

Fairhaven Neighbourhood Traffic Review



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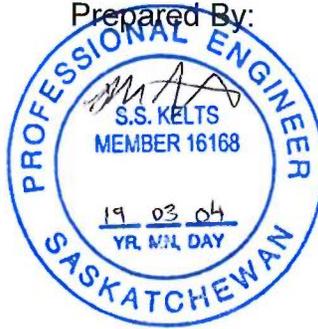


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Fairhaven Neighbourhood Traffic Review

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- City of Saskatoon Transportation
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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 May 2018 to identify traffic concerns and potential solutions within the Fairhaven 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 November 2018.

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

The Fairhaven Traffic Plan and other projects in the area are illustrated in Exhibit ES-1.

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Table ES-1: Fairhaven Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Fairlight Drive from Pedygrasse Road to Olmstead Road	Speed display boards (both directions)	Reduce speed
		Forward speed data to Saskatoon Police to consider for further enforcement	
2	Fairlight Drive & Gropper Crescent	Active Pedestrian Corridor (west leg)	Improve pedestrian safety
3	Fairlight Drive between Diefenbaker Drive and Fairmont Drive	Install No Parking signs (north side)	Clarify parking restriction
4	Fairlight Drive from Fairlight Crescent to Fairmont Drive	Speed display boards (both directions)	Reduce speed
		Forward speed data to Saskatoon Police to consider for further enforcement	
5	Fairmont Drive & Forrester Road	Curb extension on northwest corner	Reduce speed and improve pedestrian safety
6	Clancy Drive & Fairmont Drive	Median island on the west leg	Reduce speed and improve pedestrian safety
		Channelized island on northeast corner	Denote drop of right turn lane to Clancy Drive
7	Clancy Drive between Fairmont Drive and Circle Drive	Lane designation signs (westbound)	Provide advance notice to drivers that the right lane is a right turn lane only
8	Forrester Road & Cooper Crescent (west)	Zebra crosswalk (northeast leg)	Improve pedestrian safety
9	Forrester Road & Cooper Crescent (east)	Active Pedestrian Corridor (northeast leg)	Improve pedestrian safety
10	Forrester Road & Olmstead Road	Curb extension on the northwest corner of Forrester Road	Reduce speed and improve pedestrian safety
		Curb extension on the northeast corner of Olmstead Road	
		Standard crosswalk (northwest leg)	Improve pedestrian safety
11	Priel Pace	Install cul-de-sac sign	Inform drivers that there is no connection to Pedygrasse Road

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Table ES-1: Fairhaven Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
12	Pendygrasse Road between Fairlight Drive to Henigman Place	Speed Study	Determine if speed is within acceptable range
13	Pendygrasse Road in front of St. Mark School	Active Pedestrian Corridor	Improve pedestrian safety
		Remove median island	Reduce conflicts between passenger vehicles and transit vehicles
14	Pendygrasse Road between Forrester Road to Clancy Drive	Speed Study	Determine if speed is within acceptable range

Table ES-2: Other Projects in the Area

Item	Location	Recommended Improvement	Justification
15	Diefenbaker Drive & Fairlight Drive	Add to Intersection Improvement list	Improve traffic operations, pedestrian crossings and intersection safety
16	Fairlight Drive & Fairmont Drive	Add to Intersection Improvement list	Improve traffic operations, pedestrian crossings and intersection safety
17	Fairmont Drive & Fairlight Crescent	Stop sign (east leg)	Assign right-of-way



LEGEND

- RECOMMENDATIONS
- STOP SIGN
- YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION

FAIRHAVEN TRAFFIC PLAN

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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 fashion. Accordingly, this report provides the Traffic Plan for the Fairhaven neighbourhood.

The Fairhaven neighbourhood is bound by the rail corridor to the south, Fairmont Drive to the east, Fairlight Drive to the west and north. The land use is mainly residential.

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 divisions for feedback; make adjustments as needed; and present the plan to City Council.
- **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 May 2018 to identify traffic concerns within the Fairhaven 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, Facebook discussion comments 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:

- Fairlight Drive
- Forrester Road
- Pendency Road
- Clancy Drive

The residents proposed the following solutions:

- Increased police enforcement
- Speed humps
- Rumble strips

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018 which states the following:

“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*.”

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

- Fairhaven School
- St. Mark School
- Fairlight Drive & Fairlight Crescent
- Fairmont Drive & Forrester Road
- Fairlight Drive & Gropper Crescent
- Clancy Drive & Fairmont Drive

The residents proposed the following solutions:

- Pedestrian crossing device
- All-way stop control
- Curb extensions

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*, April 26, 2009 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:

- Fairlight Drive & Pandygrasse Road/McCormack Road
- Clancy Drive & Fairmont Drive
- Fairlight Drive & Fairlight Crescent
- Fairmont Drive & Forrester Road

Proposed solutions identified by residents:

- Traffic signals
- All-way stop control
- Increased police enforcement

2.4. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, 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:

- Fairlight Drive around the intersection of Fairlight Drive & Fairlight Crescent
- St. Mark School

Proposed solutions identified by residents:

- Protect parking with curb extensions
- Relocate or eliminate transit stop
- Install No Parking signage

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).

The following neighbourhood concerns regarding maintenance were identified:

- Roadway condition concerns at the following locations:
 - Fairlight Drive from 11th Street to Diefenbaker Drive
 - Pendencygrasse Road from Fairlight Drive to Clancy Drive
 - West side of Fairlight Drive in front of Ventana apartment
 - Olmstead Road
- Snow clearing concerns at:
 - Fairlight Drive & Fairlight Crescent
- Maintenance concerns at the following locations:
 - Fence between Camponi Place and Circle Drive
 - 22nd Street & Fairmont Drive

2.6. Major Intersections & 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:

- 22nd Street & Fairmont Drive
- Circle Drive & Clancy Drive
- Diefenbaker Drive & Fairlight Drive
- Fairmont Road & Fairlight Drive

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**.

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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.

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

Characteristic	Classifications							
	Back Lanes		Locals		Collectors		Arterials	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000	5,000 – 25,000 (~12,000)	
Typical Speed Limits (kph)	20		50		50		60	60-70
Transit Service	Not permitted		Generally avoided		Permitted		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities		Lane widening or special facilities may be provided	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required	Sidewalks may be provided, separation for traffic lanes preferred	
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Fairhaven neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

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

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Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Fairlight Drive	Fairmont Drive and Fairlight Crescent	Arterial	8,545	57
Fairlight Drive	Diefenbaker Drive and Gropper Crescent	Arterial	14,465	54
Fairlight Drive	Olmstead Road and Pendygrasse Road	Arterial	6,480	63
Forrester Road	Olmstead Road and Cooper Crescecent (east)	Collector	2,445	48 34 (school hours)
Forrester Road	Cooper Crescent (west) and Priel Crescent/Peeling Avenue	Collector	1,600	52
Fairmont Drive	Camponi Place and Clancy Drive	Collector	5,265	62
Clancy Drive	Fairmont Drive and Pendygrasse Road	Collector	7,040	57
Pendygrasse Road	Thomas Crescent (north) and Thomas Crescent (west)	Collector	5,665	51
Pendygrasse Road	Henigman Place and Peeling Avenue	Collector	4,285	49 34 (school hours)

3.3. Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

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 the last twelve month period 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.

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

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Clancy Drive & Fairmont Drive	1,014	12,960	1	Conditions NOT met
Fairlight Drive & Fairlight Crescent	885	9,110	1	Conditions NOT met
Fairmont Drive & Forrester Road	688	7,440	1	Conditions NOT met

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
Clancy Drive & Fairmont Drive	23	No	All-way stop NOT warranted
Fairlight Drive & Fairlight Crescent	7	Yes	Three-way stop NOT warranted
Fairmont Drive & Forrester Road	10	No	Three-way stop NOT warranted

Details of the all-way stop assessments are provided in **Appendix C**.

3.4. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018.

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.

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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.

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

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Fairhaven School Forrester Road & Cooper Crescent (east)	Confirmed	Distance from the nearest traffic control > 200 metres Provides an important connection to Fairhaven School and Herbert S. Sears Park Upgrade to an Active Pedestrian Corridor pedestrian device recommended due to the percentage of vulnerable road users
St. Mark School Pendygrasse Road	Confirmed	Distance from the nearest traffic control > 200 metres Provides an important connection to St. Mark School and Herbert S. Sears Park Upgrade to an Active Pedestrian Corridor pedestrian device recommended due to the percentage of vulnerable road users
Fairlight Drive & Fairlight Crescent	Low	Distance from nearest traffic control < 200 metres Unmarked crosswalk appropriate
Fairmont Drive & Forrester Road	Confirmed	Distance from nearest traffic control > 200 metres Standard crosswalk appropriate
Fairlight Drive & Gropper Crescent	Confirmed	Distance from nearest traffic control > 200 metres west of intersection Important connection to multi-unit dwellings and Parkridge Centre Nearest traffic control device to the east is not easily accessible Active Pedestrian Corridor appropriate
Clancy Drive & Fairmont Drive	Confirmed	Distance from nearest traffic control > 200 metres Standard crosswalk appropriate with the recommended median island

3.5. Traffic Signal Assessments

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

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

Pedestrian and traffic data is collected during the five peak hours of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 4:00 pm to 6:00 pm.

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

A summary of the traffic signal assessments is provided in Table 3-6.

Table 3-6: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Fairlight Drive & Pendygrasse Road / McCormack Road	50	Four-way stop control configuration appropriate

Details of the traffic signal assessment is provided in **Appendix E**.

3.6. Collision Analysis

The most recently available five-year collision data (2013 to 2017) 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 Fairhaven include:

- Clancy Drive & Fairmont Drive
- Clancy Drive & Pendygrasse Road

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 recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a 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 divisions for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

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

4.2. Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 26, 2009, “stop signs are not to be used as speed control devices.”

The recommended improvements to address speeding and shortcutting are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Fairlight Drive from Pendencygrasse Road to Olmstead Road	Speed display boards (both directions)	Reduce speed
	Forward speed data to Saskatoon Police to consider for further enforcement	
Fairlight Drive from Fairlight Crescent to Fairmont Drive	Speed display boards (both directions)	Reduce speed
	Forward speed data to Saskatoon Police to consider for further enforcement	
Fairmont Drive & Forrester Road	Curb extension on the northwest corner	Reduce speed and improve pedestrian safety
Clancy Drive & Fairmont Drive	Median island on the west leg	Reduce speed and improve pedestrian safety
Forrester Road & Olmstead Road	Curb extension on the northwest corner	Reduce speed and improve pedestrian safety
	Curb extension on the northeast corner	
Priel Pace	Install cul-de-sac	Inform drivers that there is no connection to Pendencygrasse Road

4.3. Pedestrian Safety

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

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Fairlight Drive & Gropper Crescent	Active Pedestrian Corridor (west leg)	Improve pedestrian safety
Fairmont Drive & Forrester Road	Curb extension on northwest corner	Reduce speed and improve pedestrian safety
Clancy Drive & Fairmont Drive	Median island on west leg	Reduce speed and improve pedestrian safety
Forrester Road & Cooper Crescent (west)	Zebra crosswalk (northeast leg)	Improve pedestrian safety
Forrester Road & Cooper Crescent (east)	Active Pedestrian Corridor (northeast leg)	Improve pedestrian safety
Forrester Road & Olmstead Road	Curb extension on the northwest corner	Reduce speed and improve pedestrian safety
	Curb extension on the northeast corner	
	Standard crosswalk (northwest leg)	Improve pedestrian safety
Pendygrasse Road in front of St. Mark School	Active Pedestrian Corridor	Improve pedestrian safety

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 4-3.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Clancy Drive & Fairmont Drive	Median island on northeast corner	Denote drop of right turn lane to Clancy Drive
Clancy Drive between Fairmont Drive and Circle Drive	Lane designation signs (westbound)	Provide advance notice to drivers that the right lane is a right turn lane only
Pendygrasse Road in front of St. Mark School	Remove median island	Reduce conflicts between passenger vehicles and transit vehicles

4.5. Parking

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

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Fairlight Drive between Diefenbaker Drive and Fairmont Drive	Install No Parking signage (north side)	Clarify parking restriction

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in November 2018. The meeting minutes and feedback from emails and phone calls 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 in **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-5.

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Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 May 3 rd , 2018 St. Mark School, Gymnasium 414 Pendygrasse Road 29 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 November 22 nd , 2018 Fairhaven School 495 Forrester Road 27 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix G

Residents and stakeholders in Fairhaven 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;
- social media (i.e. Facebook advertising);
- billboards placed,
 - for the first meeting, at St. Mark School;
 - for the second meeting, at Fairhaven School;
- community posters placed at high traffic zones and community gathering places;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Facebook 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. There are 94 members in the Facebook group for the Fairhaven Neighbourhood Traffic Review.

There are 22 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

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

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

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's online neighbourhood traffic concerns

Fairhaven Neighbourhood Traffic Review

forums on Facebook and saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix J**.

Photo 1: Meeting #1 Presentation



Photo 2: Meeting #2 Presentation



5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. 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 Fairhaven are likely to begin in spring / summer 2019.

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

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Additional Traffic Counts Cost Estimate
- Table 5-4: Pedestrian Safety Devices Cost Estimate
- Table 5-5: Permanent Traffic Calming Cost Estimate
- Table 5-6: Total Cost Estimate

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

Location	Device	Cost Estimate	Time Frame
Fairlight Drive between Diefenbaker Drive and Fairmont Drive	No Parking signage (4)	\$1,000	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Fairmont Drive & Forrester Road	Curb extension (1)	\$500	
Clancy Drive & Fairmont Drive	Median island (2)	\$1,000	
Clancy Drive between Fairmont Drive and Circle Drive	Lane designation signs (2)	\$500	
Forrester Road & Cooper Crescent (west)	Zebra crosswalk (1)	\$500	
Forrester Road & Olmstead Road	Curb extension (2)	\$1,000	
Forrester Road & Olmstead Road	Standard crosswalk (1)	\$500	
Priel Pace	Cul-de-sac sign (1)	\$250	
Total		\$5,250	

Fairhaven Neighbourhood Traffic Review

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
Fairlight Drive from Pendencygrasse Road to Olmstead Road	Speed display boards (2)	\$0 (Ten devices purchased in 2017 are relocated annually)	1 to 2 years
Fairlight Drive from Fairlight Crescent to Fairmont Drive	Speed display boards (2)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Total		\$0	

Table 5-3: Additional Traffic Counts Cost Estimate

Location	Device	Cost Estimate	Time Frame
Pendencygrasse Road between Forrester Road to Clancy Drive	Collect speed data	\$200	1 to 2 years
Pendencygrasse Road between Fairlight Drive to Henigman Place	Collect speed data	\$200	
Total		\$400	

Table 5-4: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
Fairlight Drive & Gropper Crescent	Active Pedestrian Corridor	\$50,000	3 to 5 years
Forrester Road & Cooper Crescent (east)	Active Pedestrian Corridor	\$35,000	
Pendencygrasse Road in front of St. Mark School	Active Pedestrian Corridor	\$35,000	
Total		\$120,000	

Fairhaven Neighbourhood Traffic Review

Table 5-5: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Pendygrasse Road in front of St. Mark School	Removal of median island	\$10,000	3 to 5 years
Fairmont Drive & Forrester Road	Curb extension (1)	\$45,000	
Clancy Drive & Fairmont Drive	Median island (2)	\$10,000	
Forrester Road & Olmstead Road	Curb extension (2)	\$90,000	
Total		\$145,000	

Table 5-6: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$5,250		
Speed Enforcement	\$0		
Additional Traffic Counts	\$400		
Pedestrian Safety Devices		\$120,000	
Permanent Traffic Calming		\$145,000	
Total	\$5,650	\$265,000	\$0

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$5,650. The total cost estimate for medium and long-term improvements (permanent traffic calming and pedestrian safety devices) is \$265,000.

A list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-7. Other projects in the area are summarized in Table 5-8.

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

Fairhaven Neighbourhood Traffic Review

Table 5-7: Fairhaven Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Fairlight Drive from Pendencygrasse Road to Olmstead Road	Speed display boards (both directions)	Reduce speed
		Forward speed data to Saskatoon Police to consider for further enforcement	
2	Fairlight Drive & Gropper Crescent	Active Pedestrian Corridor (west leg)	Improve pedestrian safety
3	Fairlight Drive between Diefenbaker Drive and Fairmont Drive	Install No Parking signs (north side)	Clarify parking restriction
4	Fairlight Drive from Fairlight Crescent to Fairmont Drive	Speed display boards (both directions)	Reduce speed
		Forward speed data to Saskatoon Police to consider for further enforcement	
5	Fairmont Drive & Forrester Road	Curb extension on northwest corner	Reduce speed and improve pedestrian safety
6	Clancy Drive & Fairmont Drive	Median island on the west leg	Reduce speed and improve pedestrian safety
		Channelized island on northeast corner	Denote drop of right turn lane to Clancy Drive
7	Clancy Drive between Fairmont Drive and Circle Drive	Lane designation signs (westbound)	Provide advance notice to drivers that the right lane is a right turn lane only
8	Forrester Road & Cooper Crescent (west)	Zebra crosswalk (northeast leg)	Improve pedestrian safety
9	Forrester Road & Cooper Crescent (east)	Active Pedestrian Corridor (northeast leg)	Improve pedestrian safety
10	Forrester Road & Olmstead Road	Curb extension on the northwest corner of Forrester Road	Reduce speed and improve pedestrian safety
		Curb extension on the northeast corner of Olmstead Road	
		Standard crosswalk (northwest leg)	Improve pedestrian safety
11	Priel Pace	Install cul-de-sac sign	Inform drivers that there is no connection to Pendencygrasse Road

Fairhaven Neighbourhood Traffic Review

Table 5-7: Fairhaven Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
12	Pendygrasse Road between Fairlight Drive to Henigman Place	Speed Study	Determine if speed is within acceptable range
13	Pendygrasse Road in front of St. Mark School	Active Pedestrian Corridor	Improve pedestrian safety
		Remove median island	Reduce conflicts between passenger vehicles and transit vehicles
14	Pendygrasse Road between Forrester Road to Clancy Drive	Speed Study	Determine if speed is within acceptable range

Table 5-8: Other Projects in the Area

Item	Location	Recommended Improvement	Justification
15	Diefenbaker Drive & Fairlight Drive	Add to Intersection Improvement list	Improve traffic operations, pedestrian crossings and intersection safety
16	Fairlight Drive & Fairmont Drive	Add to Intersection Improvement list	Improve traffic operations, pedestrian crossings and intersection safety
17	Fairmont Drive & Fairlight Crescent	Stop sign (east leg)	Assign right-of-way



LEGEND

- RECOMMENDATIONS
- STOP SIGN
- YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION

FAIRHAVEN TRAFFIC PLAN

Appendix A

Public Meeting #1 – May 3, 2018

CITY OF SASKATOON

Fairhaven Neighbourhood Traffic Review Minutes

Date: Tuesday, May 3, 2018

Time: 7:00 – 9:00 pm

Location: St. Mark School, Gymnasium (414 Pandygrasse Road)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Fairhaven Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Councillor Ann Iwanchuk	Ward 3 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – May 3, 2018

Saskatoon Police Services

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Fairhaven and potential solutions.

Group 1: Chelsea Lanning

- St. Mark School Zone

- People are dropping their kids off in the traffic lane rather than pulling over.
- Sometimes they pull away from the curb without looking.
- Speeding.
- Suggests 30 km/h school zone speed limit year round.
- Fairlight Drive & Fairlight Crescent
 - Pedestrian crossing facility required.
 - School function in the evening/religious activity.
 - Lots of people crossing.
 - Suggests three-way stop (comment made that this maybe is not a good solution here).
 - Most people are walking from the neighbourhood.
 - Wants City to look at Pedestrian Actuated Signal or Active Pedestrian Corridor.
 - Commercial area so it is very busy.
 - Concerned with the Pedestrian Actuated Signal or Active Pedestrian Corridor length of red light or flashing amber.
 - Speeding.
 - People are parking but there are no signs so people are not sure if it is allowed.
 - Hard to see from the driveway to exit onto Fairlight Drive. Cars are coming fast westbound and they are difficult to see with the curve in the road. Parking too close does not seem to be an issue.
- Fairlight Drive between Pendency Road and Olmstead Road
 - Speeding.
 - Only one location for U-turns. Suggesting one or two more. Preferably east of the current one.
- Clancy Drive & Fairmont Drive
 - Want traffic signal.
 - This intersection is very busy with apartment buildings and traffic off of Circle Drive.

Group 2: Mariniel Flores

- Forrester Road & Olmstead Road
 - Speeding on Forrester Road.
 - Wants curb extensions, three-way stop, standard crosswalks on all legs.
 - Sharp westbound right turns driving over sidewalk.
 - Icy.
 - Collisions into resident's house.
 - Shortcutting on Forrester.
 - Vehicles encroaching into intersection so buses have to make wide eastbound left turn.
 - Difficult to back out of driveway.
- Circle Drive & Clancy Drive

- So much traffic, very dangerous.
- Suicide merge/pinball merge to continue northbound, northbound through vehicles will not let you merge right.
- Make it a fully signalized intersection and allow people to use ramp to 22nd.
- Make this better so people do not have to use Fairmont Drive & 22nd Street.
- Remove concrete jersey barriers.
- Pendygrasse Road from Thomas Crescent to Thomas Crescent
 - Speeding around curve.
 - More enforcement and speed humps, crosswalks with flashing device.
 - Parking restrictions near apartment access.
 - Mark parking spaces somehow.
- Fairmont Drive from Clancy Drive to Forrester Road
 - Speeding.
- Fairlight Drive & Pendygrasse Road/McCormack
 - Vehicles not fully stopping.
 - Enforcement, not sure if enough traffic for traffic signal.
- Fairlight Drive from Pendygrasse Road to Olmstead Road
 - Speeding.
 - Enforcement.
- 22nd Street & Diefenbaker Drive
 - Vehicles using shoulder to make eastbound right turn or proceed to 22nd Street & Confederation Drive.
 - Formalize it (make it an actual traffic lane for right turning vehicles).
- 22nd Street & Confederation Drive
 - Vehicles using shoulder to make eastbound right turn.
 - Need more improvements.
- Need more accesses out of Fairhaven (so few ways to get out). What will happen when emergency occurs (really bad during peak hours).
 - Good amount of accesses to get into Fairhaven.
 - Support opening 18th Street/Clancy Drive & Circle Drive.
- St. Mark School
 - Speeding has reduced.
- Fairhaven School
 - Speeding is still bad here though.
- Wondering if there are regulations on how long trains can block intersections.
- 11th Street sound wall bouncing train noise into Fairhaven (Terra Rosa/Fairview Gardens).

