lane and centre lane heading southbound.	This intersection is being reviewed for an intersection improvement and the concern will be considered by that project since it is outside the scope of the NTR.
2nd Avenue	We regularly hear trucks and Harley Davidsons roaring down 2nd Avenue with either no mufflers or very loud ones. We can clearly hear them with our windows closed over a block away. They are obviously way louder than the bylaw allows and I wonder why the City does nothing or almost nothing to enforce this. There are many studies that confirm this noise to be a health threat to people living in these corridors. Also leaf blowers that are gas powered. Many cities are now banning them. I think we should look at that within so many meters of a residential property. They are not only offensive in their noise, they are also dangerous to the health of the operators.	The Administration has retained a consultant to research, review, provide a cost estimate, and ultimately recommend possible mitigation measures for vehicle noise that complements the existing Traffic Noise Sound Attenuation policy, and may address issues for streets that are not eligible for Traffic Noise Sound Attenuation measures.

Appendix I

Public Feedback

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Thursday, February 27, 2020 3:47 PM
To: Web E-mail - Transportation
Cc: Lanning, Chelsea
Subject: RE: Lights [redacted]

We'll add this location for review to the Central Industrial NTR.

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

From: Web E-mail - Transportation
Sent: Thursday, February 27, 2020 3:46 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FW: Lights [redacted]

Hi Nathalie,

Do you know if this would fall under your jurisdiction?
Thank you.

Regards,

Web E-mail - Transportation
Transportation & Construction
City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon - Customer Care Centre [mailto:customercare@saskatoon.ca]
Sent: Wednesday, February 26, 2020 4:56 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Lights [redacted]

Hello,

[redacted] works at Egadz and is requesting a pedestrian walk light be put in behind her building in the walkway from her building to the curling rink. She says it is very dark and believe this is a safety issue. The address is 485 1st Ave North and her phone number is [redacted].

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

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Monday, July 27, 2020 12:11 PM
To: Lanning, Chelsea
Subject: FW: CITIZEN INQUIRY, [redacted], [redacted] re: Crossing 2nd Ave @ King St [redacted]

From: Baudais, Nathalie
Sent: Wednesday, February 06, 2019 3:06 PM
To: Councillor Enquiries <TUROCE@saskatoon.ca>; [redacted]
Subject: RE: CITIZEN INQUIRY, [redacted], [redacted] re: Crossing 2nd Ave @ King St [redacted]

Hi [redacted],
Council approved an update to the Policy C07-018 *Traffic Control – Pedestrian Crossing* on September 25, 2018. The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

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

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

The following intersections have not yet been reviewed under the new policy:

- 2nd Avenue & King Street,
- 2nd Avenue & Princess Street, and
- 2nd Avenue & Duke Street.

The pedestrian crossings for these three intersections will be reviewed through Neighbourhood Traffic Review for the Central Business District – Central Industrial area, planned for 2020.

Thanks,
Nathalie

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

From: [redacted]
Sent: Monday, February 04, 2019 2:06 AM
To: [redacted]
Cc: [redacted]
Subject: Re: Crossing Second Ave

Hello [redacted],

Thank you for the email. I know that there is something planned for some intersections in that corridor, but I don't know exactly which ones.

If you can provide me with your address and a contact phone number, then I can forward your enquiry to the administration for a response.

Thank you,
[redacted]

On Sun, Feb 3, 2019 at 9:02 AM [redacted] > wrote:

> Hello [redacted]
>
> I've lived in City Park [redacted]. I've recently had the opportunity with a new job, to walk to work. Unfortunately this requires crossing 2nd Ave at King Street. I'm not sure if you've ever attempted this, but I don't recommend it. A colleague of mine also crosses the road here and told me it wasn't safe, but I didn't think it was as bad as she said. It is. I have only walked this path for 3 weeks, but on 4 occasions have been in the middle of the crosswalk where a car has ripped past me oblivious to the fact I was walking in a crosswalk, on 3 occasions have had cars stop for me where a car pulls around the stopped cars and rips past me in the crosswalk, and more often than not, have nobody stop for me at all.
>
> I used to walk across to the university, and had the benefit of proper cross walk indicators at Nutrien children's park. Here the crosswalk is clearly marked on the road and above the crosswalk, has overhead lighting, and a button to hit to get flashing lights. **In this crosswalk I felt safe**.
>
> For many months of the year in Saskatoon, my walk to and from work is in the dark. Reality of a northern city.