Group 3: Nathalie Baudais

- Fairlight Drive & Pendygrasse Road

- Pedestrian crossing safety is a concern across Fairlight Drive.
- Drivers are impatient, can't see pedestrians and do not always stop
- Drivers make U-turns in the intersection, maybe restrict U-turns.
- Traffic signals are not suggested because it would create speeding away from the intersection and create noise due to accelerating vehicles.
- Camponi Place
 - Metal fence held in place by zip-ties.
 - Kids may get onto Circle Drive.
- Fairlight Drive & Gropper Crescent
 - There was a pedestrian fatality at this crosswalk.
 - Improve signage.
 - Add flashing pedestrian signals.
 - Drivers do not yield to pedestrians.
 - Enforcement is needed.
- Fairlight Drive
 - Wondering if there were plans to pave this roadway (especially eastbound direction).
 - Potholes are so bad that a trailer went loose off a truck and vehicles set off motion detectors.
 - Trucks use Fairlight Drive to get from 22nd Street to 11th Street.
 - Detour signage in advance of 11th Street construction would allow drivers to detour before being on 11th Street (default detour is Fairlight).
 - So bumpy that it feels like a roller coaster ride.
- Fairlight Drive & Fairlight Crescent
 - Three-way stop needed.
 - Snow piled in median creates visibility issues.
 - Speeding on Fairlight Drive.
 - Prairie Muslim Association closed Fairlight Drive access due to safety issues/concerns, would like to reopen it (if safe).
 - Vehicles from Dublin's pub are going very fast.
 - Pedestrian crosswalk needed (active pedestrian corridor) with light.
 - Intersection is used by students and seniors to Prairie Muslim Association from condos in the area.
 - There is a horizontal curve at Fairlight Crescent which creates visibility issues.
 - Busy intersection.
 - Access to hotel and co-op vehicles back up because they might get hit at Fairlight Drive.
- Circle Drive & Clancy Drive
 - Northbound left onto Clancy Drive is the only left turn on Circle Drive.
 - Lots of rear end collisions.
 - Needs immediate traffic barrier.

- Pinball chute for eastbound left, not enough distance to merge.
 - People stop completely prior to merging.
 - People still use grass or lanes of traffic to take 22nd Street exit.
 - Barriers would work better to block 22nd Street exit.
- Fairlight Drive
 - Speeding.
 - Do not want speed humps because this is a main artery and is used by emergency services.
 - Radar enforcement needed.
 - Speed display board was not effective.
- Forrester Road
 - Speeding.
 - Traffic has quadrupled since Clancy Drive pinball chute was installed.
 - Vehicles travel 80-90 km/h just west of Cooper Crescent.
 - Vehicles passing median, hugging curb and hitting parked cars.
 - Never had police enforcement.
 - School zone ignored (completely).
 - Many drivers make U-turns in the Fairhaven school zone.
 - Median island is not working.
 - Radar enforcement, speed display board.
 - Parking is brutal, there is a daycare in the school and parents block driveways to drop-off/pick-up.
- Olmstead needs paving.
- Fairlight Drive & Fairmont Drive
 - Racing to make light at Diefenbaker Drive.
- Clancy Drive
 - Speeding to get green light at Circle Drive.
 - Four-way stop at Fairmont Drive.

Group 4: Sheliza Kelts

- 22nd Street & Fairmont Drive
 - Proposed that the Fairmont Drive access onto 22nd Street be changed from a yield to a stop control. Also, that one of the eastbound lanes on 22nd Street be changed from free flow to stop control.
 - Wants a stop sign on access leaving Tim Hortons.
- Fairlight Drive & Fairlight Crescent
 - Want a three-way stop to allow for safe usage of access onto Fairlight Drive.
 - Curb extensions on the north side of Fairlight Drive from Fairmont Drive to Diefenbaker Drive would make it safer to park on north side of Fairlight Drive.

- Unsafe and difficult to use exit on Fairlight Drive for the Prairie Muslim Association.
- Speeding on Fairlight Drive.
- Prairie Muslim Association visitors cross five times a day, every day.
- Snow storage in the middle of Fairlight Drive causes sight issues.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 4, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than June 4, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council

Question and Answer

Resident: Crosswalk and bus stop in front of St. Mark school is a problem. Cars speeding and pass around buses. It is unsafe for pedestrians. There is another bus stop close by. Should combine the bus stops so buses don't have to stop twice. Buses are stopping in the crosswalk.

Resident: 22nd Street & Fairmont Drive had concrete barriers then they were removed and now it has white posts. Did concrete barriers have accidents?

Sheliza: Do not have collision information on hand. Changed to white posts because the concrete barriers were not visible and were hit in the past.

Resident: The posts are dirty and not very reflective.

Sheliza: We will make a note of that.

Resident: Simple fixes/paint can be done earlier than 2020?

Sheliza: Yes, implementation can be begin as early as spring 2019.

Resident: I saw this on facebook and brought it up in my small group discussion. Camponi fence is currently held together with zip ties. This is very dangerous because children could cut them and have access to Circle Drive.

Sheliza: We will make a note of that.

Resident: If emergency/accident occurs, is there a way to install devices faster for that location?

Nathalie: We are assessing the community needs on a holistic level. We do not want to install something at one location and create problems for another. We need community input and support before we proceed with implementation. However, in the meantime if the speed data collected shows a speeding issue, we will forward the speeding information to Saskatoon Police Services for enforcement.

Resident: Enforcement is important and needed

Nathalie: Police have limited resources and many responsibilities. The police use our data to determine specific times of speeding. It helps them properly allocate their resources to be most effective.

Resident: Do we contact police with specific times?

Nathalie: You can call them directly with concerns. You can also follow them via twitter. Their handle is @SPSTraffic.

Fairhaven Neighbourhood Traffic Review

Thursday, May 3, 2018

7:00pm - 9:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Traffic Issues Discussion - Your Ideas/Solutions
4. Next Steps
5. Question/Answers - what else do you need to know?

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

- Neighbourhood Traffic Review (NTR) Process
- Fairhaven Schedule
- Sources of Information
- Sample Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- **NTR Introduction**

- Process developed to address neighbourhood traffic issues holistically rather than case by case
- **Mandate:** Reduce and calm traffic, to improve safety within neighbourhoods

- **Neighbourhood Selection**

- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

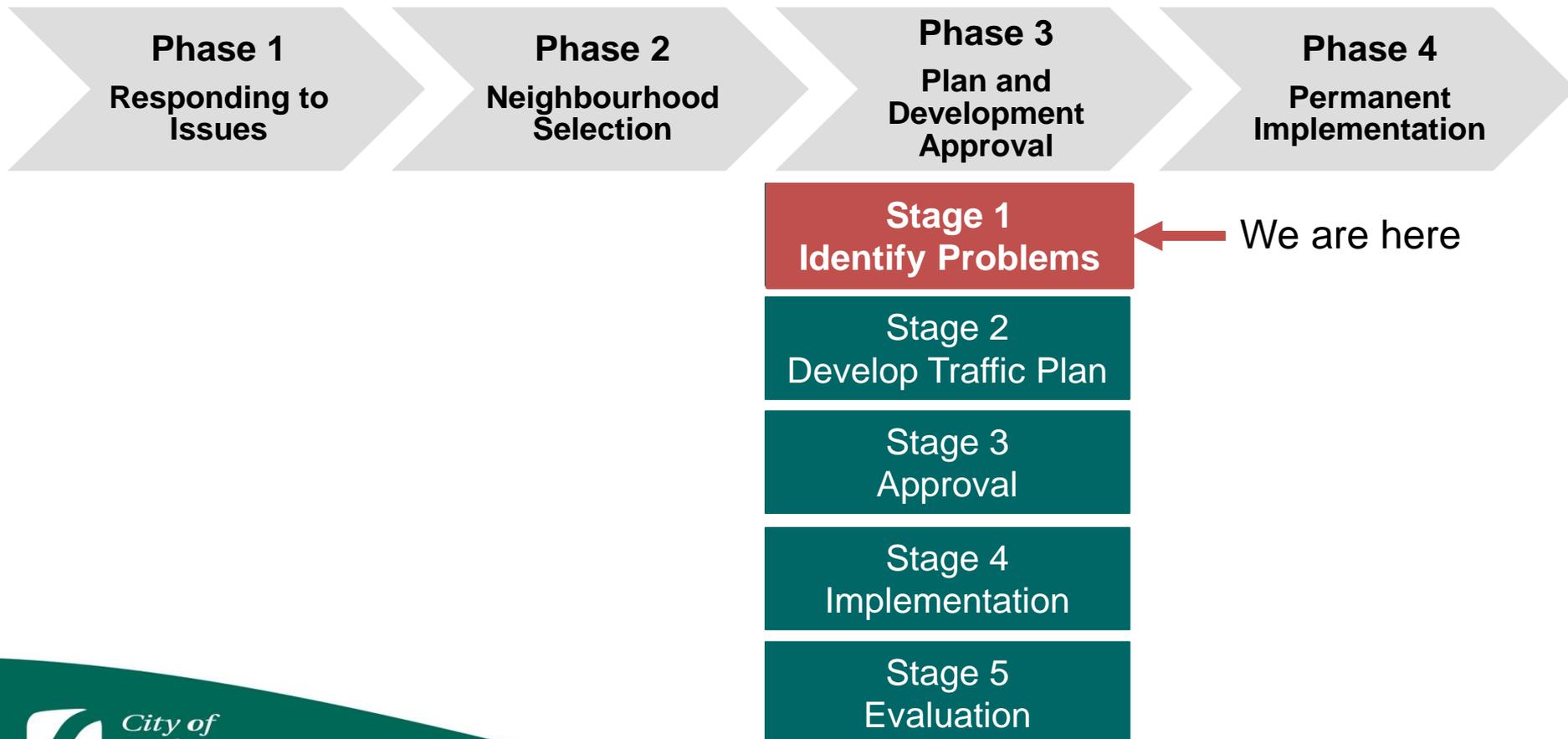
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - Riversdale
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana Suburban Centre

Fairhaven Study Area

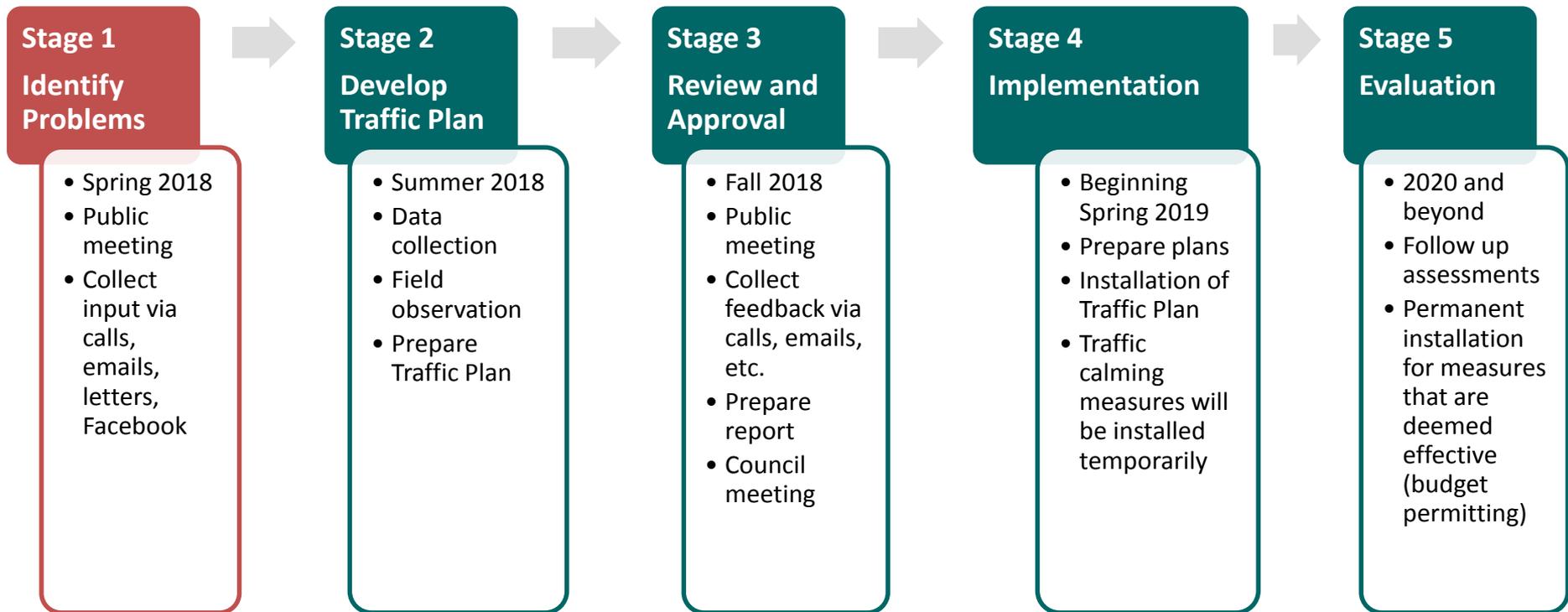
- Study Limits
 - Fairlight Drive, Fairmont Drive, rail corridor
- Local and collector roads – Neighbourhood roadways



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



Sources of Information

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

Sample Concerns Received

- **Pedestrian crossings:**

- Fairhaven School
- St. Mark School
- Fairlight Drive & Fairlight Crescent
- Fairmont Drive & Forrester Road
- Fairlight Drive & Gropper Crescent

- **Traffic operations:**

- Fairlight Drive & Pendygrasse Road/McCormack Road

- **Speeding:**

- Fairlight Drive
- Forrester Road
- Pendygrasse Road
- Clancy Drive

- **Parking:**

- Parking too close to pedestrian crosswalks at St. Mark school

Other Issues & Concerns

- **Operations at 22nd Street & Fairmont Drive**
 - We have a solution
 - We are working with the Bus Rapid Transit team to determine how to move forward.

- **Noise for Camponi Drive**
 - Sound Barrier – on monitoring list
 - Noise measurements will be completed in 2019

Other Issues & Concerns

- **Circle Drive**

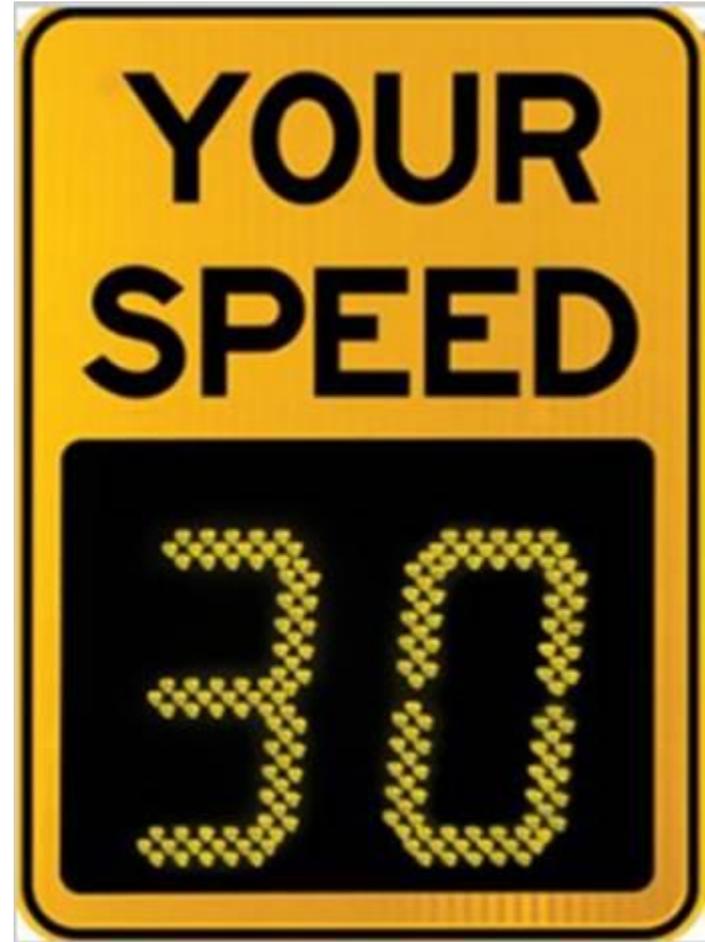
- Looking to review the entire section of Circle Drive (Clancy Drive to Laurier Drive)
- Want to ensure entire section is considered in review, rather than piecemeal assessments.

Traffic Calming Measure Examples



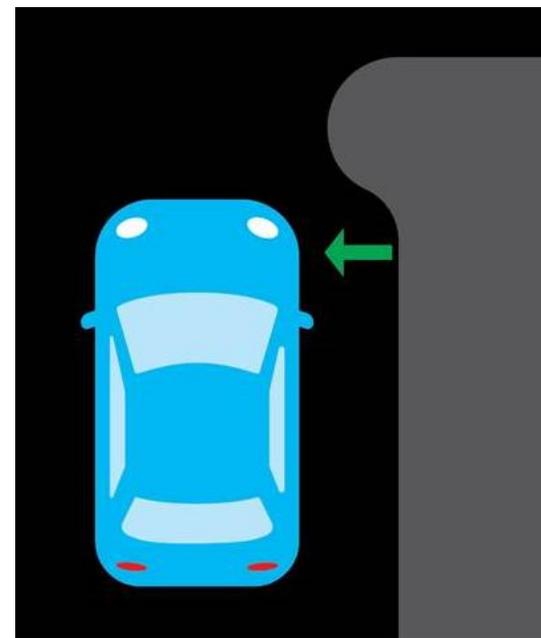
Speed Display Devices

- Interactive sign that displays vehicle speeds as motorists approach.
- Reduces speeds.
- Can be relocated.
- Drivers may become immune to the devices.



Horizontal Deflection Devices

- Physical measure that requires motorists to steer around them.
- Discourage short-cutting traffic.
- May reduce vehicle speeds, turning movement conflicts or enhance the neighbourhood environment.
- Enhance pedestrian crossings and sign placement.
- Relatively inexpensive.



Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Physical measure that requires motorists to drive over them.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.



Raised Crosswalk



Raised Intersection



Speed Humps



- Pilot project underway for 2018
- Temporary speed humps at four pre-selected locations
- Spring installation, fall removal

Obstructions

- Physically restrict certain vehicle movements.
- Used to discourage shortcutting.
- Should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

- Assist pedestrians in safely crossing streets.
- Promotes orderly and predictable movement of vehicular and pedestrian traffic.

Standard Crosswalk



Zebra Crosswalk



Active Pedestrian Corridor



Pedestrian Actuated Signal



Traffic Issues in Fairhaven

Seeking Your Ideas and Solutions!

Table Group Discussions

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Fairhaven.

Stay Engaged

Join our Facebook group

Subscribe for updates at
www.saskatoon.ca/NTR

The screenshot shows a Facebook group page. At the top, the search bar contains 'Neighbourhood Traffic Review - Fairhaven'. The group name is 'Neighbourhood Traffic Review - Fairhaven' and it is a 'Public group'. The cover photo is a playground with green equipment and trees. Below the photo is a '+ Join group' button and a 'More' button. On the left sidebar, there are menu items: 'About', 'Discussion', 'Announcements', 'Members', 'Events', 'Photos', and a search bar. Below the sidebar, there are shortcuts for 'KOENIG FAMILY REU...', 'Institute of Transport...', and 'Gruppe for kombinasjon...'. The main content area has a heading 'About this group' and a description: 'The City of Saskatoon started a Neighbourhood Traffic Review (NTR)'.

The screenshot shows the City of Saskatoon website navigation bar. It features the City of Saskatoon logo on the left. On the right, there are links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below the navigation bar is a horizontal menu with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. Below this menu is a breadcrumb trail: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'.

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

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](#).

[Subscribe to Traffic Review Notifications](#)

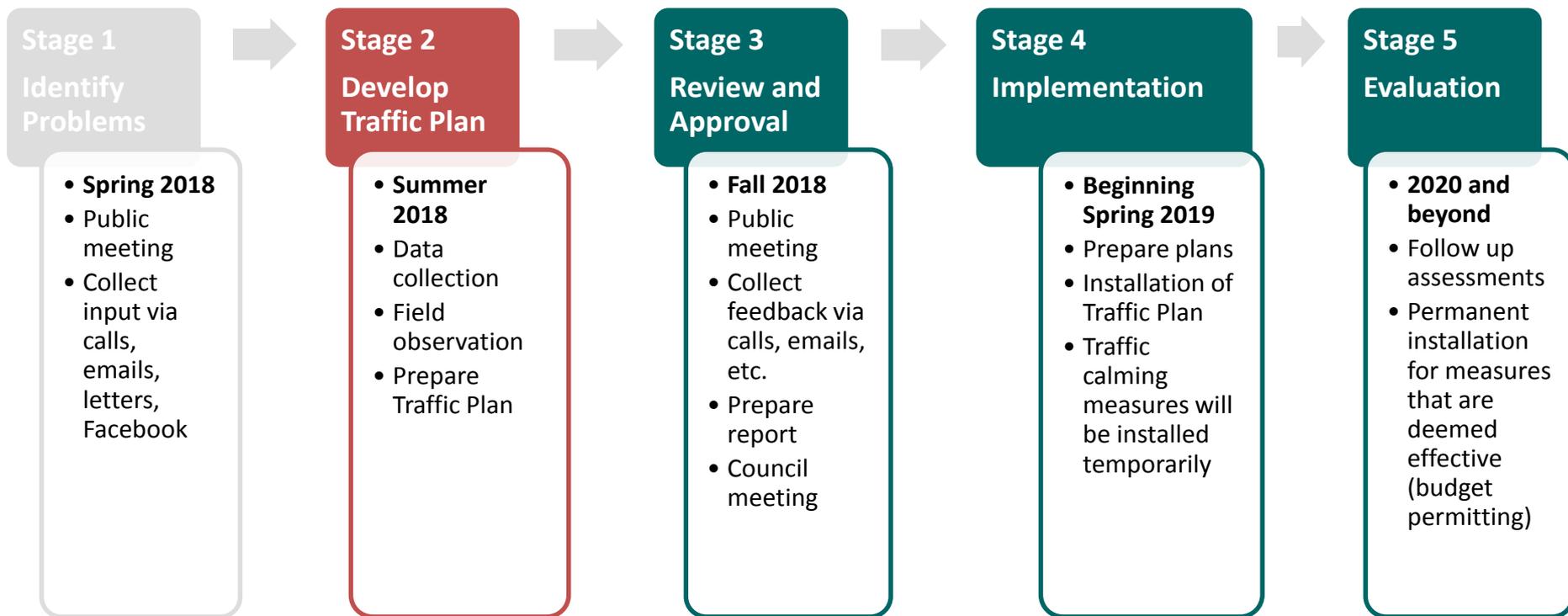
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Fairhaven Study Area



Next Steps

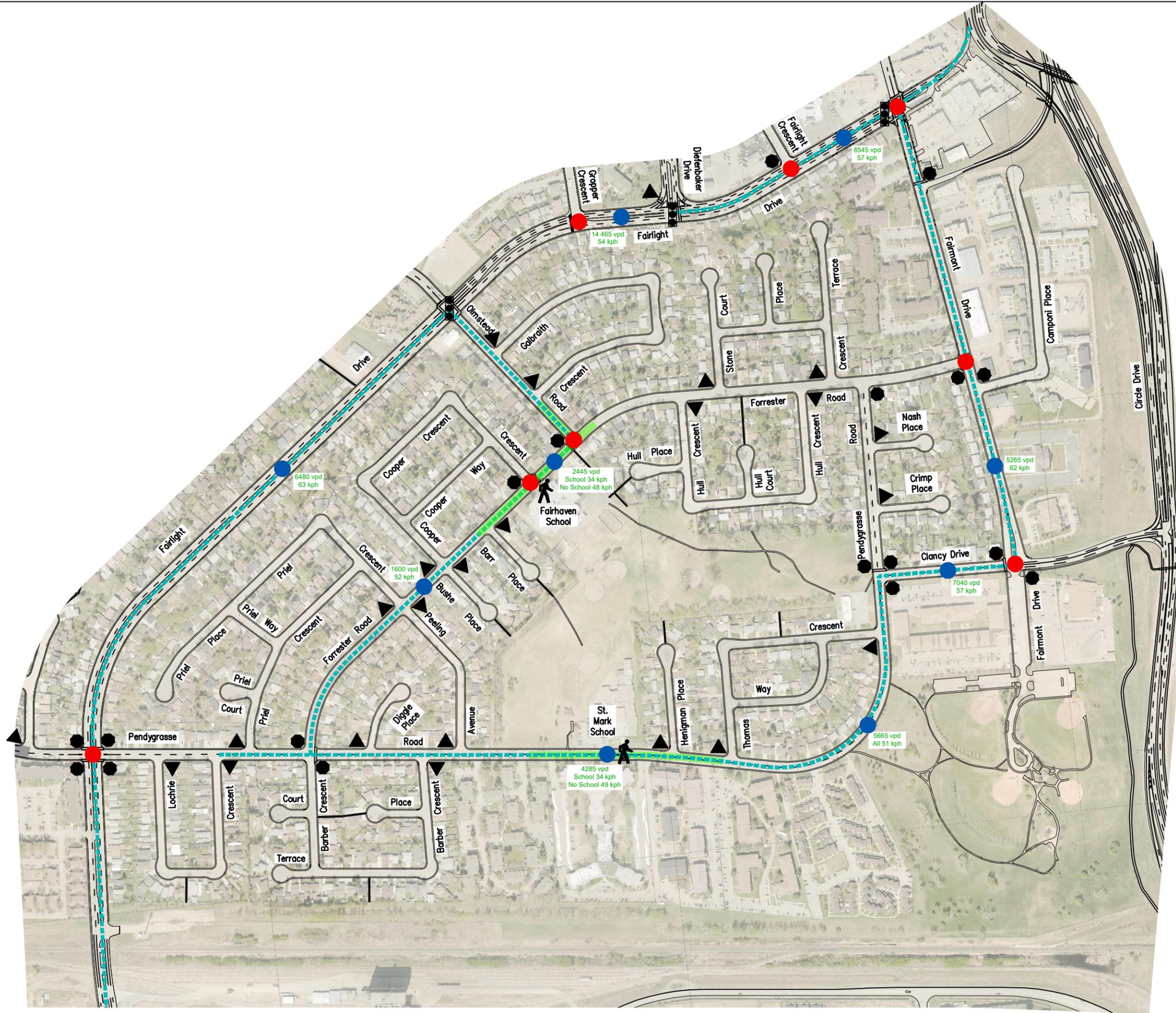


Join the Discussion

- Visit saskatoon.ca/NTR
 - Get updates
 - Sign up for subscriber updates
- Visit saskatoon.ca/engage
 - Join the discussion
- Provide comments by:
Monday, June 4, 2018

Appendix B

Traffic Data Collection



LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- EXISTING SCHOOL ZONE
- EXISTING BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- EXISTING PEDESTRIAN ACTUATED SIGNAL
- EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL
- EXISTING PEDESTRIAN CORRIDOR
- TRAFFIC + PEDESTRIAN COUNT MOVEMENT COUNT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 786 vpd — NUMBER OF VEHICLES PER DAY
- 47 kph — 85th PERCENTILE SPEED

FAIRHAVEN TRAFFIC DATA



Appendix C

All-Way Stop Assessments

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

Step 1:

The following conditions must be met for all-way stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way stop control, and at least 35% of the total volume for a four-way stop control.
- ii) There can be no all-way stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way stop control on either of the intersecting streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Clancy Drive & Fairmont Drive	23% - Condition NOT met	No – Condition met	Continue to step 2
Fairlight Drive & Fairlight Crescent	7% - Condition NOT met	Yes – Condition NOT met	Conditions NOT met
Fairmont Drive & Forrester Road	10% - Condition NOT met	No – Condition met	Continue to step 2

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

- i) When five or more collisions are reported in the last twelve month period 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.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
Clancy Drive & Fairmont Drive	1 – Condition NOT met	1,014 – Condition met	12,960 – Condition met	All-way stop NOT warranted.
Fairlight Drive & Fairlight Crescent	1 – Condition NOT met	885 – Condition met	9,110 – Condition met	Three-way stop NOT warranted.
Fairmont Drive & Forrester Road	1 – Condition NOT met	688 – Condition met	7,440 – Condition met	Three-way stop NOT warranted.

Appendix D

Pedestrian Device Assessments

Results Summary

Preliminary Assessment Decision Point		Fairhaven School: Forrester Road & Cooper Crescent (east intersection) – East Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	56 EAU
	Vehicular Volume	2,445
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>500m
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	~56 EAU
	Required connection?	Important connection to Fairhaven School and Herbert S. Sears Park
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is warranted but due to the percentage of vulnerable road users who utilize this crosswalk an Active Pedestrian Corridor pedestrian device 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.

Results Summary

Preliminary Assessment Decision Point		St. Mark School: On Pendency Road Pedestrian Crossing
Traffic Signal Warrant	Points	
	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	>15 EAU
	Vehicular Volume	4,290
	Answer (Y/N)	Y
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>500 m
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	>15 EAU
	Required connection?	Important connection to St. Mark School and Herbert S. Sears Park
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is warranted but due to the percentage of vulnerable road users who utilize this crosswalk an Active Pedestrian Corridor pedestrian device recommended.

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.

Results Summary

Preliminary Assessment Decision Point		Fairlight Drive & Fairlight Crescent – West Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	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	1 EAU
	Vehicular Volume	8,540
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~170 metres
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	2 EAU
	Required connection?	No
	Answer (Y/N)	N
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Unmarked crosswalk appropriate

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

Results Summary

Preliminary Assessment Decision Point		Fairmont Drive & Forrester Road – North Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	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	5 EAU
	Vehicular Volume	5,270
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~310 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	~6 EAU
	Required connection?	Important connection to multi-unit dwellings and transit stop
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate

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

Results Summary

Preliminary Assessment Decision Point		Fairlight Drive & Gropper Crescent – West Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	N
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ s AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	4 EAU
	Vehicular Volume	14,465
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~165 metres (east of intersection) ~220 metres (west of intersection)
	Answer (Y/N)	N
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	~5 EAU
	Required connection?	Important connection to multi-unit dwellings and Parkridge Centre. Nearest traffic control device to the east is not easily accessible.
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Active Pedestrian Corridor pedestrian device 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.

Results Summary

Preliminary Assessment Decision Point		Clancy Drive & Fairmont Drive – West Leg Pedestrian Crossing
Traffic Signal Warrant	Points	
	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	8 EAU
	Vehicular Volume	7,040
	Answer (Y/N)	N
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~200 metres
	Answer (Y/N)	Y
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	~11 EAU
	Required connection?	Important connection to multi-unit dwellings and William A. Reid Park
	Answer (Y/N)	Y
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate with the addition of the recommended median island

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 Warrant Assessment

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Fairlight Drive	Direction (EW or NS)	NS
Side Street (name)	Pendygrasse Road	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	CG
for Warrant Calculation Results, please hit 'Page Down'			
CHECK SHEET			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jul 23, Mon
Count Date:	2018 Jun 06, 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
Fairlight Drive NB		1		1		1		850	2
Fairlight Drive SB		1		1		1			2
Pendygrasse Road WB					1				
Pendygrasse Road EB									

Are the Pendygrasse Road WB right turns significantly impeded by through movements? (y/n) **n**
 Are the Pendygrasse Road EB right turns significantly impeded by through movements? (y/n) **n**

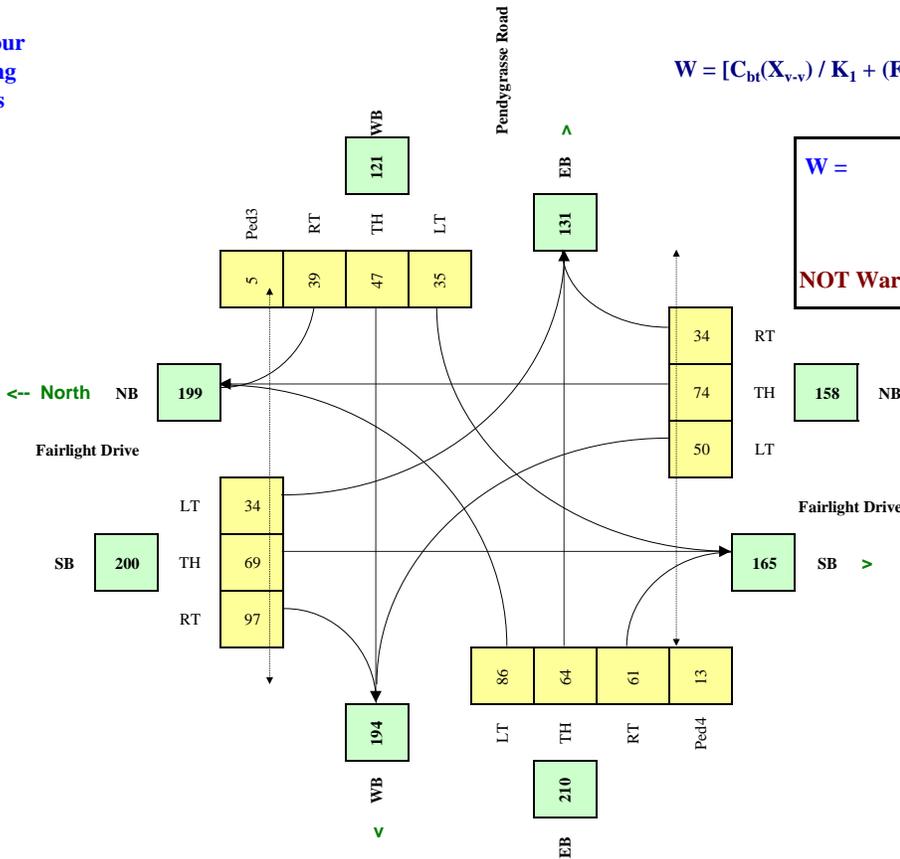
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Fairlight Drive	NS	50	2.0%	y	1.0
Pendygrasse Road	EW		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	W Side	E Side	N Side	S Side									
7:00 - 8:00	31	43	26	21	47	40	32	25	36	114	121	62		2	1	6
8:00 - 9:00	40	84	36	30	63	80	32	51	43	109	96	78	7	11	7	34
11:30 - 12:30	49	49	22	23	52	68	20	33	23	59	35	35	2	2		6
12:30 - 13:30	13	59	18	25	63	66	30	26	20	55	34	42	1	4	3	1
16:00 - 17:00	81	109	41	47	93	175	39	71	57	93	51	72	11	1	11	14
17:00 - 18:00	86	100	59	59	98	151	58	75	54	87	44	75	1	1	7	14
Total (6-hour peak)	300	444	202	205	416	580	211	281	233	517	381	364	22	21	29	75
Average (6-hour peak)	50	74	34	34	69	97	35	47	39	86	64	61	4	4	5	13

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 =	50	42	8
		<i>Veh</i>	<i>Ped</i>

NOT Warranted

RESET SHEET

Appendix F

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Fairmont Dr	Fairlight Dr	B8-7	25	3	10	0	5	Arterial
Fairmont Dr	Fairlight Dr – Entrance Ramp	B8-9	8	1	4	0	2	
Fairmont Dr	Entrance Ramp	B8-6	6	2	3	1	1	
Fairmont Dr	Entrance Ramp – Forrester Rd	B8-14	17	2	4	2	3	
Fairmont Dr	Forrester Rd	B8-10	6	1	3	0	1	
Fairmont Dr	Camponi Pl	B8-42	3	0	0	0	1	
Fairmont Dr	Camponi Pl – Clancy Dr	B8-19	19	3	1	5	4	
Fairmont Dr	Clancy Dr	B9-9	13	3	6	2	3	
Clancy Dr	Fairmont Dr – Pendygrasse Rd	B9-13	2	0	1	0	0	
Clancy Dr	Pendygrasse Rd	B9-6	14	3	3	0	3	
Pendygrasse Rd	Clancy Dr – Thomas Cres	B9-7	2	0	0	0	0	
Pendygrasse Rd	Thomas Cres (north int)	B9-11	7	1	2	1	1	
Pendygrasse Rd	Thomas Cres – Thomas Cres	B9-8	23	3	2	0	5	
Pendygrasse Rd	Thomas Cres (South Intersection)	B9-17	1	1	0	0	0	
Thomas Cres	Thomas Cres	B9-10	3	1	0	0	1	
Thomas Way	Thomas Cres – Thomas Cres	B9-18	1	1	0	0	0	
Pendygrasse Rd	Thomas Cres – Henigman Pl	B9-12	12	4	3	2	2	
Pendygrasse Rd	Henigman Pl	B9-19	3	2	0	0	1	
Henigman Pl	Cul-de-sac	B9-15	1	0	0	0	0	
Pendygrasse Rd	St. Mark School	A9-7	12	4	1	0	2	
Pendygrasse Rd	Peeling Ave	A9-22	0	0	0	0	0	
Pendygrasse Rd	Peeling Ave – Barber Cres	A9-23	2	1	1	0	0	
Pendygrasse Rd	Barber Cres	A9-17	0	0	0	0	0	
Barber Cres	Barber Pl	A9-37	0	0	0	0	0	
Barber Pl	Cul-de-sac	A9-21	0	0	0	0	0	
Barber Cres	Barber Pl – Barber Terr	A9-32						
Barber Terr	Cul-de-sac	A9-35	1	0	0	0	0	
Barber Cres	Barber Terr – Barber Crt	A9-36	0	0	0	0	0	
Pendygrasse Rd	Diggle Pl	A9-28	0	0	0	0	0	
Diggle Pl	Cul-de-sac	A9-8	1	0	0	0	0	
Pendygrasse Rd	Diggle Pl – Barber Cres/Forrester Rd	A9-25	3	0	0	0	1	
Pendygrasse Rd	Barber Cres/Forrester Rd	A9-11	2	0	1	0	0	
Pendygrasse Rd	Priel Cres	A9-31	2	0	0	0	0	
Pendygrasse Rd	Priel Cres – Lochrie Cres	A9-29	0	0	0	0	0	
Lochrie Cres	Pendygrasse Rd – Pendygrasse Rd	A9-26	1	0	0	0	0	
Pendygrasse Rd	Lochrie Cres – Lochrie Cres	A9-27	1	0	0	0	0	
Pendygrasse Rd	Lochrie Cres (west int)	A9-30	0	0	0	0	0	
Fairlight Dr	Pendygrasse Rd	A9-43	0	0	0	0	0	Arterial
Fairlight Dr	Pendygrasse Rd – Olmstead Rd	A9-15	8	2	0	0	2	Arterial
Fairlight Dr	Pendygrasse Rd – Olmstead Rd	A8-11	6	1	1	0	1	Arterial
Fairlight Dr	Pendygrasse Rd – Olmstead Rd	A8-6	4	2	0	0	1	Arterial
Fairlight Dr	Olmstead Rd	A8-7	16	3	10	1	3	Arterial

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Fairlight Dr	Olmstead Rd – Gropper Cres	A8-12	3	0	0	0	1	Arterial
Fairlight Dr	Gropper Cres	A8-40	13	1	6	0	3	Arterial
Fairlight Dr	Gropper Cres – Diefenbaker Dr	B8-31	13	3	0	0	3	Arterial
Fairlight Dr	Diefenbaker Dr	B8-20	50	9	13	1	10	Arterial
Fairlight Dr	Diefenbaker Dr – Fairlight Cres	B8-22	12	2	2	0	2	Arterial
Fairlight Dr	Fairlight Cres	B8-16	14	4	8	1	3	Arterial
Fairlight Dr	Fairlight Cres – Fairmont Dr	B8-8	9	5	2	1	2	Arterial
Forrester Rd	Fairmont Dr – Pendygrasse Rd	B8-23	1	1	1	1	0	
Forrester Rd	Pendygrasse Rd	B8-28	5	2	3	2	1	
Pendygrasse Rd	Forrester Rd – Nash Pl	B8-46	0	0	0	0	0	
Pendygrasse Rd	Nash Pl	B8-47	0	0	0	0	0	
Pendygrasse Rd	Nash Pl – Crimp Pl	B8-33	3	1	0	0	1	
Pendygrasse Rd	Crimp Pl	B8-30	0	0	0	0	0	
Crimp Pl	Cul-de-sac	B8-32	0	0	0	0	0	
Forrester Rd	Pendygrasse Rd – Stone Cres	B8-5	0	0	0	0	0	
Forrester Rd	Stone Cres	B8-41	1	0	1	0	0	
Stone Terr	Cul-de-sac	B8-13	1	0	0	0	0	
Stone Pl	Cul-de-sac	B8-11	0	0	0	0	0	
Stone Cres	Stone Pl – Stone Crt	B8-39	2	0	1	0	0	
Stone Crt	Cul-de-sac	B8-18	0	0	0	0	0	
Stone Crt	Stone Cres – Forrester Rd	B8-17	0	0	0	0	0	
Forrester Rd	Hull Cres	B8-34	0	0	0	0	0	
Hull Cres	Forrester Rd – Hull Crt	B8-15	2	0	0	0	0	
Hull Crt	Cul-de-sac	B8-12	0	0	0	0	0	
Hull Pl	Cul-de-sac	B8-45	0	0	0	0	0	
Hull Cres	Hull Pl – Forrester Rd	B8-44	0	0	0	0	0	
Forrester Rd	Hull Cres – Stone Cres	B8-36	0	0	0	0	0	
Forrester Rd	Stone Cres	B8-40	0	0	0	0	0	
Forrester Rd	Hull Cres	B8-24	2	1	0	0	0	
Forrester Rd	Hull Cres – Olmstead Rd	B8-35	1	0	0	0	0	
Forrester Rd	Olmstead Rd	A8-1	3	0	1	0	1	
Olmstead Rd	Forrester Rd – Galbraith Cres	A8-48	2	0	0	0	0	
Olmstead Rd	Galbraith Cres (south int)	A8-3	0	0	0	0	0	
Galbraith Cres	Olmstead Rd – Olmstead Rd	A8-5	0	0	0	0	0	
Galbraith Cres	Olmstead Rd – Olmstead Rd	B8-48	0	0	0	0	0	
Galbraith Cres	Olmstead Rd – Olmstead Rd	A8-16	1	0	0	0	0	
Olmstead Rd	Galbraith Cres – Galbraith Cres	A8-32	1	0	1	0	0	
Olmstead Rd	Galbraith Cres (north int)	A8-46	0	0	0	0	0	
Forrester Rd	Olmstead Rd – Cooper Cres	A8-47	6	3	0	0	1	
Forrester Rd	Cooper Cres (east int)	A8-44	0	0	0	0	0	
Cooper Cres	Cooper Way – Cooper Way	A8-43	0	0	0	0	0	
Cooper Cres	Cooper Way – Cooper Way	A8-28	0	0	0	0	0	
Cooper Cres	Cooper Way – Cooper Way	A8-31	0	0	0	0	0	