I would like to know if this crosswalk is on anybody's safety radar at the City of Saskatoon. If not, I would like you to consider the safety of this crosswalk and propose options to make it safe for the walkers in Saskatoon.

Thank you for your time and consideration of this request.

[redacted]

[redacted]

--
[redacted]

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Monday, July 27, 2020 12:11 PM
To: Lanning, Chelsea
Subject: FW: 1st Ave N and 26th St E crosswalk requested

FYI.

Nathalie Baudais, P.Eng. | tel 306.986.3097
Senior Transportation Engineer
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Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

From: [redacted]
Sent: Friday, July 05, 2019 3:24 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: 1st Ave N and 26th St E crosswalk requested

Good morning, Nathalie,

[redacted] just called, and she would like to see a button crosswalk with lighting installed to assist pedestrians in crossing 1st Ave N at 26th St E. She says there's only a sign with a man walking on it, which is ignored by most drivers. A lot of people use this intersection, and she feels it's very dangerous the way it is.

[redacted]

Thank you,

[redacted]
Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
[redacted]
www.saskatoon.ca

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Friday, July 31, 2020 11:09 AM
To: Lanning, Chelsea
Subject: FW: Pedestrian Crossing Lights - multiple concerns

FYI.

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

From: Baudais, Nathalie
Sent: Monday, December 30, 2019 12:18 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Pedestrian Crossing Lights - multiple concerns

Hi Guys,
Can you please respond with the following? Thanks!

Hello [redacted],
Thank you for raising your concerns regarding pedestrian safety in the City. Here is our response to the locations that you had concerns with:

1) Idylwyld Drive & Auditorium Avenue
   - The signal at Idylwyld Drive and Auditorium Avenue is coordinated with the one at 22nd Street. For this reason, the East-West walk waiting times fluctuate.
   - The City is currently revisiting its coordination policy with the goal of the improving pedestrian wait times.
   - We have a plan for the redesign of Idylwyld Drive that will make this street more hospitable to pedestrians and cyclists alike.

2) 3rd Avenue & Duchess Street
   - The 3rd Avenue & Duchess Street intersection is too close in proximity to the 3rd Avenue & 33rd Street intersection to be eligible for a pedestrian crossing device according to Council Policy C07-018 – Traffic Control at Pedestrian Crossings.
   - We will be reviewing the 2nd Avenue / 3rd Avenue corridor (between Queen and Duke) for pedestrian crossing devices as part of the Central Industrial Neighbourhood Traffic Review next year. Only one location will be eligible for a device so we need to identify the most appropriate crossing location to service the entire corridor.

3) 8th Street between Broadway Avenue and Cumberland Avenue
   - 8th Street is one of the Bus Rapid Transit corridors. Once the BRT transit station locations are finalized, we can proceed with identifying the appropriate locations for additional pedestrian corridors across 8th Street. We want to ensure that pedestrian corridors will connect to the rapid transit stations to provide

a cohesive city wide transportation network. This will ensure that we are fiscally responsible and that we are not duplicating spending.

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nathalie.baudais@saskatoon.ca
www.saskatoon.ca

-----Original Message-----
From: Web E-mail - Transportation
Sent: Monday, December 23, 2019 4:24 PM
To: [redacted]
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Pedestrian Crossing Lights - multiple concerns

Good afternoon [redacted]

Thank you for contacting us.
Your concerns have been forwarded to the appropriate parties and the matter is being dealt with.
If they any questions, they will be in contact with you.
Thank you again for taking the time and happy holidays.

Regards,

Web E-mail - Transportation
Transportation & Construction
City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

-----Original Message-----
From: [redacted]
Sent: Wednesday, December 18, 2019 4:49 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Pedestrian Crossing Lights - multiple concerns

Submitted on Wednesday, December 18, 2019 - 16:49
Submitted by user: Anonymous
Submitted values are:

==Your Message==
Service category: Traffic Issues
Account Number:
Subject: Pedestrian Crossing Lights - multiple concerns

Message:
Hi there, as a pedestrian in our city, I have three areas of concern to share with you.
1) The walk light at Idylwyld & Midtown Mall (the crosswalk behind the mall) has an absurdly long wait for crossing. There isn no protection from the weather there and it is a higly used walk way. There's no reason for this wait time.
2) There needs to be a crossing LIGHT at the walkway at 3rd & Duchess. Children cross here all summer & cars come flying down that stretch. It is UNSAFE.
3) I have the same concern regarding the stretch of 8th St. from Broadway to Clarence to Cumberland. It is basically inaccessible as a pedestrian.