Street 1	Street 2	Ugrid	All collisions (2013 – 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn (2013-2017)	Right Angle, Left Turn & Right Turn (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Cooper Way	Cooper Cres – Cooper Cres	A8-4	1	1	0	0	0	
Forrester Rd	Barr Pl	A8-25	1	0	0	0	0	
	Cul-de-sac	A8-41	1	0	0	0	0	
Forrester Rd	Barr Pl – Bushe Pl	A8-34	3	1	0	0	1	
Forrester Rd	Bushe Pl	A8-13	0	0	0	0	0	
Bushe Pl	Cul-de-sac	A9-24	2	1	0	0	0	
Forrester Rd	Bushe Pl – Peeling Ave/Priel Cres	A8-49	1	0	0	0	0	
Forrester Rd	Peeling Ave/Priel Cres	A9-18	3	2	0	0	1	
Priel Cres	Forrester Rd – Priel Cres	A8-20	0	0	0	0	0	
Priel Cres	Priel Cres	A8-2	1	1	0	0	0	
Priel Cres	Priel Cres – Priel Way	A8-30	4	0	0	0	1	
Priel Cres	Priel Way	A9-9	0	0	0	0	0	
Priel Pl	Cul-de-sac	A9-16	1	0	0	0	0	
Priel Way	Priel Pl – Priel Cres	A9-34	0	0	0	0	0	
Preil Cres	Priel Cres – Priel Way	A9-19	1	0	0	0	0	
Priel Way	Priel Cres	A9-33	1	0	0	0	0	
Priel Cres	Priel Way – Priel Crt	A9-12	4	0	0	0	1	
Peeling Ave	Forrester Rd – Pendency Rd	A9-20	3	0	0	0	1	
Forrester Rd	Peeling Ave/Priel Cres – Pendency Rd	A9-10	3	0	0	0	1	

Appendix G

Public Meeting #2 – November 22, 2018

CITY OF SASKATOON

Fairhaven Neighbourhood Traffic Review Minutes

Date: Thursday, November 22nd, 2018

Time: 7:00 – 9:00 pm

Location: Fairhaven School Gym (495 Forrester Road, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon, Transportation Engineer
Mariniel Flores	City of Saskatoon, Transportation Engineer
Danae Balogun	City of Saskatoon, Active Transportation Program Manager
David LeBoutillier	City of Saskatoon, Acting Engineering Manager
Councillor Ann Iwanchuk	Ward 3 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – November 22, 2018

Saskatoon Police Service

306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern

Small Group Discussions

Residents were divided into small groups to discuss the draft traffic plan recommendations.

Group 1: Danae Balogun

- Group was supportive of the majority of the recommendations.
- Fairmont Drive & Forrester Road curb extension on the northwest corner of Fairmont Drive
 - Frequent southbound to westbound right turns here.
 - Can the curb extension be moved to the south side?
- Diefenbaker Drive & Fairlight Drive add to Intersection Improvement list
 - Some residents have noticed pedestrians having difficulty crossing the channelized ramps – vehicles not allowing pedestrians to cross.
- Fairlight Drive & Fairmont Drive add to Intersection Improvement list
 - Some concerns with this intersection.
- Other comments
 - Some discussion about lack of dedicated lanes to get out of the neighbourhood.
 - Heavy semi traffic in the neighbourhood.
 - Speeding concerns on Pendygrasse Road from Forrester Road to Clancy Drive.
 - Safety concerns with merge lane from Clancy Drive onto Circle Drive.

Group 2: Nathalie Baudais

- Group was supportive of the majority of the recommendations.
- Fairlight Drive between Diefenbaker Drive and Fairmont Drive no parking signage on the north side of Fairlight Drive
 - Okay with the recommendation but a comment was made that no one currently parks here.
- Fairmont Drive & Forrester Road curb extension on the northwest corner of Fairmont Drive
 - Curb extension is good because it will prevent passing on the right.
 - Monitor intersection for a future three-way stop – development is occurring in the area.
- Clancy Drive & Fairmont Drive median island on the west leg of Clancy Drive and a channelized island on the northeast corner to denote the end of the right turn lane on Clancy Drive
 - Median island is okay if there is still room for two lanes eastbound (west of the intersection).
 - Would like to have two lanes eastbound formalized with pavement markings.
- Forrester Road & Cooper Crescent (east intersection) Active Pedestrian Corridor pedestrian device for the east crosswalk
 - No parking restriction should be installed on the east side. Parents park up to / on the crosswalk to drop off.
- Forrester Road & Olmstead Road curb extension on the northwest corner of Forrester Road and curb extension on the northeast corner of Olmstead Road

- Some prefer a median island on Olmstead Road to define the driving lane for southbound traffic.
 - Add an east-west crosswalk and stop bar.
- Pendygrasse Road in front of St. Mark School Active Pedestrian Corridor pedestrian device
 - Concerns with location of bus stop just east of this crossing. Drivers having to drive around bus stopped here. Move bus stop further east or west or remove the existing median island.
- Diefenbaker Drive & Fairlight Drive add to Intersection Improvement list
 - Concerns for the safety of pedestrians crossing the north side of this intersection. Eastbound left turning vehicles cannot see them which results in close calls.
- Fairmont Drive & Fairlight Crescent stop sign for east leg of this intersection
 - Also like a stop sign from the back alley to Fairmont Drive.
- Other comments
 - Tree trimming or relocate the posted 50 km/h speed sign for Fairhaven School.
 - Parking & police enforcement required around Fairhaven School.
 - Forrester Road & Cooper Crescent (west intersection) needs a crosswalk on the east side. Lots of students cross here to get to St. Mark's school.
 - 22nd Street & Confederation Drive – trucks turn onto grass, suggest widening the roadway.
 - 22nd Street & Diefenbaker Drive – eastbound right turn lane should be extended to be at least three to four cars long. Drivers are using the paved shoulder. The northbound lane from the westbound right turn is too narrow.

Group 3: Chelsea Lanning

- Fairlight Drive from Pendygrasse Road to Olmstead Road speed display boards in both directions of travel and forward speed data to police for further enforcement
 - There has been a southbound speed display board here all summer.
 - Effective right at the sign.
- Fairlight Drive & Gropper Crescent Active Pedestrian Corridor device on west crossing of Fairlight Drive
 - Some said lots of pedestrians crossing here.
 - One individual questioned the need here.
- Fairlight Drive between Diefenbaker Drive and Fairmont Drive no parking signage on the north side of Fairlight Drive
 - Support recommendation but also noted that the casino bus stops and parks here. People lane changing to avoid bus.

- Clancy Drive & Fairmont Drive median island on the west leg of Clancy Drive and channelized island on the northeast corner to denote the end of the right turn lane on Clancy Drive
 - Concerns about this intersection being slippery, dark and filled with potholes.
 - Some mentioned that Clancy Drive east of this intersection may be another good location for a speed display board.
- Forrester Road & Olmstead Road curb extension on the northwest corner of Forrester Road and curb extension on the northeast corner of Olmstead Road
 - Check bus turning template when designing the curb extensions.
- Pendygrasse Road in front of St. Mark School install Active Pedestrian Corridor pedestrian device
 - Also mentioned that there are many vehicles making u-turns at Henigman Place. Suggest curb extensions or some device to stop this.
 - Bus that stops at the Transit stop here blocks the crosswalk and blocks the driving lane at times. Move the bus stop further west.
- Diefenbaker Drive & Fairlight Drive add to Intersection Improvement list
 - Hard to see when pedestrians are crossing Diefenbaker Drive because the crossing distance is so long.
 - Is there a way to shorten the crossing distance?
- Fairlight Drive & Fairmont Drive add to Intersection Improvement list
 - Paint lane designation markings on the street (south of intersection).
 - Add a median island on the far side.
- Other comments
 - Investigate reducing speed limits.
 - U-turns at Fairlight Drive & Olmstead Road are occurring.
 - Fairmont Drive & 22nd Street – extend flex posts/tuff curb further east.
 - Want an acceleration lane from Diefenbaker Drive onto 22nd Street Eastbound.
 - Want a merge lane from Clancy Drive to Circle Drive Southbound or make it clear/fix the issue getting onto Circle Drive Southbound.
 - Ensure scope of Circle Drive project includes South of Clancy Drive.

Group 4: Mariniel Flores

- Group was supportive of the majority of the recommendations.
- Fairlight Drive & Gropper Crescent install Active Pedestrian Corridor pedestrian device on west crossing of Fairlight Drive
 - Support but would prefer a Pedestrian Activated Signal pedestrian device instead.
- Fairmont Drive & Forrester Road curb extension on the northwest corner of Fairmont Drive
 - Median island is pretty much invisible – increase the height or remove.

- Want an Active Pedestrian Corridor or Rectangular Rapid Flashing Beacon pedestrian device here instead of the curb extension
- Improve lighting.
- One individual does not like the curb extension.
- Forrester Road & Olmstead Road curb extension on the northwest corner of Forrester Road and curb extension on the northeast corner of Olmstead Road
 - Suggest a three-way stop.
 - During school drop off/pick up, school bus stopping on Forrester Rd at northeast corner of intersection, hazardous for kids.
 - Wants crosswalks on all legs (north and east).
 - Want speed bumps or rumble strips.
- Diefenbaker Drive & Fairlight Drive add to Intersection Improvement list
 - Crossing as a pedestrian is difficult – long crossing distance.
 - Pedestrian light timing – modify to allow seniors to finish crossing (they get stranded in the median).
 - Unsafe northbound lane changes.
- Fairlight Drive & Fairmont Drive add to Intersection Improvement list
 - Suggest modifying the signal timing.
 - Short pedestrian crossing times.
 - Inattentive northbound drivers not complying with lane designations.
- Other comments
 - Create no parking zone on the south side of Pendygrasse Road from Barber Crescent to Henigman Place to improve visibility for getting out of driveways.
 - Speeding down Pendygrasse Road from Fairlight Drive to Henigman Place – want speed display board in both directions of travel and targeted enforcement by Police.
 - Fairmont Drive & 22nd Street – some want to close this access, some do not. 22nd Street eastbound right lanes should be two lanes there.
 - One-way Circle Drive off ramp onto Fairmont Drive – wrong way driving, improve visibility of the 'Do Not Enter' sign. Improve sight lines for westbound traffic (vehicle in other lane blocks view for westbound rights/westbound lefts). Wants a crosswalk on the south leg and east leg or maybe a mid-block crossing. More signs. No parking signs.
 - Circle Drive & Clancy Drive – Some want to close this access, some do not.

Next Steps

1. Mail-in or email comments no later than December 21st, 2018.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than December 21st, 2018.
3. Additional consultation if required.

4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Question: When is this report going to Standing Policy Committee on Transportation?

Answer: It is tentatively scheduled for April. Please subscribe for updates if you would like to receive an email when the report is added to the Committee agenda.

Comment: Clancy Drive to Circle Drive northbound collision at the merge occurred this evening. There is going to be a major crash here sometime. I see close calls every day.

Comment: When changes are implemented, do not close off all access to the neighbourhood. If not properly coordinated, people are going to be upset. Do not shut everything at the same time.

Fairhaven Neighbourhood Traffic Review

Thursday, November 22nd, 2018

7:00pm - 9:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation - Draft Neighbourhood Traffic Plan
3. Draft Plan (small group) Discussion - Seeking Your Input
4. Next Steps - Where From Here?
5. Question/Answers

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Fairhaven Study Area

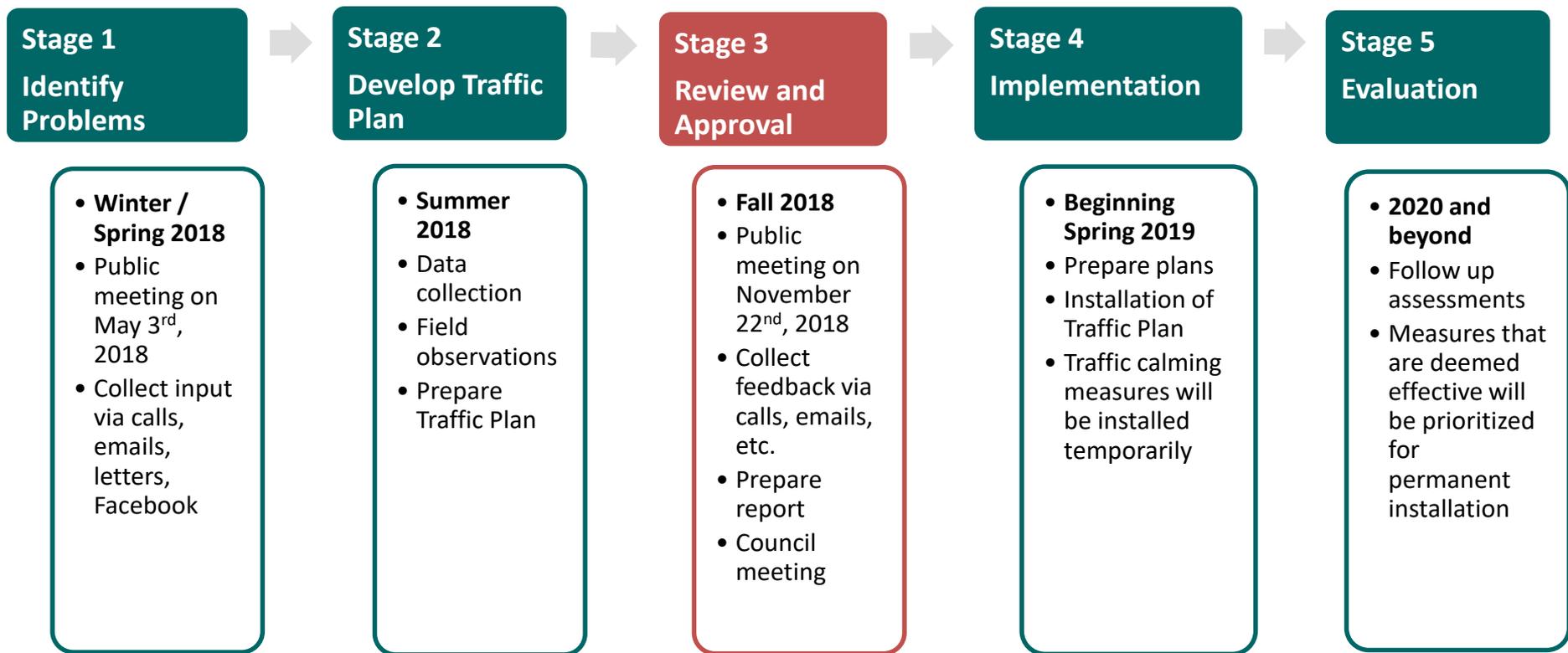
- Study Limits
 - Fairlight Drive, Fairmont Drive, rail corridor



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Traffic Safety and Delay Concerns

- Fairlight Drive & Pendygrasse Road/McCormack Road
- Clancy Drive & Fairmont Drive

What We Heard

B. Pedestrian Safety Concerns:

- Fairhaven School
- St. Mark School
- Fairlight Drive & Fairlight Crescent
- Fairlight Drive & Gropper Crescent
- Fairmont Drive & Forrester Road

What We Heard

C. Speeding / Short-cutting Concerns:

- Fairlight Drive
- Forrester Road
- Pendencygrasse Road
- Clancy Drive

What We Heard

D. Other Concerns:

- Traffic Noise in Neighbourhood
- Traffic Noise for Camponi Place
 - On sound barrier monitoring list.
 - Noise measurements will be complete in 2019.

What We Heard

D. Other Concerns: (continued)

- Traffic Operations at 22nd Street & Fairmont Drive
 - Working with the Bus Rapid Transit team.
- Circle Drive & Clancy Drive Intersection
 - Preparing a Request for Proposal for Circle Drive between Clancy Drive and Laurier Drive.

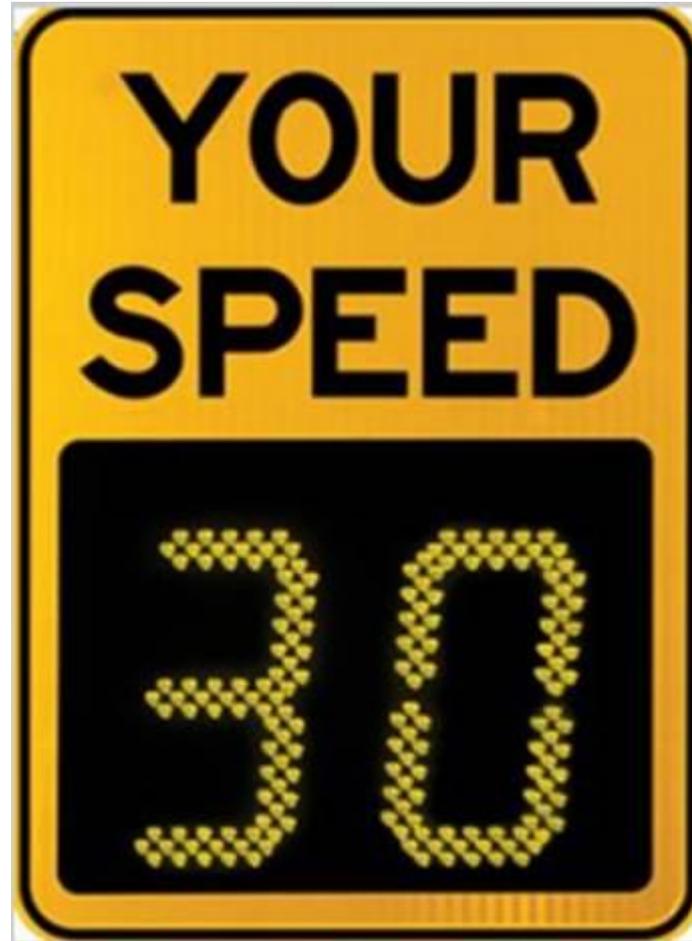
What We Did

- Compiled Information Received:
 - Past Studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Comments from online discussions
- Collected Data:
 - Traffic Studies
 - 8 Intersection / Pedestrian counts
 - 9 Traffic volume counts & speed measurements
 - Collision history
- Site Visits / Field Reviews
- Assessed the Issues
- Generated Proposed Recommendations

What We Propose

- Speed Display Board
- Active Pedestrian Corridor
- Curb Extension
- Median Island

Speed Display Board



Active Pedestrian Corridor



Curb Extension



Median Island

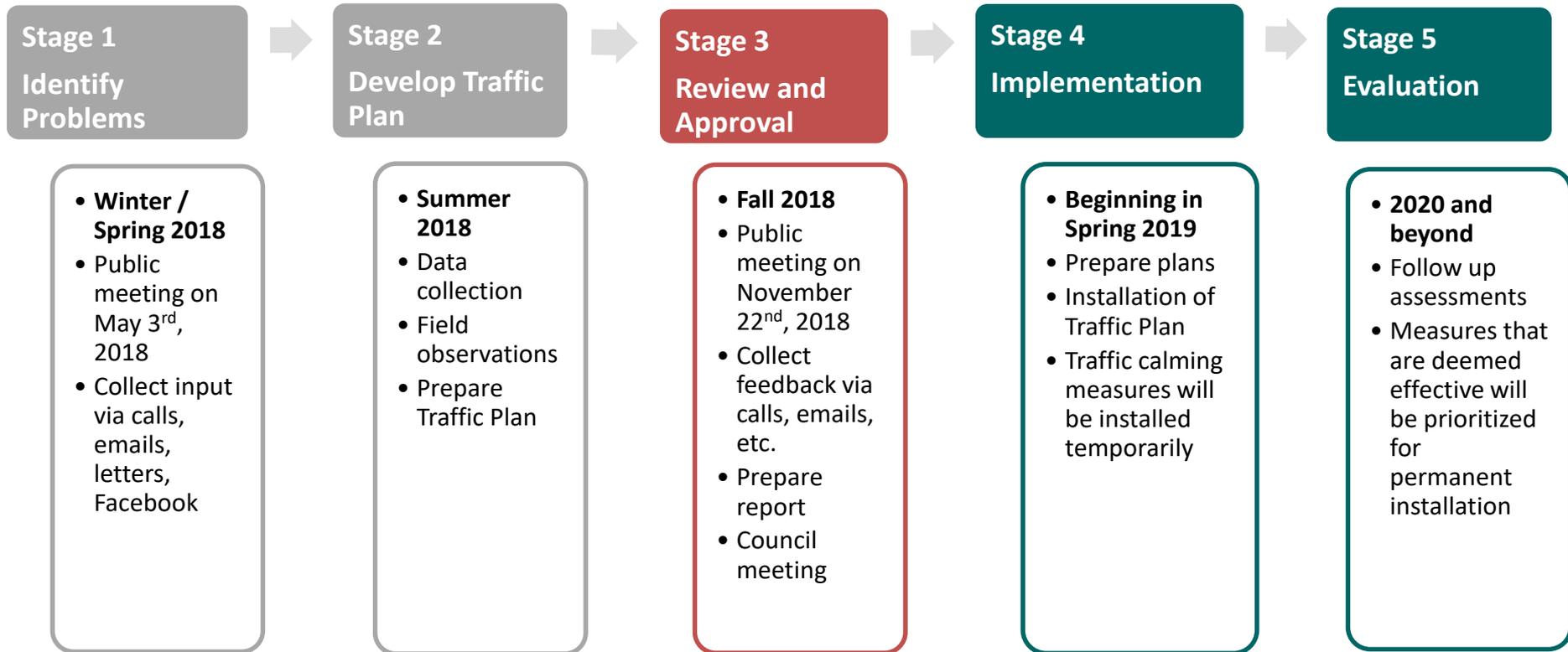


Small Group Discussions

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps



Next Steps

1. Send comments no later than **December 21st, 2018**
2. Additional public input via the Engage page no later than **December 21st, 2018**
<https://www.saskatoon.ca/engage/fairhaven>
3. Additional consultation if required
4. Present traffic plan to Standing Policy Committee on Transportation, as information
5. If City Council approval is required, an additional recommendation will be included in the report
6. What if I don't agree?