Thank you,
[redacted]
Attachment:

==Your Details==
First Name: [redacted]
Last Name: [redacted]
Email: [redacted]
Confirm Email: [redacted]
Neighbourhood where you live: Buena Vista
Phone Number: [redacted]

For internal use only :
[redacted]

Lanning, Chelsea

From: [redacted]
Sent: Monday, August 31, 2020 3:10 PM
To: Lanning, Chelsea
Subject: Voice Mail (1 minute and 16 seconds)
Attachments: audio.mp3

Hi, my name is [redacted]. I'm calling regards to the traffic issues in the Central Industrial Area. I tried to email but as often happens when I go on the city's website I was not successful. Something goes wrong. It's not very user friendly but we live in a condo close to 2nd Ave and we regularly hear trucks and Harley Davidsons roaring down 2nd Ave with either. No mufflers are very loud ones and we can clearly hear them with our windows closed over a block away. They are obviously way louder than the by law allows and I wonder why the city does nothing or almost nothing to enforce this period. Uh there are many studies that confirm this noise to be a health threat to people living in these corridors. Also leaf blowers that are gas powered. Many cities are now banning them. I think we should look at that within so many meters of a residential property. They are not only offensive in their noise, they are also dangerous to the health of the operators. My name is [redacted]. Thank you for listening, period.

You received a voice mail from [redacted].

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

Set Up Voice Mail

Lanning, Chelsea

From: Baudais, Nathalie
Sent: Tuesday, January 19, 2021 11:40 AM
To: Web E-mail - Transportation
Cc: Lanning, Chelsea
Subject: RE: FB - Pedestrian Crossing

This location is being reviewed as part of the Central Industrial Neighbourhood Traffic Review. Details can be found at: https://www.saskatoon.ca/engage/central-industrial

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Senior Transportation Engineer
Transportation & Construction, Transportation
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Treaty 6 Territory & Homeland of the Métis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

From: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Sent: Tuesday, January 19, 2021 10:29 AM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FW: FB - Pedestrian Crossing

Good morning Nathalie,

We are passing along this concern we received. I don't believe a response is required for this one.

Regards,

Web E-mail - Transportation
Transportation & Construction
City of Saskatoon | 202 4th Avenue North | Saskatoon, SK S7K 0K1
transportation@saskatoon.ca
www.saskatoon.ca

From: [redacted]
Sent: Monday, January 18, 2021 12:16 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FB - Pedestrian Crossing

Good afternoon

Please find the following feedback on Facebook about a crosswalk at 485-1st Ave N. We let the resident know we have shared this with your team for review.

[redacted]

Hi, i have a suggestion for a safer cross walk across from a youth center, the cross walk at egadz Youth center is very sketchy and its very often a worker or youth will have a close encounter of getting hit because the cross walk signs are nearly invisible at night, i was thinking if you guys could put up one of those light up cross walks they have around schools because its mainly kids around the ages of 12+ going across the road.

Thank you

[redacted]
Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
[redacted]
www.saskatoon.ca

Lanning, Chelsea

From: [redacted]
Sent: Tuesday, June 1, 2021 12:01 PM
To: Lanning, Chelsea
Subject: Voice Mail (1 minute and 33 seconds)
Attachments: audio.mp3

Hey Chelsea, it's [redacted] calling. I have [redacted] in the corner of Duchess than third, and I watched your video. Thank you very much, is very good. Excuse me. OK sorry. Coffee and throat today and I thought I'd like to add my two cents but wanted to talk to you first about how I do that to make it most effective. I have some concerns in the corner 'cause for pedestrian safety, for sure it's a busy traffic area because there's lots of science students that walk down that street had siast, so it's a gathering point and they usually going through at the busy times a day end of the day and started the day. Also people, cars making or vehicles making left hand right hand turns coming off of thirty Third Street in going towards downtown. They come around the corner. They drift right into the next lane. They don't is not protected like they do. The one in Sutherland where you're coming out of Southern new turning an east. I guess it is to go down college. There should be something more there to protect it so people stay in the right lanes 'cause it gets very confusing, especially for trying to make a left hand turn off the Duchess. I know I do 'cause I lived there but there's lots of cars there had do it, in fact it busy times a day I go another different route 'cause it's just not. It's not safe anyways, if you'd like to call me back, I could certainly give you some more input on that. Sorry for the long message, but I wanted to get a point across to take care. Have a good day treasure life.

You received a voice mail from [redacted]

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

Set Up Voice Mail