Stay Engaged

Join our Facebook group

Subscribe for updates at
www.saskatoon.ca/NTR

The screenshot shows a Facebook group page. At the top, there's a search bar with the text 'Neighbourhood Traffic Review - Fairhaven'. Below that, the group name 'Neighbourhood Traffic Review - Fairhaven' is displayed, along with 'Public group'. A navigation menu on the left includes 'About', 'Discussion', 'Announcements', 'Members', 'Events', and 'Photos'. A large photo of a playground is featured in the center. Below the photo, there's a '+ Join group' button and a 'More' button. At the bottom, there's a section titled 'About this group' with a description: 'The City of Saskatoon started a Neighbourhood Traffic Review (NTR)'. On the right side of the screenshot, there's a navigation bar for the City of Saskatoon website, including links for 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. Below this, there's a breadcrumb trail: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. A sidebar on the left lists various categories: 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways' (with sub-items: 'Winter Road Maintenance', 'Road Maintenance & Repair'), 'Managing Traffic' (with sub-items: 'Pavement Markings', 'Traffic Noise', 'Intersections', 'Merging Guidelines'), 'Traffic Studies' (with sub-item: 'Neighbourhood Traffic Reviews'), 'Driving', 'Bridges', 'Walking', and 'Parking'. At the bottom right of the sidebar, there's a link to 'Subscribe to Traffic Review Notifications'.

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

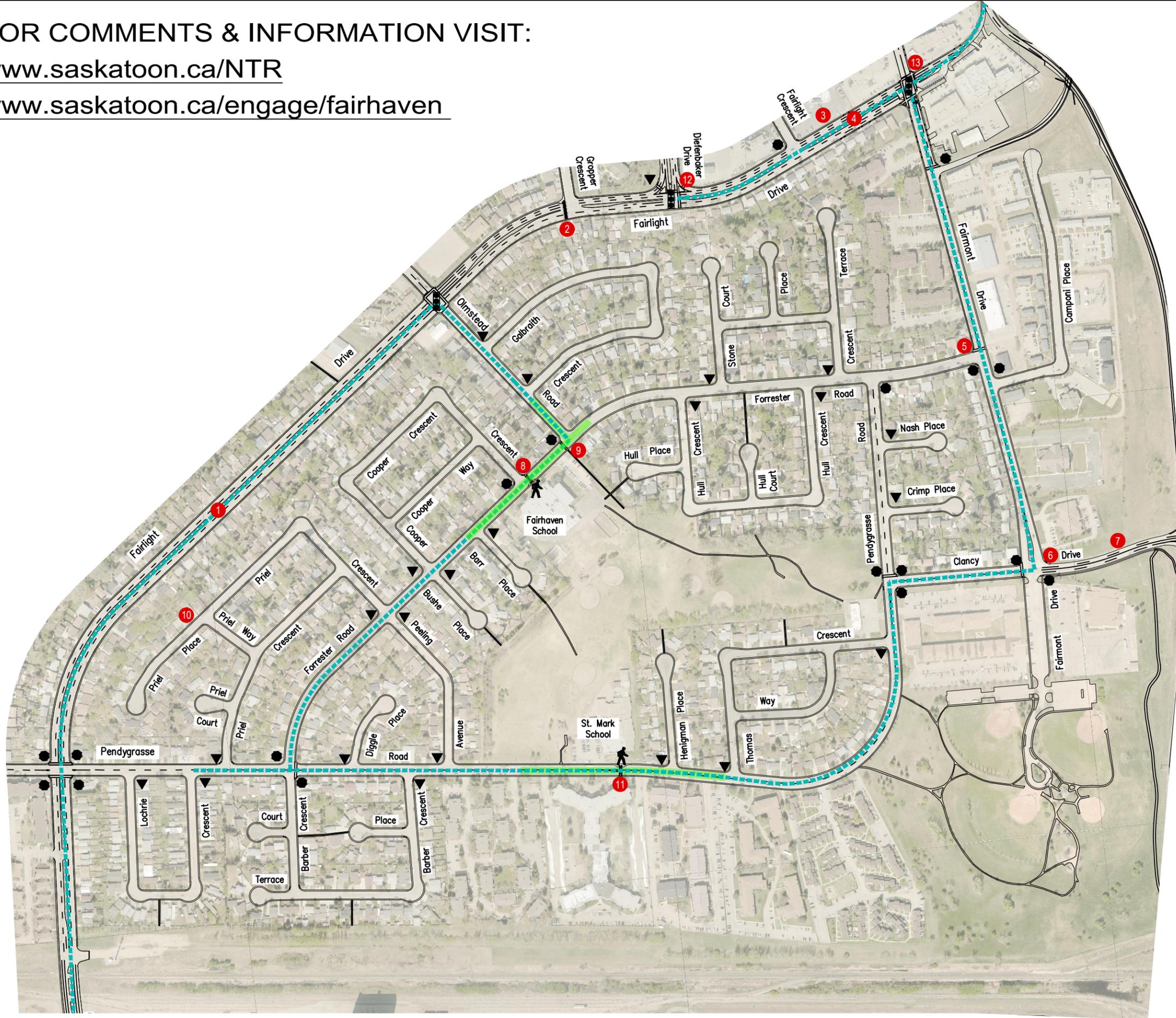
Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

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](#).

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/fairhaven



LEGEND

- RECOMMENDATIONS
- STOP SIGN
- YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- PEDESTRIAN CORRIDOR LOCATION

FAIRHAVEN TRAFFIC PLAN

Appendix H

Decision Matrix

Appendix H: Decision Matrix

Item	Location	Recommendation	Reason	Danae's Group	Nathalie's Group	Chelsea's Group	Mariniel's Group	Comments Received After Public Meeting	Decision
1	Fairlight Drive from Pendencygrasse Road to Olmstead Road	Install speed display boards in both directions of travel and forward speed data to police for further enforcement	Reduce speed	Supportive	Supportive	There has been a southbound speed display board here all summer. Effective right at the sign.	Supportive	None	Carried.
2	Fairlight Drive & Gropper Crescent	Install Active Pedestrian Corridor pedestrian device on west crossing of Fairlight Drive	Improve pedestrian safety	Supportive	Supportive	Some said lots of pedestrians crossing here. One individual questioned the need here.	Support but would prefer a Pedestrian Activated Signal pedestrian device instead.	None	Carried. The Active Pedestrian Corridor pedestrian device meets the Traffic Control at Pedestrian Crossing Policy.
3	Fairlight Drive between Diefenbaker Drive and Fairmont Drive	Install No Parking signage on north side of Fairlight Drive	Inform drivers that parking is restricted here	Supportive	Okay with the recommendation but a comment was made that no one currently parks here.	Support recommendation but also noted that the casino bus stops and parks here. People lane changing to avoid bus.	Supportive	None	Carried.
4	Fairlight Drive from Fairlight Crescent to Fairmont Drive	Install speed display boards in both direction of travel and forward speed data to police for further enforcement	Reduce speed	Supportive	Supportive	Supportive	Supportive	None	Carried.
5	Fairmont Drive & Forrester Road	Install curb extension on the northwest corner of Fairmont Drive	Reduce speed and enhance pedestrian safety	Supportive of curb extension. Frequent southbound to westbound right turns here. Can the curb extension be moved to the south side?	Curb extension is good because it will prevent passing on the right. Monitor intersection for a future three-way stop – development is occurring in the area.	Supportive	Median island is pretty much invisible – increase the height or remove. Want an Active Pedestrian Corridor or Rectangular Rapid Flashing Beacon pedestrian device here instead of the curb extension. Improve lighting. One individual does not like the curb extension.	None	Carried. The curb extension on the northwest corner will encourage drivers making southbound to westbound right turns to slow down and improve visibility of pedestrians wanting to cross at this location. The median island is designed to be mountable at the tip to facilitate larger vehicles, such as firetrucks, to turn at this intersection by allowing their rear tires to mount the front facing edge of the island. The median island has the appropriate object warning signs to alert drivers of its presence. The standard crosswalk that is in place meets the Traffic Control at Pedestrian Crossing Policy.

Item	Location	Recommendation	Reason	Danae's Group	Nathalie's Group	Chelsea's Group	Mariniel's Group	Comments Received After Public Meeting	Decision
6	Clancy Drive & Fairmont Drive	Install a median island on the west leg of Clancy Drive and a median island on the north east corner to denote the end of the right turn lane on Clancy Drive	Reduce speed, enhance pedestrian safety and denote loss of right turn lane	Supportive	Median island is okay if there is still room for two lanes eastbound (west of the intersection). Would like to have two lanes eastbound formalized with pavement markings.	Concerns about this intersection being slippery, dark and filled with potholes. Some mentioned that Clancy Drive east of this intersection may be another good location for a speed display board.	Supportive	None	Carried. There are two formalized eastbound lanes east of Fairmont Drive at the intersection of Clancy Drive & Fairmont Drive. The west leg has one parking lane and one driving lane. Formalizing two eastbound lanes west of the intersection could encourage speeding behaviour.
7	Clancy Drive between Fairmont Drive and Circle Drive	Install lane designation signs indicating through and right turn lane (westbound)	Provide advance notice to drivers that the right lane is a right turn lane only	Supportive	Supportive	Supportive	Supportive	None	Carried.
8	Forrester Road & Cooper Crescent (east intersection)	Install Active Pedestrian Corridor pedestrian device for the east crosswalk	Enhance pedestrian safety	Supportive	No parking restriction should be installed on the east side. Parents park up to / on the crosswalk to drop off.	Supportive	Supportive	None	Carried. There are existing parking restrictions on the east side of the crosswalk: a disabled loading zone on the south side of the street and a no stopping restriction on the north side of the street. Parking enforcement can be contacted for infractions (306-975-8344).
9	Forrester Road & Olmstead Road	Install a curb extension on the northwest corner of Forrester Road and a curb extension on the northeast corner of Olmstead Road	Reduce speed and enhance pedestrian safety	Supportive	Some prefer a median island on Olmstead Road to define the driving lane for southbound traffic. Add an east-west crosswalk and stop bar.	Supportive. Check bus turning template when designing the curb extensions.	Suggest a three-way stop. During school drop off/pick up, school bus stopping on Forrester Rd at northeast corner of intersection, hazardous for kids. Wants crosswalks on all legs (north and east). Want speed bumps or rumble strips.	None	Carried with the addition of a standard crosswalk on the north leg of this intersection. The curb extension on the northeast corner will encourage drivers making westbound to northbound right turns to slow down. Standard crosswalk pavement markings will be added to the north leg of this intersection. The current traffic control meets the Traffic Control – Use of Stop and Yield Signs Policy. A three-way stop configuration is not recommended.
10	Priel Pace	Install signage indicating that this is a cul-de-sac	Inform drivers that there is no connection to Pendygrasse Road here	Supportive	Supportive	Supportive	Supportive	None	Carried.

Item	Location	Recommendation	Reason	Danae's Group	Nathalie's Group	Chelsea's Group	Mariniel's Group	Comments Received After Public Meeting	Decision
11	Pendygrasse Road in front of St. Mark School	Install Active Pedestrian Corridor pedestrian device	Enhance pedestrian safety	Supportive	Concerns with location of bus stop just east of this crossing. Drivers having to drive around bus stopped here. Move bus stop further east or west or remove the existing median island.	Also mentioned that there are many vehicles making u-turns at Henigman Place. Suggest curb extensions or some device to stop this. Bus that stops at the Transit stop here blocks the crosswalk and blocks the driving lane at times. Move the bus stop further west.	Supportive	None	Carried with the addition of removing the median island once the Active Pedestrian Corridor device is in place. Saskatoon Transit will be asked to notify their transit operators to ensure that they are pulling into the curb lane and not stopping within the pedestrian crosswalk. As per the City's Traffic Bylaw, u-turns are not permitted in school zones, including Henigman Place. The concern regarding frequent u-turns will be passed onto enforcement officers.

Other Projects in the area:

Item	Location	Recommendation	Reason	Danae's Group	Nathalie's Group	Chelsea's Group	Mariniel's Group	Comments Received After Public Meeting	Decision
12	Diefenbaker Drive & Fairlight Drive	Add to Intersection Improvement list	Improve traffic operations, pedestrian crossings and intersection safety	Supportive. Some residents have noticed pedestrians having difficulty crossing the channelized ramps – vehicles not allowing pedestrians to cross.	Concerns for the safety of pedestrians crossing the north side of this intersection. Eastbound left turning vehicles cannot see them which results in close calls.	Hard to see when pedestrians are crossing Diefenbaker Drive because the crossing distance is so long. Is there a way to shorten the crossing distance?	Crossing as a pedestrian is difficult – long crossing distance. Pedestrian light timing – modify to allow seniors to finish crossing (they get stranded in the median). Unsafe northbound lane changes.	None	Carried. These comments will be considered during the intersection review.
13	Fairlight Drive & Fairmont Drive	Add to Intersection Improvement list	Improve traffic operations, pedestrian crossings and intersection safety	Supportive. Some concerns with this intersection.	Supportive	Paint lane designation markings on the street (south of intersection). Add a median island on the far side.	Suggest modifying the signal timing. Short pedestrian crossing times. Inattentive northbound drivers not complying with lane designations.	None	Carried. These comments will be considered during the intersection review.
	Fairmont Drive & Fairlight Crescent	Install stop sign for east leg of this intersection	Assign right-of-way	Supportive	Would also like a stop sign from the back alley to Fairmont Drive.	Supportive	Supportive	None	Carried. The installation of a stop sign for the back alley to Fairmont Drive does not meet the Traffic Control – Use of Stop and Yield Signs Policy.

Appendix I

Additional Concerns Received
After Presentation of Draft Plan

Appendix I: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Fairhaven Neighbourhood	Lack of dedicated lanes to exit the neighbourhood.	A Functional Planning Study for Circle Drive between Clancy Drive and Laurier Drive will be undertaken in 2019. The 22 nd Street corridor has been identified as a Bus Rapid Transit Route. Design of the Bus Rapid Transit corridors is currently scheduled for 2019.
	Heavy semi traffic in the neighbourhood.	Truck traffic is permitted to use neighbourhood streets if making a local delivery, pick up, performing a service; however, they should use the most direct route from the arterial road network to do so. Due to the proximity of the AgPro Industrial area and Canadian National Railway (CN) Yards, it is possible that drivers are using Fairlight Drive to access 22 nd Street or 11 th Street. A letter will be sent to businesses within the AgPro Industrial Area and to CN reminding them of the appropriate truck routes. This concern will also be forwarded to Saskatoon Police Service to consider for enforcement.
Pendygrasse Road between Forrester Road to Clancy Drive	Speeding concerns.	Speed data will be collected along this section of Pendygrasse Road to investigate concern.
Pendygrasse Road between Barber Crescent to Henigman Place	Create a no parking zone on the south side of Pendygrasse Road to improve visibility for getting out of driveways.	A review of creating no parking zones along this stretch of Pendygrasse Road will be conducted.
Pendygrasse Road between Fairlight Drive to Henigman Place	Speeding concerns. Want speed display board in both directions of travel and targeted enforcement by Police.	Speed data will be collected along this section of Pendygrasse Road to investigate concern.
Fairhaven School	Tree trimming or relocate the posted 50 km/h speed sign for Fairhaven School.	Bylaw Compliance has been notified to inspect the two 50 kph signs located on Forrester Road in front of the Fairhaven School to ensure they are not obstructed by vegetation.
	Parking and police enforcement required around Fairhaven School.	Concern will be passed to Parking Services and Saskatoon Police Service to consider for enforcement.
Forrester Road & Cooper Crescent (west intersection)	Lots of students cross here to get to St. Mark School. Needs a crosswalk on the east side.	Install a zebra crosswalk. A zebra crosswalk on the east leg of this intersection meets the Traffic Control at Pedestrian Crossing Policy.
Fairlight Drive & Olmstead Road	U-turns occurring here.	City of Saskatoon Bylaw No. 7200 The Traffic Bylaw states that u-turns are not permitted at this intersection due to the presence of traffic signals. Infractions can be reported to the Saskatoon Police Service Traffic Unit at 306-975-8068.

Location	Concerns	Decision
22 nd Street & Confederation Drive	Trucks turn onto grass, suggest widening the roadway.	A Functional Planning Study for Circle Drive between Clancy Drive and Laurier Drive will be undertaken in 2019. The 22 nd Street corridor has been identified as a Bus Rapid Transit Route. Design of the Bus Rapid Transit corridors is currently scheduled for 2019.
22 nd Street & Fairmont Drive	Extend flex posts/tuff curb further east.	A Functional Planning Study for Circle Drive between Clancy Drive and Laurier Drive will be undertaken in 2019. These comments have been passed to the project manager for the Functional Planning study for Circle Drive between Clancy Drive to Laurier Drive. The 22 nd Street corridor has been identified as a Bus Rapid Transit Route. Design of the Bus Rapid Transit corridors is currently scheduled for 2019.
	Some want to close this access, some do not. 22nd Street eastbound right lanes should be two lanes there.	
	Formalize two lanes after the turn onto 22 nd Street. Ultimately, would like two lanes accessing 22 nd Street.	
22 nd Street & Diefenbaker Drive	Need a right hand turning lane from 22 nd Street (coming from the west) turning onto Diefenbaker Dr. Wide shoulder causes some drivers to treat as a driving lane while others wait for the appropriate location.	The 22 nd Street corridor has been identified as a Bus Rapid Transit Route. Design of the Bus Rapid Transit corridors is currently scheduled for 2019. These comments have been passed onto the project manager for the Growth Plan.
	Eastbound right turn lane should be extended to be at least three to four cars long. Drivers are using the paved shoulder. The northbound lane from the westbound right turn is too narrow.	
	Want an acceleration lane from Diefenbaker Drive onto 22 nd Street Eastbound.	
Circle Drive & Clancy Drive	Safety concerns with merge lane from Clancy Drive onto Circle Drive.	These comments have been passed onto the project manager for the Functional Planning study for Circle Drive between Clancy Drive to Laurier Drive.
	Want a merge lane from Clancy Drive to Circle Drive Southbound or make it clear/fix the issue getting onto Circle Drive Southbound.	
	Ensure scope of Circle Drive project includes South of Clancy Drive.	
Circle Drive One-Way Off Ramp onto Fairmont Drive	Drivers driving the wrong way, improve visibility of the 'Do Not Enter' sign. Improve sight lines for westbound traffic (vehicle in other lane blocks view for westbound rights/westbound lefts). Wants a crosswalk on the south leg and east leg or maybe a mid-block crossing. More signs. No parking signs.	A Functional Planning Study for Circle Drive between Clancy Drive and Laurier Drive will be undertaken in 2019. In the interim existing signage is deemed adequate.

Appendix J

Resident and Stakeholder Comments After Presentation of Draft Plan

Kelts, Sheliza

From: (TU - Transportation)
Sent: Wednesday, August 21, 2013 1:07 PM
To: Web E-mail - Transportation
Subject: RE: Community Traffic Issue

Please note this has been put on file.

From: Web E-mail - Transportation
Sent: August 21, 2013 11:49 AM
To: Matt, Shirley (IS - Transportation)
Subject: FW: Community Traffic Issue

[Submitted by Anonymous User]

This message was created by a Microsoft Office InfoPath form. The form data may be included as an attachment.

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

Community Traffic Issue Form				
Ward 1	Ward 2	Ward 3	Ward 4	Ward 5
<input type="checkbox"/> Hudson Bay Park	<input type="checkbox"/> Caswell Hill	<input checked="" type="checkbox"/> Fairhaven	<input type="checkbox"/> Hampton Village	<input type="checkbox"/> Airport Business Area
<input type="checkbox"/> Mayfair	<input type="checkbox"/> Riversdale	<input type="checkbox"/> Parkridge	<input type="checkbox"/> Dundonald	<input type="checkbox"/> Agriplace
<input type="checkbox"/> Kelsey-Woodlawn	<input type="checkbox"/> King George	<input type="checkbox"/> Blairmore S.C.	<input type="checkbox"/> Westview	<input type="checkbox"/> North Industrial
<input type="checkbox"/> Central Industrial	<input type="checkbox"/> Pleasant Hill	<input type="checkbox"/> Pacific Heights	<input type="checkbox"/> Massey Place	<input type="checkbox"/> Hudson Bay Industrial
<input type="checkbox"/> City Park	<input type="checkbox"/> Meadow Green	<input type="checkbox"/> Confederation Park	<input type="checkbox"/> Mount Royal	<input type="checkbox"/> Marquis Industrial
<input type="checkbox"/> North Park	<input type="checkbox"/> West Industrial	<input type="checkbox"/> Confederation SC	<input type="checkbox"/> Westmont	<input type="checkbox"/> Silverwood Heights
<input type="checkbox"/> Richmond Heights	<input type="checkbox"/> Holiday Park			<input type="checkbox"/> Lawson Heights
<input type="checkbox"/> Sutherland	<input type="checkbox"/> Southwest Industrial			<input type="checkbox"/> Lawson Heights S.C.
<input type="checkbox"/> Sutherland (Industrial)	<input type="checkbox"/> Montgomery Place			<input type="checkbox"/> River Heights
<input type="checkbox"/> Forest Grove				

Ward 6	Ward 7	Ward 8	Ward 9	Ward 10
<input type="checkbox"/> Central Business District	<input type="checkbox"/> Exhibition	<input type="checkbox"/> Brevoort Park	<input type="checkbox"/> Wildwood	<input type="checkbox"/> Silverspring
<input type="checkbox"/> Nutana	<input type="checkbox"/> Queen Elizabeth	<input type="checkbox"/> Greystone Heights	<input type="checkbox"/> Lakeview	<input type="checkbox"/> University Heights S.C.

<input type="checkbox"/> Buena Vista	<input type="checkbox"/> Avalon	<input type="checkbox"/> College Park	<input type="checkbox"/> Lakeridge	<input type="checkbox"/> Erindale
<input type="checkbox"/> Haultain	<input type="checkbox"/> Adelaide / Churchill	<input type="checkbox"/> College Park East	<input type="checkbox"/> Lakewood S.C.	<input type="checkbox"/> Arbor Creek
<input type="checkbox"/> Varsity View	<input type="checkbox"/> Nutana Park	<input type="checkbox"/> Briarwood	<input type="checkbox"/> Rosewood	<input type="checkbox"/> Willowgrove
<input type="checkbox"/> Holliston	<input type="checkbox"/> The Willows			<input type="checkbox"/> Evergreen
<input type="checkbox"/> Grosvenor Park	<input type="checkbox"/> Stonebridge			
	<input type="checkbox"/> Eastview			
	<input type="checkbox"/> Nutana S.C.			

Identify the Location (Intersection, Street, and Addresses)

Type of Problem

- | | |
|--|--|
| <input type="checkbox"/> Pedestrian Safety | <input type="checkbox"/> Speeding |
| <input type="checkbox"/> Cycling Safety | <input type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input type="checkbox"/> Traffic Signage | <input checked="" type="checkbox"/> Traffic Control - Stop & Yield |
| <input type="checkbox"/> Lanes | <input type="checkbox"/> Walkways |

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

It seems to me that egress from Fairhaven has been made more difficult since the Circle Drive Expansion was started and then opened on the west side. We used to be able to exit easily from Clancy Drive to Circle and then N to Confederation Drive for shopping or E on 22nd for city centre. Now that the barricades are in place on Circle that is impossible. I am

Personal Information

Name: Telephone:

Email: Fax:

Address:

Date: 2013/08/20

Kelts, Sheliza

From: Matt, Shirley (TU - Transportation)
Sent: Friday, September 13, 2013 9:41 AM
To:
Subject: FW: Community Traffic Issue -
Attachments: Community Traffic Incident.xml; CommunityTrafficIssue.xsn

Dear

Thank you for submitting your traffic concern via our online form.

In 2014, we will be embarking on neighbourhood-wide reviews of traffic related concerns. The new process will include significant community engagement so that we can work together to address these types of concerns. Later this year, we will be identifying the neighbourhoods that we will be working with next year, since we cannot do all neighbourhoods at the same time. We will include this concern on the list for when your neighbourhood is reviewed.

In the meantime, here are some tools you can undertake regarding speeding:

1. **Set the Pace:** When you drive through your neighbourhood, stay at or below the speed limit. Ignore drivers who tailgate or honk. Set a safe pace and encourage your neighbours to do the same.
2. **Narrow the Street:** People drive faster on wide open roads, and they slow down on skinny streets. By parking your car along the side of the road, you'll discourage speeding.
3. **Request Traffic Enforcement:** Have the Saskatoon Police ticket neighbourhood speeders. Contact 306-975-8068 to request enforcement.

In addition, we will review your request and address the speeding issues through our Speed Management Program. The intention of the Speed Management Program is to address speeding in the neighbourhood by educating motorists through various media such as temporary signs, speed display boards and information brochures.

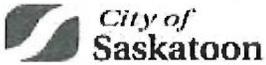
Thank you for bringing this concern to our attention.

Shirley Ann Matt, P. Eng
Traffic Management Engineer
975-3145

From: Web E-mail - Transportation
Sent: September 10, 2013 11:37 AM
To: Matt, Shirley (IS - Transportation)
Subject: FW: Community Traffic Issue

Can you please follow up on this web inquiry! Thank you!

Regards,



IS Transportation Branch

222 - 3rd Ave North Saskatoon SK S7K 0J5
Ph (306)975-2454 Fx (306)975-2971

From: VSX08FXX@saskatoon.ca [mailto:VSX08FXX@saskatoon.ca]

Sent: September 09, 2013 12:12 AM

To: Web E-mail - Transportation

Subject: Community Traffic Issue

[Submitted by Anonymous User]

This message was created by a Microsoft Office InfoPath form. The form data may be included as an attachment.

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

Community Traffic Issue Form

Ward 1	Ward 2	Ward 3	Ward 4
<input type="radio"/> Hudson Bay Park	<input type="radio"/> Caswell Hill	<input checked="" type="radio"/> Fairhaven	<input type="radio"/> Hampton Village
<input type="radio"/> Mayfair	<input type="radio"/> Riversdale	<input type="radio"/> Parkridge	<input type="radio"/> Dundonald
<input type="radio"/> Kelsey-Woodlawn	<input type="radio"/> King George	<input type="radio"/> Blairmore S.C.	<input type="radio"/> Westview
<input type="radio"/> Central Industrial	<input type="radio"/> Pleasant Hill	<input type="radio"/> Pacific Heights	<input type="radio"/> Massey Place
<input type="radio"/> City Park	<input type="radio"/> Meadow Green	<input type="radio"/> Confederation Park	<input type="radio"/> Mount Royal
<input type="radio"/> North Park	<input type="radio"/> West Industrial	<input type="radio"/> Confederation SC	<input type="radio"/> Westmont
<input type="radio"/> Richmond Heights	<input type="radio"/> Holiday Park		
<input type="radio"/> Sutherland	<input type="radio"/> Southwest Industrial		
<input type="radio"/> Sutherland (Industrial)	<input type="radio"/> Montgomery Place		
<input type="radio"/> Forest Grove			

Ward 6	Ward 7	Ward 8	Ward 9
<input type="radio"/> Central Business District	<input type="radio"/> Exhibition	<input type="radio"/> Brevoort Park	<input type="radio"/> Wildwood
<input type="radio"/> Nutana	<input type="radio"/> Queen Elizabeth	<input type="radio"/> Greystone Heights	<input type="radio"/> Lakeview
<input type="radio"/> Buena Vista	<input type="radio"/> Avalon	<input type="radio"/> College Park	<input type="radio"/> Lakeridge
<input type="radio"/> Haultain	<input type="radio"/> Adelaide / Churchill	<input type="radio"/> College Park East	<input type="radio"/> Lakewood S.C.
<input type="radio"/> Varsity View	<input type="radio"/> Nutana Park	<input type="radio"/> Briarwood	<input type="radio"/> Rosewood
<input type="radio"/> Holliston	<input type="radio"/> The Willows		
<input type="radio"/> Grosvenor Park	<input type="radio"/> Stonebridge		
	<input type="radio"/> Eastview		
	<input type="radio"/> Nutana S.C.		

Identify the Location (Intersection, Street, and Addresses)

4 way stop at Pendegrass and Fairlight Drive south to 11th street.

Type of Problem (5 selected, minimum of 1 must be selected)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Speeding |
| <input checked="" type="checkbox"/> Cycling Safety | <input checked="" type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input type="checkbox"/> Traffic Signage | <input checked="" type="checkbox"/> Traffic Control - Stop & Yield |
| <input type="checkbox"/> Lanes | <input type="checkbox"/> Walkways |

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

The 4 way stop at Pendegrass and Fairlight Drive south to 11th street has become a starting point for a speedwaling tires, gunning engines. Vehicles don't stop, they either ignore the signs or come to a rolling stop. The boom around 3 pm and usually quieting about 11pm or midnight. Peak time would be from 3pm to 8 pm. Motorcycle engines because it echos between the houses and apartment buildings drowning out everything until they pass. Not a harley, that is very loud and he blasts by here around 9ish at night. Extremely annoying! There are vehicles cranked up so loud it hurts the ears, rattles the windows and dishes in the cupboards, and they seem to

Personal Information

Name: _____
Email: _____
Address: _____
Date: 07/09/2013

Kelts, Sheliza

From:
Sent: Tuesday, March 07, 2017 3:28 PM
To: Marcoux, Justine (TU - Transportation)
Subject: No exit sign - Priel Place

Good afternoon,

I received a call from a resident . They were talking with some of their neighbours and realized they have a high amount of unnecessary traffic, and they believe it's because people believe their road is a through road and they can cut to Pendygrasse Rd. They wanted to know if they could get a couple no exit signs put around their cul de sac and they believe it'll help. I told him I'd forward it on and he would like a call back regarding this matter.

His contact info:

Kelts, Sheliza

From: Baudais, Nathalie (TU - Transportation)
Sent: Tuesday, February 06, 2018 4:43 PM
To: Baudais, Nathalie (TU - Transportation); Kelts, Sheliza (TU - Transportation)
Subject: Fairhaven School Crossing concern

Received a call from [redacted] today [redacted]. Concerned with school children crossing at Olmstead / Forrester intersection. Would like something done to ensure that vehicles are stopping for children crossing both Olmstead and Forrester. Concerned with speeds and lack of compliance for pedestrian crossing.

Nathalie Baudais, P.Eng. | tel 306.986.3097

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

*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.*

Kelts, Sheliza

From: Baudais, Nathalie (TU - Transportation)
Sent: Tuesday, April 10, 2018 8:27 AM
To:
Cc: Kelts, Sheliza (TU - Transportation)
Subject: Fairhaven Neighbourhood Traffic Review Meeting Invitation
Attachments: NTR Invite - Fairhaven.pdf

Hello

It was nice speaking with you last week regarding your traffic concerns at the corner of Fairlight Drive and Fairlight Crescent. As I mentioned to you, we will complete our traffic analysis as part of the Fairhaven Neighbourhood Traffic Review. I have attached the community flyer that provides details on the first community meeting for the neighbourhood traffic review.

Regards,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097

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

*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.*

Kelts, Sheliza

From:
Sent: Thursday, April 12, 2018 12:40 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concern comments for Fairhaven neighbourhood

To Whom It May Concern:

I have been invited to comment on traffic concerns in my neighbourhood and wish to contribute with this important email. I will not be able to attend the meeting but wish to be informed as to what was discussed/addressed in regards to what I am bringing to your attention at this time.

My husband and I have contacted Pat Lorje (previous Montgomery city counselor), Hilary Gough (new Montgomery Place city counselor), as well as Saskatoon City Police in regards to our issue and have yet to see improvements.

Our concern:

11th Street West, a high traffic flow of trucks/semis
fully realized the amount of traffic we would be seeing everyday
changed our windows to help with noise control within our home. This has helped to some degree. We continue to hear the general flow of traffic within our home and of course constantly while outdoors. Retarder breaks are not legal within city limits. This city bylaw is not being all day, everyday. There are two big signs on 11th Street heading west after passing Circle Dr. The first is immediately after the 11th St and Circle Dr. intersection and the second is directly in front of our home.

I have suggested reviewing the poor location and colour/wording of the signs with both the police and the city counselors. These suggestions have been:

- the first sign after the Circle Dr. turn off onto 11th St. West is too close to the turn off and can easily be missed. Moving it further (closer to the elevator) may assist truck drivers to identify the first sign better. The second reminder sign is poorly placed as the driver's have already begun using their retarder breaks by the time they are driving passed our house. Therefore, my recommendation is that the second sign be further than the 4-way stop, maybe a few houses down, so that the second message can function as it was meant to: a secondary reminder. The signs are big, and that is wonderful. However, they are wordy and not eye catching. "Retarder breaks prohibited" might be more suitable?? I believe a team of traffic sign organizers could come up with a concept that would improve the alert.

Our greatest concern is that this has not been an issue big enough to address with the people we have been speaking with. We would like to see big changes in noise control on our block in regards to retarder breaks yet implementation of consequences seems dire. Who would sit on our street for hours and catch the over 100 trucks passing by, record the companies, and spend the time to send out messages as well as consequences? We have speeders that come around the bend of the grain elevator and a very well placed speed trap is often used by police officers. I have suggested that instead of spending one day sitting at that location, that maybe they could spend one day sitting at the confectionery store on the corner of the 4-way stop and start issuing fines. Though this would be a good solution, we realize that speeding is the priority. We do not wish for our concern however, to be dismissed.

We have been waiting to hear back from responsible persons and to begin seeing changes for many years. I hope the "we will be making change" which is underlined and bolded in the letter we have received from you - will result in positive changes for us.

Please let us know who will be able to bring our concern forward on our behalf. We look forward to hearing the Fall 2018 plan to better the sound quality of the high traffic flow in our neighbourhood.

Thank-you sincerely,

Kelts, Sheliza

From: Yao, Mark (TU - Transportation)
Sent: Friday, April 13, 2018 3:06 PM
To: Kelts, Sheliza (TU - Transportation)
Cc: Baudais, Nathalie (TU - Transportation)
Subject: all way stop control request at Fairmont and Forrester Road.

Good afternoon Sheliza,

Could you please take a look at this request?

Thank you

Mark



From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Thursday, April 12, 2018 11:24 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 738

Issues: PEDESTRIAN SAFETY, SPEEDING, ENFORCEMENT REQUIRED,

Name:

Email:

Phone:

Comment: As an adult crossing at this intersection, I have almost been hit by cars turning right off Fairmont onto Forrester Road. I feel like a 3 way stop at this intersection would help for all cars and pedestrians to be safer than they are now.

Attachment:

Kelts, Sheliza

From:
Sent: Wednesday, April 18, 2018 11:08 AM
To: ; City of Saskatoon - Neighbourhood Traffic Reviews
Subject: ENGAGE

The favor of a reply is requested

TRAFFIC IN FAIRHAVEN

Our biggest concern is safety. We have seen access in and out of our area eroded over the years, which means increased time for intervention by emergency services.

We disagree with the boundaries you have stated in the ENGAGE Saskatoon flyer we received. Fairhaven is bound by 22nd Street to the North and Circle Drive South to the East. Those major roads very much affect safety in our area.

In a newspaper article following the opening of the South Bridge, a city employee mentioned how flow of traffic had been increased everywhere except at a major intersection, at 22nd and Circle. We have noticed a slowing.

To remedy this, we see several possibilities.

- Work with the province to open access for traffic coming in from Delisle to South Bridge further west of the city.
- Incorporate more roundabouts to increase flow of traffic without stoppage caused by lights.
- Currently, coming in from the west on 22nd,, which includes our Fire hall, there is

one lane for people to turn
Right onto Diefenbaker
Right into Tim Hortons
Right onto Circle Drive South
Right onto Circle Drive
one lane for people to turn left into Canadian Tire at 22nd
two lanes for people to go down 22nd street
Traffic is often backed up from Circle Drive to west of Diefenbaker.

Modify this with signs leaving
one lane designated for 22nd street
2 lanes to turn right into Tim's, Circle Drive South, Circle drive north
Move the cement barrier one lane to the left

Access to 22nd

There is competition from Fairlight and Fairmont from the strip mall right at the entrance FYI and Tim Horton's a dance studio and the Bowling alley on the left. Divert their access further from Fairlight

Access from Fairlight to 22nd, have 2 lanes moving into traffic east to avoid back up on 22nd
Give these people(emergency vehicles) right of way to access

At Clancy and Circle Drive South.

At rush hour back up of cars going south at rush hour, past 22nd, sometimes close to Laurier.

Extend the access from Clancy access south on Circle to the 11th Street Access so vehicles have the extra lane to move into and emergency vehicles from Clancy can access more quickly.

Open an emergency vehicle lane under Circle Drive south at Clancy and 18th Street for quicker access to St. Paul's Hospital.

Stop light out of Henigman onto Pendygrasse, often blocked by parents waiting for children dropped off and picked up from Saint Mark School. In winter, with build up of cleared snow that hasn't been removed, a real danger for young ones crossing the street. They can't be seen and it is often slippery. Change entrance by making it illegal to park there, by signage or blockages.

Thank you for giving us input. We very much look forward to seeing how you increase safety in our neighbourhood.

Sincerely,

Kelts, Sheliza

From: Kelts, Sheliza (TU - Transportation)
Sent: Friday, April 20, 2018 9:22 AM
To:
Cc:
Subject: FW: ENGAGE

Hello

Thank you for providing your comments regarding neighbourhood traffic in the Fairhaven neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Facebook posts and at the upcoming public meeting on May 3rd, 2018. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by following the online Facebook group, or subscribing for Neighbourhood Traffic Review updates at Saskatoon.ca/NTR. Instructions on how to join the Facebook group are below:

1. Login to Facebook
2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Fairhaven
3. Choose Groups from menu choices across top
4. Click Join beside our Group

In terms of your comments around the boundaries of the neighbourhood area, I understand that 22nd Street and Circle Drive impact and influence your safety as a roadway user. Unfortunately, these roadways are major corridors that if altered can impact not only your neighbourhood but the entire city roadway system. For this reason, the city reviews these types of roadways as corridors and they are not a part of the neighbourhood review. I want to assure you that all of the comments and concerns that we hear during the neighbourhood review are captured and used for corridor reviews.

Thank you again for your email,

Sheliza Kelts, P. Eng. | tel 306.986.3141

Transportation Engineer
City of Saskatoon

From:
Sent: Wednesday, April 18, 2018 11:08 AM
To:
Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: ENGAGE

City of Saskatoon -

The favor of a reply is requested

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Right onto Circle Drive

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Thank you for giving us input. We very much look forward to seeing how you increase safety in our neighbourhood.

Sincerely,

Kelts, Sheliza

From:
Sent: Tuesday, April 24, 2018 11:50 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighbourhood Traffic Review - Fairhaven
Attachments: Fairhaven traffic concerns.pdf

Hello,

I have attached a some of my concerns about the traffic in the Fairhaven neighbourhood. If you have any question, please feel free to contact me.

Unfortunately, I am unable to attend the upcoming meeting.

Thank you

April 24, 2018

Re: Traffic concerns - Fairhaven neighbourhood.

I currently live at [redacted] . I am in a corner apartment which faces North and East. I have lived here for several years. Here are a few of my traffic concerns in the Fairhaven neighbourhood.

1. Noises from Clancy Drive.

Every spring and summer, there are always some driver with loud mufflers that races either up or down Clancy Drive. Causing the noise from their loud muffler to echo throughout the area. It is a problem at all hours of the day.

2. Speed limit

I have seen several vehicles come off of Circle Drive going toward Pandygrasse Road going well over the speed limit. There are sometimes children playing outside on their lawns between Fairmont Drive and Pandygrasse Road.

3. Signage and crosswalks.

Clancy Drive is very busy throughout the day. Crosswalks should be more visible by signage and crosswalks painted. Crosswalks should be maintained as in repainted when required.

4. Merging - Highest concern

Merging onto Circle Drive, Northbound, from Clancy Drive needs to be improved. Several times I get to the end of the merge lane only to see a vehicle blocking my exit. I have witnessed other drivers having the same issue which some of them have to brake hard to avoid the concrete barrier. Getting Northbound traffic on Circle Drive to move to the right would definitely help with this problem. Refer to Image A.

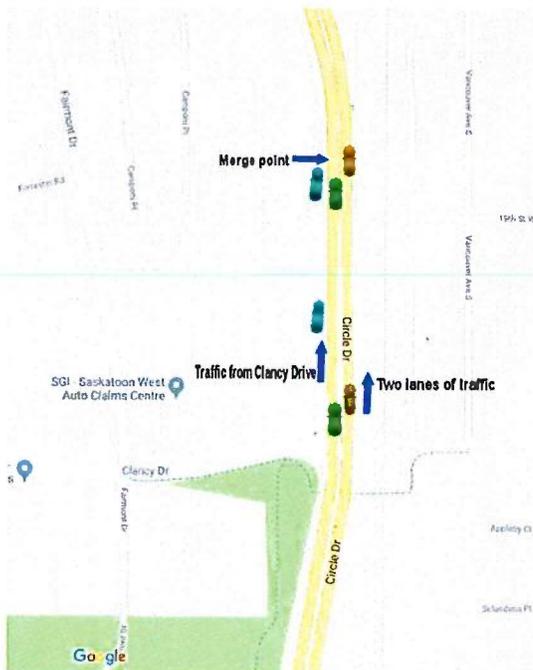


Image A

5. New on-ramp

I would like to see another on-ramp onto 22nd street off of Fairlight Crescent. There is always a high volume of traffic trying to merge onto 22nd street from Fairmont Drive. The new on-ramp would help traffic to disperse on the three lanes inside of one lane. The current exit could either stay open or closed.

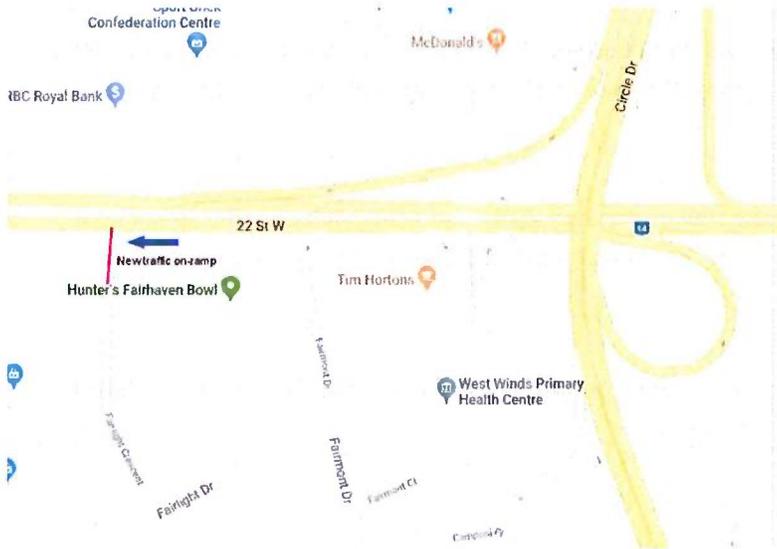


Image B

Kelts, Sheliza

From:
Sent: Sunday, April 29, 2018 1:28 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Neighborhood Traffic Review - Fairhaven

These are some of the traffic concerns that I have in my neighborhood of Fairhaven:

Pedestrian crossings at busy intersections:

Crossing Fairmont at Fairmont Dr and Forrester Rd, it is a marked crossing, however there is heavy traffic from all directions making it dangerous.

As well as crossing Fairlight Dr from Fairmont Dr on the West side of Fairmont. Traffic turning left at the intersection and heading West down Fairlight, rarely yields to pedestrians and have even just driven around a person crossing the street. Or they turn in front of you when you have proceeded to cross from the north side of Fairlight to Fairmont.

The marked crossing at Fairmont and the exit from Circle Dr is very dangerous as traffic is coming off the exit ramp and heading north to 22nd, as well as the regular traffic on Fairmont Dr. Pedestrians are rarely watched for. I think if the crossing was moved to the next curb towards the south it may help, then the heavy traffic coming off of the exit ramp would not be as much of a threat to pedestrians.

Eliminating the Circle Drive exit ramp traffic from Fairmont Dr would reduce hazards for all traffic, it congests the area, but the exit ramp is handy for residents as well.

I would like to see the the pedestrian underpass from Meadowgreen to Fairhaven eliminated, as it brings in foot traffic and troublesome activity into the neighborhood. And is also a danger for people walking in Fairhaven or wanting to enjoy the park. I have been approached by individuals using this walkway and cussed at and made to feel unsafe.

This is a good idea to gather information from residents and I look forward to seeing improvements. Thank you for your concern.

Kelts, Sheliza

From:
Sent: Monday, April 30, 2018 11:36 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Fairhaven traffic review

I won't be able to attend the meeting on May 3rd at St. Mark School, so here are a few things I have to add to the review.

Loud vehicles including motorcycles, dirt bikes, loud mufflers and loud sound systems. I have a side deck and it is very noisy, not enjoyable to sit out there with all the noise going on, especially from 3 pm to 11 pm on weekdays and anytime on weekends. Sometimes it is so bad my windows and pictures shake.

Speeding, from the 4 way stop on Fairlight Dr. and Pendygrasse to the railway track. They take off at the stop sign, if they stop, and race to the tracks. Very annoying and unsafe.

Not stopping at the stop signs. People just roll through or don't stop at all. Maybe lights should be installed on Fairlight and Pendygrasse instead of the stop signs.

I don't know if this is included in the review, but I have a few more concerns.

Fairlight Dr. from the 4 way stop on Pendygrasse to Diefenbaker is a terrible road! So many pot holes and lumps and bumps. The whole stretch of road needs to be repaved. The same goes for Pendygrasse to Clancy especially around St. Mark School as well as the west side of Fairlight Dr in front of the Ventana apartment buildings.

City vehicles running for an extended period of time. April 30th, City truck #633 sat in front of my house, I noticed it just before 9 am. They were taking out a section of sidewalk down the street and the truck was running all the time they were working. They left just after 10:30 am. No one was in the vehicle and it isn't cold anymore to be running for warmth. With the price of fuel the price it is, this is a huge waste!

One thing I am happy about is the stop arms installed at the railway crossing. Thank you!

Thank you for doing this review, my only hope is that it does address the problems in the area.

Kelts, Sheliza

From:
Sent: Wednesday, May 02, 2018 9:51 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: fairhaven traffic reveiw bus stop move

City planners: I have only one change I would like to see because it is a safety hazard. The bus stop on the other side of pendegrass across from st. marks school should be moved down one block east so the cross walk is not where the bus stops. You are unable to see if someone is crossing towards the school when traveling west on pendegrass when the bus is stopped picking up or dropping off passengers. I am afraid someone will not see a child crossing in time to stop with the bus obstructing their view. Thankyou for your consideration on this matter

Kelts, Sheliza

From:
Sent: Wednesday, November 07, 2018 10:32 AM
To: Kelts, Sheliza (TU - Transportation)
Subject: winter 2018-19 traffic plan

for starters the sound wall for the apartments....you built and moved into a building next to a tack as am i, i don't even hear it any more. i vote no if its a issue move. hope not near the airport, or a busy highway.

most of these traffic problems is lack of education school moms, bus drivers, foot traffic, teachers, patrol kids, etc. there all trying to get something done in the least amount of time in the busiest time. no patience, at rush hour. parking lots blocked by the said problems.
"education"

i see the garbage that goes on at the schools.....lack of education. no signs needed. no enforcement, no lights, simply education, and the problem people wont show up. no time.

access to circle drive, the original plans 40 years ago where altered to the garbage the blind city fathers see fit. to today's mess.

the city is so far behind we need a new circle drive farther out with no lights. more over passes and access ramps.

i see the future, that some one will sue the city for pollution due to the poor infrastructure planning.

the schools had free bus rides then took it away, the free bus rides, that should of never happened.

now you have to deal with the traffic jams of today "no education"

looking at your web site all the city reps to cover all these problems,
"education"

waist of money, time, tax money, useless big government. the city can't even enforce the bylaws on the books, since the city is the biggest violators, from over weight to littering, to snow removal bylaws.

add a new bylaw remove 2 redundant ones

my feed back look at the problem closer keep cost down education, my education taxes should cover the problems, under education.

Facebook

Neighbourhood Traffic Review - Fairhaven

Traffic

Account switcher

Another person has unread notifications.

Home

Find Friends

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Messages

Notifications

Account Settings

Neighbourhood Traffic Review - Fairhaven

Public group

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Discussion

Chats

Announcements

Members

Events

Photos

Group insights

Moderate group

Search this group

[Search this group](#)

[Shortcuts](#)

[Neighbourhood Traffic Review - Fairhaven](#)

[Neighbourhood Traffic Review - Forest Grove](#)

[Neighbourhood Traffic Review - Westview](#)

[Neighbourhood Traffic Review - Massey Place](#)

[Neighbourhood Traffic Review - Eastview-Nutana Suburban Centre](#)

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cover photo, Image may contain: tree, sky, grass, cloud, outdoor and nature

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[note](#)

[94 members](#)

[MEMBERS](#)

DESCRIPTION

Edit

DESCRIPTION

The City of Saskatoon started a Neighbourhood Traffic Review (NT... See more

GROUP TYPE

GROUP TYPE

Neighbours

LOCATIONS

Edit

LOCATIONS

Fairhaven, Saskatoon, Saskatchewan · Fairhaven, Saskatoon · Fairhaven, Saskatoon, Saskatchewan

We don't recognise the locations Fairhaven, Saskatoon, Saskatchewan, Fairhaven, Saskatoon, Fairhaven, Saskatoon, Saskatchewan. Only admins can see these tags.

TAGS

Edit

TAGS

Fairhaven, Saskatoon

CREATE NEW GROUPS

Groups make it easier than ever to share with friends, family and teammates.

Create Group

RECENT GROUP PHOTOSSee all

Traffic Review's photo.

Traffic Review's photo.

Suggested Groups

See All

photo.

103,964 members

Join

photo.

15,066 members

Join

photo.

500 members

Join

photo.

RV Gadgets, Decor & More

57,676 members

Join

"Welcome to Weight watchers: Recipes friendly, tips, support, products (SmartPoints)!"

This group is for sharing recipes, food tips, food finds, and food related posts. You may also share weight loss, but please keep all posts uplifting and positive! No personal restroom posts. NO profanity allowed in any way!

Transformation TUESDAY will be the only day to share your before and after pictures. Any other days of the week will not be approved. Please keep all before and after pics "G" rated. Wednesday Morning all Transformation posts will be removed so that we can get back to focusing on food.

Please always be respectful to one another. NO drama is permitted! No negative comments allowed. No profanity. All posts are to be weight watcher related only! /=As stated above! Please share your recipe when posting a meal.

Selling your own product line or sharing a link that benefits you is prohibited

Not following these rules will get you removed from this group.

Please Invite your friends doing weight watchers. This site will a good use to them ♥

Admin Team ♥♥"

Weight Watchers: Recipes & Tips Smartpoints Freestyle

664,694 members

Join

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We want to make sure that people are joining groups that are relevant and meaningful to them. Today, we're moving people who have been added to a group but never visited it into the Invited section of the group's members list. In the members list, you can see your group's updated member count and send a reminder to invited members.

[SEE YOUR MEMBERS LIST](#)

[Announcements](#)

[See all \(5\)](#)

Traffic Review shared a link.

Admin · 21 December 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.

The City of Saskatoon undertook a Neighbourhood Traffic Review in Fairhaven in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making

improvements. Resident input was gathered through this page between May 3 and November 22 Fairhaven.

For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.

SASKATOON.CA

Neighbourhood Traffic Reviews

. Thank you for the message. The Way to Park app allows pre-payment, as do the Parkin... <https://t.co/eWhT11vqKf>

Seen by 61

Like

Show More Reactions

Comment

Share

News Feed

NEW ACTIVITY

Traffic Review shared a link.

Admin · 21 December 2018

The deadline to submit comments on the draft Fairhaven Traffic Plan was December 21, 2018. City staff can no longer incorporate feedback received after this date.

For questions about the Fairhaven NTR, please contact NTR@saskatoon.ca.

City staff are proceeding with the next steps to finalize the plan and submit it as information to the Standing Policy Committee on Transportation. Once the report is added to the public agenda, we'll share the final Traffic Plan on this page. If you wish to speak to Committee about the final Traffic Plan, you can submit a letter or request to speak at the Committee meeting. Information about this process can be found at saskatoon.ca/meetings > Write a Letter to Council/Committees.

Thank you for joining this conversation and for helping us improve traffic safety in your neighbourhood.

SASKATOON.CA

Upcoming and Past Meetings

Get agendas, minutes and meeting video for upcoming and past (back to April 2016) City Council and its Committee meetings. Please visit Council Archived Agenda & Minutes and Boards & Committee Archived Agenda & Minutes for meetings held prior to April 2016.

2 Comments Seen by 63

Like

Show More Reactions

Comment

Share

Comments

I Wont matter what we say as the city will do whatever they want.

1

Manage

Like · Reply · 4w

I have mentioned the disgusting mess at the old shell station on fairlight. Poor access out of that area. Put speed bumps on fairlight between lights and stop sign. Anescape went past the speed sign at 68kph yesterday. Yes i saw the reading on the sign. Dont pile snow on mccormack in front of school zone. Push it into the park. Heck make a snow hill for kids to play on. Fix the huge mounds of manholes that stick way up on sherry way. Try salting the 4way stop on fairlight better. Seen far too many vehicles slide right through. Why are semis hauling cattle or pigs going down fairlight? Read through my comments on this page and you will find more and even photos.

Manage

Like · Reply · 4w

Traffic Review

Write a comment...

OLDER

Traffic Review shared a link.

Admin · 21 December 2018

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SASKATOON.CA

Neighbourhood Traffic Reviews

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Seen by 61

Like

Show More Reactions

Comment

Share

Comments

Traffic Review

Write a comment...

2 December 2018

This may be outside of the boundary lines of Fairhaven, but we desperately need a right hand turning lane from 22nd street (coming from the west) entering into Fairhaven onto Deifenbaker.

As it is now, too many folks are using the shoulder as a turning lane and it is very dangerous for those who actually wait to get to the intersection to make a right turn at the same time someone is coming up on the shoulder.

8 CommentsSeen by 85

1212

Like

Show More Reactions

Comment

Share

Comments

I agree totally!

1

Manage

Like · Reply · 7w

Certainly not the only intersection like that. It is a problem all over the city

2

Manage

Like · Reply · 7w

Whole heartedly agree. Even if you simply change the markings to show the shoulder as the turn lane. And make it LONG. There is often 20 cars waiting at the traffic light, and cars far back could clear the road if they had access to turn. Thus people using the shoulder to access the Diefenbaker south bound turn

4

Manage

Like · Reply · 7w

Agree but DUH City Planners Can't figure it out 🤔🙄

2

Manage

Like · Reply · 7w

Just like they should have had an access road in to Parkridge from the Blairmore area!!!--
Bad planning on the city's part!

3

Manage

Like · Reply · 7w

I too, like that idea, however they weighed the idea of the result of putting more traffic through the heart of parkridge and said hmm no. I do understand. However.... a small parking lot at the extreme end of the parkridge extension near walmart would work. I go out there, park my car, then walk over.

1

Manage

Like · Reply · 5w

Traffic Review

Write a reply...

· It's all about the east side????

2

Manage

Like · Reply · 7w

IF there ever was a reason for a mass evacuation from the fairhaven parkridge area, we would be screwed. Very poor in and out.

3

Manage

Like · Reply · 7w

Yes, I totally agree with you and many others and "make it a lane" City.

2

Manage

Like · Reply · 7w

Traffic Review

Write a comment...

11 December 2018

FIX THE MERGE!!! This morning, I was going up Clancy Drive and using the merge onto Circle Drive around 8am. I started to signal a long distance from the merge point, but traffic seemed to ignore me. I got to the end, and there I stopped and waiting for four vehicles to go pass before I was able to get onto Circle Drive. How safe is that? There will be a multiple vehicle accident there one of these days. I hope I am not part of it.

8 CommentsSeen by 80

11

Like

Show More Reactions

Comment

Share

Comments

View 6 more comments

I too have had issues at this merge. I don't know what the solution is as it mainly appears (at least during my problems) to be a driver problem. Most commonly drivers failing to accelerate and match the speed of the traffic they are to merge with. It doesn't help that every now and then you find a driver coming along circle that absolutely refuses to let this merging traffic in. Last night, myself and 5 other vehicle found ourselves stuck behind a vehicle in the merge lane, that barely managed to get up to 55kph by the end of the merge. Naturally, the rest of us were bumper to bumper trying to get up to speed. This same person failed to obtain 70kph by Laurier Drive, and made themselves at home in the left lane, while traffic continually piled up behind them, then change lanes and go around one at a time.

No amount of light flashing seemed to even get their attention, let alone encourage any change in behaviour.. until they FINALLY got more or less up to speed,just in time to change lanes and exit to the right at 33rd. All that said, PERHAPS signage on circle directing traffic to allow traffic to merge, and a sign within the merge advising drivers to Match merge speed of 80 Kph. Other than a cattle prod, or a Police cruiser sitting there waiting for a driver to create this hazardous condition, I don't know what can be done, but rest assured it IS a problem

2

Manage

Like · Reply · 5w

Hi everyone. Thank you for your posts and emails. At the neighbourhood traffic review meeting in November, it was explained that the engineers are working on design changes to improve this stretch of road. More information will be available early in the new year about the design and plan.

2

Manage

Like · Reply · 5w

I think the big issue now is, how long will this take. Design and plan, then implement. In the meantime, accidents are happening and this continues to be a high collision area and problem area. I believe I speak for everyone of this community when I say, something needs to be done fast. This isn't something that should take years. We've already been dealing with this problem for years and nothing has been done.

1

Manage

Like · Reply · 5w

Totally Agree with You  

1

Manage

Like · Reply · 5w

We need some sort of short term solution—Not sure what that is But I as well followed a car today at 55kph all the way onto Circle and I then went around it —They REALLY Need to SPEED UP !!!

Manage

Like · Reply · 5w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

2 December 2018

The merge of Fairmont at 22nd should at the least have lane markings creating a double lane so that left lane merges into 22nd street lane and the right lane of the merge would access the right turn lane which accesses circle drive south bound. Currently traffic tends to use the Center of this merge and holds up traffic wanting to access circle drive waiting for a vehicle unable to merge to 22nd st traffic

Naturally if it was completely a superior double lane merge to the 22nd & circle dr so it would be better as it is not uncommon to see drivers incapable of holding to the left to allow those wanting circle drive to pass by. In short, it's a cattle squeeze. Widen the Shute.

2 CommentsSeen by 81

22

Like

Show More Reactions

Comment

Share

Comments

Yes I agree- widen that turn lane and improve drainage at the corner as well--as a pedestrian /cyclist there is always a puddle at that corner after it rains.I feel sorry for anyone in a wheelchair or pushing a stroller through that mud after it rains.

3

Manage

Like · Reply · 7w

and because we have the Parkridge center, we do see lots of wheel chairs and scooters heading over to the mall or Superstore, crossing at that intersection

2

Manage

Like · Reply · 6w

Traffic Review

Write a reply...

Would it not make sense to move those white sticks over to the left turning lane onto confederation drive? That why their is not a cluster f#*k as soon as you get onto 22nd.

1

Manage

Like · Reply · 5w

Great idea

Manage

Like · Reply · 5w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

3 May 2018

Why isnt there a way out of Parkridge into the area of the new Walmart out here? Theres a road into the new area but the city has concrete barricades blocking the road at the end. It is very hard some days to get out of this area onto 22nd st.

9 CommentsSeen by 93

77

Like

Show More Reactions

Comment

Share

Comments

This is an excellent point!

Manage

Like · Reply · 37w

There is also the option of 11th St. W, connecting to SK #17.

I believe this was closed down after a Parkridge traffic review several years ago. Also as-is, the road is too skinny to use for two lane traffic and two multi-unit housing developments will be going up on either side which are likely to use the road as a pedestrian thoroughfare.

Manage

Like · Reply · 10w

Not worth it to drive almost 3 miles out of the way to go to a store. Why should people who can see lowes, have to drive 3 miles to get there when they need to buy wood or other stuff? Open it up. If I lived at that part of parkridge, I would be ticked. I see people have been driving around barricades also. I now shop elsewhere.

Manage

Like · Reply · 10w

Traffic Review

Write a reply...

Why are we being bottlenecked to get out of our community, basically 2 exits, Diefenbaker to 22nd and Clancy to circle. Clancy onto circle is so dangerous to merge I take 22nd but the lineup of traffic in the morning just sucks. Poor planning, open parkridge to the Blairmore area

Manage

Like · Reply · 10w

this traffic review is about Fairhaven, not Parkridge.

Manage

Like · Reply · 10w

Traffic Review

Write a reply...

This will not happen as per the traffic review in 2016-2017 in Parkridge:
https://www.saskatoon.ca/.../parkridge_neighbourhood...

Residential lots were opened for purchase and sold extremely close to that access and are now built.
The road is an emergency access option only.

Manage

Like · Reply · 10w

Image may contain: text

Manage

Like · Reply · 10w

No to opening a road to go to Wal-Mart straight thru!! McCormick road busy enough
with res. Traffic!!

1

Manage

Like · Reply · 7w

Hart road, now something should be done about that road!!it's
like a friggin freeway!!

The noise level from speeding traffic

Is enough to drive u back in the house.

It was so nice when it was just a field and we could enjoy being in our backyard

Manage

Like · Reply · 7w

We need speed bumps or slow the whole road to 30 kph. School
Zone speed 24/7..keep the noise and traffic on 22nd !!

1

Manage

Like · Reply · 7w

this is the Fairhaven traffic review, not Parkridge.

Manage

Like · Reply · 7w

Traffic Review

Write a reply...

No to 24/7 30kph.

1

Manage

Like · Reply · 7w

Traffic Review

Write a comment...

27 November 2018

pendygrasse across from saint Mark's school. Speeding is a problem here, I've seen police and city buses speed through here. I suggest regular speed traps and a speed bump right in the middle of the school zone. I also suggest the speed limit be 40km/hr all day every day all year .. it is a busy playground even when school is out after all

3 CommentsSeen by 87

66

Like

Show More Reactions

Comment

Share

Comments

I agree

Manage

Like · Reply · 7w

Speed bumps are not in the cities traffic calming measures for arterial roads like Pandygrasse Road. Similarly, 40 permanency zones are not established in any school zones and would likely have to be adopted on a neighborhood basis similar to Montgomery.

I believe the planning stages are complete. All changes that are to be discussed and submitted to the city are on the NTR. <http://saskatoon.ca/NTR>

Manage

SASKATOON.CA

Neighbourhood Traffic Reviews

Like · Reply · Remove Preview · 7w

well that was productive, whyd you even ask

Manage

Like · Reply · 7w · Edited

Traffic Review

Write a reply...

disagree with speed at 40k all day. 30 k during school times yes but 24 /7 is just stupid. But fill school zones with speed bumps is fine by me. But the city should not pile snow on side of roads in school zones. This creates a serious hazard.

1

Manage

Like · Reply · 7w

if I remember correctly the snow was collected several times a year in front of the school zones. They likely do not have the budget to clear the whole street... :(

Manage

Like · Reply · 7w

Piles of snow on road in school zone on mccormack. When they plow pickit up right away like they do in some areas. Piles were there at noon today.

Manage

Like · Reply · 7w · Edited

5 days later still there.

Manage

Like · Reply · 7w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

27 November 2018

Our concerns relate to traffic on Clancy. We find eastbound traffic impedes entering and exiting our parking lot. if Clancy is ever closed for maintenance some drivers use our parking lot as a thorough fare.

Exiting our parking lot at its east brings us to a place to cross Clancy to proceed on Fairmont. Traffic going both to and from Circle drive is frequently at a very fast speed making it difficult to cross the intersection

Seen by 84

Like

Show More Reactions

Comment

Share

Comments

Traffic Review

Write a comment...

27 November 2018

I agree that the intersections of circle drive with Clancy and laurier are problematic. I believe they're like uncontrolled intersections in that the "yield to the right" rule would apply.. however, as tragic ls merging on the wrong side... I think the best, short term, fix would be signage on circle telling drivers to yield right of way to the left on those two junctures

2 CommentsSeen by 85

77

Like

Show More Reactions

Comment

Share

Comments

I agree--large signage!! I do not want that intersection to be closed! We need that exit!
Drivers feel the need to drive in the fast lane- that lane should only be used for passing!!!

3

Manage

Like · Reply · 7w

I must say some people have no idea how to merge either . I was heading out yesterday
and was behind some guy in a truck was going 30 when he hit the merge. Good grief!!

3

Manage

Like · Reply · 7w

I agree- you cannot merge with traffic going 80 (which is the speed limit there-not 100)
when you are only going 30!!

1

Manage

Like · Reply · 7w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

22 November 2018

Accident at the terrible merge lane off of Clancy to go circle north. Bound to happen. Hope everyone is ok.

5 Comments Seen by 85

44

Like

Show More Reactions

Comment

Share

Comments

And unfortunately fitting, on the night of the traffic review.

Manage

Like · Reply · 8w

talk about this at the meeting tnite. I cant attend, under the weather and dont want to get others sick. Also mention the 4 way stop on fairlight and mccormack being bloody icy for days on end. The city hasnt graded roads in winter time along sherry way in years, ruts at times get almost a foot deep. Many a time we have had to go push small cars that get stuck in the ruts because they hung up. and there is also manholes that stick almost 8 inches above the pavement along same road. Mention that stupid access to 22nd down from nite owl too. Please no 4 way stop or lights on clancy and fairmont, just asking for trouble with backed up traffic then.

Manage

Like · Reply · 8w

And no ridiculous speed reduction to 40kph like montgomery has. People have to teach their kids some things. We cant live in a bubble wrap world.

1

Manage

Like · Reply · 8w

I agree that parents are not teaching their kids traffic safety--I see every day how many parents jay walk with kids in tow to Fairhaven school instead of teaching their kids to use the cross walk...and pulling u-turns in front of the school to park in a no parking zone.

1

Manage

Like · Reply · 8w

And parents parking like douches. Dumping off kids and making a u-turn in school zone. A lady doing this almost hit me this morning. She got a tongue lashing and i doubt she will ever do it again. Its a huge fine for a u-turn in school zone. Go after the parents as mentioned that jaywalk with their kids. Yah you are teaching them proper. NOT.

1

Manage

Like · Reply · 8w

The disgusting property by coop and spiffy carwash needs to be cleaned up. Yet the city does nothing. Here are a few photos i took today before being chased out of the area. Yes thats a dude working on a tow truck that is out onto city street.

Manage

Image may contain: car, tree and outdoor

Like · Reply · 8w · Edited

Image may contain: sky, tree, house and outdoor

Manage

Like · Reply · 8w

Image may contain: sky, car and outdoor

Manage

Like · Reply · 8w

This isnt no muslim holy place either as they call it. Its a scrap heap. Site for sore eyes and a fire hazard.

Manage

Like · Reply · 8w

Traffic Review

Write a reply...

Wow! I just posted that I almost got into an accident at the same place. The merge isn't working.

Manage

Like · Reply · 8w

It was bound to happen some time. I don't know why we can't get better city planning on the west side.

Manage

Like · Reply · 8w

We were at the meeting tonight and I Did mention the accident—One of the lady's coming to the meeting saw the accident scene

Bad Bad spot-/ Almost got into an accident there again this morning myself

Hope and pray No Serious Injuries Tonight 🙏🙏🙏🙏🙏🙏

Manage

Like · Reply · 8w

I checked the news releases on the City Police's website and there was nothing mentioned. However, there was an accident at Confederation Drive and Laurier Drive around the same time. <http://saskatoonpolice.ca/news/2018849>

Manage

SASKATOONPOLICE.CA

Traffic Collision - Pedestrian vs Vehicle

Like · Reply · Remove Preview · 8w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

19 November 2018

Last week, I was trying to merge onto Circle Drive from Clancy Drive when I got to the point to merge, there were two vehicles in the lane where I was supposed to merge to. I had to slow down and almost stop to let the vehicles pass. To top it off, the car behind me blows their horn at me. This merge is not working and has to be fixed soon.

11 CommentsSeen by 89

1616

Like

Show More Reactions

Comment

Share

Comments

not sure why they just didnt spend the money and do an over pass there. not sure who these shitty designers are 🙄

2

Manage

Like · Reply · 9w

Not to mention the unprotected exit lane from Circle Northbound wanting to turn onto Clancy. So many bad rear ends have happend here. It's scary.

Manage

Like · Reply · 9w · Edited

this exit is the WORST! I was in it the other day and had to speed away out of it cause I was so scared of the accident that was going to happen. People coming around that corner and we are in the driving lane stopped. It's terrible.

1

Manage

Like · Reply · 9w

Traffic Review

Write a reply...

I turned onto the merge Kane this morning and there were 2 cars in front of me —we sped up all the way to 50KM and stayed there all way to end of the merge lane 😞😞😞Finally got onto Circle Passed the SLOW car —LEARNER DRIVER sign on back of vehicle—Not Fun in Rush Hour AM Traffic 🙄🙄🙄

Manage

Like · Reply · 9w

Have had the Exact same thing happen to me 😞😞😞

Going to be a Major Accident here One of these days —Just Hope no one is killed 🙏🙏

1

Manage

Like · Reply · 9w

Especially during morning rush hour this time of year. It's dark, winter driving conditions and drivers are fighting off the last sleepy cobweb.

Manage

Like · Reply · 8w

Traffic Review

Write a reply...

I hope you can come to the meeting on Thursday at 7pm at Fairhaven school to listen what the city has planned for our neighborhood for traffic solutions.

Manage

Like · Reply · 9w

We are planning on coming unless something else more important comes up 🙌🙌😊

1

Manage

Like · Reply · 9w

Traffic Review

Write a reply...

Ugh I wish I could go!

Manage

Like · Reply · 9w

Agreed!!

Manage

Like · Reply · 9w

Just finished merging this morning and the car in front was going so slow that the car on circle met me at the brick wall at the same time. A near accident seems to happen a few times a month. This merge is a fricking joke.

3

Manage

Like · Reply · 8w

Same thing has hapened to me,

Manage

Like · Reply · 8w

On November 22, 2018 about 6:30pm there was an accident at the merge from Clancy to Circle Drive. Not sure if anyone was hurt.

Manage

Like · Reply · 8w

We were at the meeting tonight and I read your Post to all that were st the meeting

One of the city workers came up to me after the meeting and told me she saw the accident scene when she was coming to the meeting

Hopefully no one was hurt badly

Scary Scary Lane

Almost got hit again this morning myself [?][?][?]

Manage

Like · Reply · 8w · Edited

Traffic Review

Write a reply...

I remember going to a meeting at the confederation in. It was about what was going to happen when the south bridge was built. Maurice nault The counsellor at the time said the city would not spend \$6 million and put in an overpass on circle and Clancy. I think they really need to revisit that situation.

Manage

Like · Reply · 8w

they told us last night the entire section of Clancy to Laurier drive us being reviewed

Manage

Like · Reply · 8w

: thank you for the info! I'm out of the country right now. I definitely would like to go to a meeting if they have any.

Manage

Like · Reply · 8w

they have posted the proposed implementations for the area....and are taking concerns/opinions until Dec 21st.

Manage

Like · Reply · 8w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

Traffic Review

Admin · 23 November 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Fairhaven is midnight, December 21st. The plan, which was released for comment on November 22, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Fairhaven, November 22, materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (including comments provided on this page) as well as traffic data and analysis.

After December 21st, the Traffic Plan will undergo any final adjustments and then be presented as information to the City's Standing Policy Committee on Transportation. The City will then proceed to implement the recommended traffic adjustments (subject to budgetary approvals).

If you would like to provide any final comments on the draft plan, this is your last chance! We want to hear from you

2 sharesSeen by 85

11

Like

Show More Reactions

Comment

Share

Comments

Traffic Review

Write a comment...

Traffic Review shared a link.

Admin · 11 May 2018

The Fairhaven Neighbourhood Traffic Review meeting minutes are now available on the City's Engage website.

SASKATOON.CA

Fairhaven

Engage Thursday, May 3, 2018 St. Mark School 7:00 to 9:00 p.m. Join the Facebook Discussion Group! (you must be logged into Facebook to connect using this link)

3 CommentsSeen by 92

11

Like

Show More Reactions

Comment

Share

Comments

I would like to see speed bumps on Hart road or 24 hour reduced speed

Limit on Hart road. My house backs on to this road in the summer it's like a freeway. from cars to semis. The noise level is ridiculous! Try to enjoy being outside gardening or entertaining .

This road was only meant to go to the schools and Shaw center we were told at a meeting and would not be a straight thru road.....liars

Manage

Like · Reply · 10w

I won't be able to go but maybe others would like to go?

Manage

Like · Reply · 9w

Yes I'm going.

1

Manage

Like · Reply · 8w

Traffic Review

Write a comment...

Traffic Review

Admin · 10 September 2018

*** NOTE UPDATED MEETING LOCATION ***

On May 3, 2018, a community meeting was held in Fairhaven to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at Fairhaven School at 7 pm on Thursday, November 22 to review the draft plan.

Before you participate in the traffic discussions, we ask that you review the presentation which contains valuable information about the traffic review process and various traffic calming devices. Your participation in the group is encouraged and gladly accepted. If you would like to invite others from your neighbourhood to join the discussion, you are welcome to do so. Subscribe to get traffic review update email notifications at bit.ly/NeighbourhoodUpdates

No photo description available.

2 Comments 3 shares Seen by 91

22

Like

Comment

Share

Comments

I highly recommend changes to the 22nd street and circle drive at the Fairlight drive interchange. There's large amount of commercial traffic and out of towners coming in from the west has this interchange into a stand still most of the time. Truckers that come in from a major highway # 7 and # 14 must cuse at our infracstruce. There trying to either go north on circle drive or simple turn right on circle drive south to continue on route to the # 5 or the # 11 to Regina. There is enough roadway for one vehicle and enough space to construct payment access and make it a 2

Manage

Like · Reply · 8w

lane near the overhead directional sign.

Manage

Like · Reply · 8w

Traffic Review

Write a comment...

12 November 2018

So what gives ? ? ?

Graders cleaning Penndygrasse Road this morning —Holiday Morning And Every Car parked all along Both sides in front of apartments

What a Crappy Day to Try to Clear -Doing a Crappy Job 😞😞😞😞

2 CommentsSeen by 89

11

Like

Comment

Share

Comments

There isn't enough snow to bother. The city will be complaining soon that the snow budget has been used up for the year.

2

Manage

Like · Reply · 10w

Your right all the equipment out running and Not even Enough Snow yet to Bother

Yup Snow Budget will be Gone —Waste of TaxPayers money—Ours 🤔🤔🤔

1

Manage

Like · Reply · 10w

Traffic Review

Write a reply...

Its because no one at the city has any brains.

1

Manage

Like · Reply · 10w

and to boot, now vehicles are parked beside the huge mounds of snow blocking the road. Same crap happens every bloody year. There is a huge empty park, push the damn snow there. Make a snow hill out of it for kids to play on. HARD to get down the road now in morning with those bloody school zone signs in middle of road with vehicles parked both sides. At least this morning the guy placing the signs moved it so we could get through. Thanks to him for having a brain. Something the city lacks.

1

Manage

Like · Reply · 9w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

11 November 2018

I would like to see better signing alerting drivers going northbound on circle drive that vehicles coming out of Clancy MUST merge in a very short space to circle drive. It should be obvious but many drivers don't get that if we either merge or run into the cement divider.

2 Comments Seen by 89

99

Like

Comment

Share

Comments

| They need to move that cement barrier to the right side of circle then we could merge before the cement wall at the end of the merge.

1

Manage

Like · Reply · 10w

Great Idea 👍👍👍😊

Manage

Like · Reply · 10w

Put your signal on to merge right and commit. It is the responsibility of the motorist on Circle drive to allow you to merge, not the other way around.

Manage

Like · Reply · 10w

Agree IF only Everyone would do that but to many chicken to commit 🤔🤔

Manage

Like · Reply · 10w

the only path to commit to go on Circle is a few meters before the cement wall

Manage

Like · Reply · 10w

plus when the guy in front of you is only going at 50 km per hour when merging not much more you can do

2

Manage

Like · Reply · 10w

Traffic Review

Write a reply...

. I posted this back in May about the merge from Clancy to Circle Drive. I have seen a few close calls.

Manage

No photo description available.

Like · Reply · 10w

Traffic Review

Write a comment...

8 November 2018

I would like to see a four way stop at Cancy and Fairmont

2 CommentsSeen by 89

55

Like

Comment

Share

Comments

My only concern is how this would effect the traffic coming off of circle drive. At busy times, this may cause a backup and cause more serious problems up on circle drive

6

Manage

Like · Reply · 10w

It would cause a backup. Last week there was a stalled vehicle at that CLANCY-Fairmont intersection and vehicles couldnt turn off of circle drive to go down there. No different with lights or a 4 way stop.

2

Manage

Like · Reply · 10w

please come to the meeting with the city on November 22nd at Fairhaven School and help address this concern. I'm in agreement with you.

Manage

Like · Reply · 10w

Hmm, didnt know there was a meeting. Not sure I am free that night, but will try.

Thanks.

Manage

Like · Reply · 10w

7pm at Fairhaven school. The city will be telling us what data they collected over the summer and what their proposed ideas are for better Improving the traffic in Fairhaven.

Manage

Like · Reply · 10w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

3 May 2018

I am not happy with the intersection of Fairlight and Fairhaven . The lanes are not plainly marked and drivers in the left hand lane don't realize that the left hand lane is for left turning only. They often surprise you and go straight through cutting off the right hand lane which is the straight through lane. Either it should be plainly marked or close that entrance to 22nd street

3 CommentsSeen by 93

66

Like

Comment

Share

Comments

· Which intersection? This one? 157-151 Fairmont Dr

157-151 Fairmont Dr, Saskatoon, SK S7M 3Y4

<https://goo.gl/maps/yAiWa87ZqdG2>

Manage

GOOGLE.COM

157-151 Fairmont Dr

Like · Reply · Remove Preview · 10w

xYes

Manage

Like · Reply · 10w

Traffic Review

Write a reply...

I agree

Manage

Like · Reply · 10w

It is marked on signs up top. But some lines on the road would be great.

1

Manage

Like · Reply · 10w

Traffic Review

Write a comment...

13 April 2018

I would like to see pedestrian flashing lights on the corner of fairlight and Gropper surprised a pedestrian hasn't been hit along with speeding around the slight bend on both ends people don't pay attention to the signs flashers would be great! Resident parking along Fairlight near Parkridge Center!

5 CommentsSeen by 93

88

Like

Comment

Share

Comments

I agree!

1

Manage

Like · Reply · 40w

Yeha I've sent numerous emails to the area director never once got a reply..

1

Manage

Like · Reply · 40w

Residential parking would be great. We live in the condos and when the parking is full where tf are my guests/family supposed to park? Or when our parking lot is being worked on I need to park in the ball diamond parking lot and walk my 3 kids all the way back home because the parkridge workers like to jam up the street? No thank you. Might as well live in an area where the college students take all the street parking because it feels the exact same.

1

Manage

Like · Reply · 40w

I live in the same condo community as . We have only one parking spot per unit. Most families now a days have more than one vehicle and in most neighborhoods they would be able to use street parking but because the staff at Parkridge use almost all of Gropper to park (I understand that the cost to park in the Parkridge parking lot is very high) every day from 7 AM to 11 PM, many families who live here have no place to park. I contacted the city to try to get permit parking only on Gropper but was told that the zoning wouldn't allow it. The parking for people who live on Gropper truly is a nightmare while the parking lot across the street (Parkridge's) sits nearly completely empty. There must be something that can be done.

1

Manage

Like · Reply · 37w

Even if it's only the housing side that has residential parking and the other side is for parkridge I would be an improvement!

Manage

Like · Reply · 37w

good point

Manage

Like · Reply · 37w

Traffic Review

Write a reply...

Along with one at the the four way stop of fairlight and pendencygrasse

Manage

Like · Reply · 36w

Traffic Review

Write a comment...

3 May 2018

Why are so many commercial trucks, semis, driving down residential streets in Parkridge? This damages the roads as the roads were not designed for traffic like this.

2 Comments 1 share Seen by 93

11

Like

Comment

Share

Comments

This is what I joined the group to say. Couldn't Parkridge (the facility) provide an alternate entrance for commercial traffic so that they don't have to use residential streets? There are garbage trucks and delivery trucks going to Parkridge hourly. It's hard on the streets, noisy and dangerous. Also, staff from Parkridge congest the roadway by using it as a parking lot from 7 AM - 11 PM. I recognize that Parkridge probably pays a lot more in taxes than the little condo community across the street but we do pay taxes just the same and deserve the same opportunities as other residential taxpayers in the city.

3

Manage

Like · Reply · 37w

Along sherry way

Manage

Image may contain: sky, cloud, tree and outdoor

Like · Reply · 36w

Traffic Review

Write a comment...

Traffic Review shared a link.

Admin · 8 May 2018

The Fairhaven Neighbourhood Traffic Review presentation is now available on the City's Engage website.

SASKATOON.CA

Fairhaven

Engage Thursday, May 3, 2018 St. Mark School 7:00 to 9:00 p.m. Join the Facebook Discussion Group!
(you must be logged into Facebook to connect using this link)

Seen by 92

Like

Comment

Share

Comments

Traffic Review

Write a comment...

3 May 2018

Something needs to be done about the speed way that Forrester rd has become too. People clearly don't respect school zones, so I don't think a reduce speed sign will work. Maybe rumble strips? Apparently speed bumps are too expensive for this city. Short of residents putting out spike strips, I don't know what to do, but a change would be nice.

2 CommentsSeen by 93

Like

Comment

Share

Comments

I completely agree. So many people speed through that school zone.

1

Manage

Like · Reply · 37w

People turn left off Pendygrass onto Forrester and then floor it up that slight hill like a bat outta hell. I can often hear the larger vehicles long after they're past. It's only a matter of time before someone's hurt or killed

Manage

Like · Reply · 37w

My daughter was crossing at the crosswalk just before the school there and was almost hit. If I didn't scream her name and she didn't stop she would have been hit. Person was just looking straight ahead while speeding.

1

Manage

Like · Reply · 37w

It's only a matter of time 😊

Manage

Like · Reply · 37w

Traffic Review

Write a reply...

I agree, and people should quit u-turning in the school zones. I still don't let my kids go on their own because I'm worried about careless drivers.

1

Manage

Like · Reply · 37w

Traffic Review

Write a comment...

16 April 2018

Something has to be done with the merging lane turning left onto Circle Drive from Clancy Drive. Seems every other week we are close to being hit. It is worst when the 1st driver is driving slow and there are a few cars behind him and a car is coming up on the left side on Circle. I know people that will not go that way.

6 CommentsSeen by 93

66

Like

Comment

Share

Comments

View 4 more comments

The Clancy merge was the first thing submitted. I have seen cars hit the brakes when they should be merging, but there is a vehicle in the way.

Manage

No photo description available.

2

Like · Reply · 37w · Edited

Fairhaven Pinball....so dangerous right here.

1

Manage

Like · Reply · 37w

Traffic Review

Write a reply...

also suggested adding a new onramp by the Tim Horton's. It is usually backed up or people don't let you onto 22nd.

Manage

No photo description available.

Like · Reply · 37w

It's not a merge there. It is a yield. Therefore people on 22nd have the right of way and do not have to let u on.

1

Manage

Like · Reply · 37w

You are correct, but still a pain to get onto 22nd street.

1

Manage

Like · Reply · 37w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

27 April 2018

I think it would be beneficial to introduce another 3 way stop at the intersection of Forrester and Fairmont, similar to Clancy and Pendygrasse. This area suffers from some terrible blind spots, and when the sun's just right in the morning it can be blinding. Also being able to cross as a pedestrian around there wouldn't be so hairy.

2 CommentsSeen by 93

33

Like

Comment

Share

Comments

I wrote in and said the exact same thing!

1

Manage

Like · Reply · 38w

The blind spots are horrible. I live at the apartments and avoid turning left out of the parking lot because you literally can't see if anyone is coming 90% of the time & it's the same at Forrester. Plus most people seem to drive well over the speed limit on Fairmont. Something should definitely be done!

2

Manage

Like · Reply · 38w

Traffic Review

Write a comment...

27 April 2018

This is more of a pie in the sky idea, but adding another connection point into Montgomery without having to go up to Circle or on Fairlight and instead extending Lancaster down to Pendygrasse. It would mean loss of park, and probably might introduce annoyance to the residents in the townhouses there, but might help offload some of that traffic volume. It's probably better to do an exploratory study to determine the pros and cons first before committing but just something I had in mind.

Seen by 93

66

Like

Comment

Share

Comments

Traffic Review

Write a comment...

17 April 2018

We really need a sound barrier or at least some sort of barrier between Camponi place and Circle Drive! People cut the fence all the time to get through it and right now it is held together with twist ties at some points! It's only a matter of time until a child walks into circle drive (mark my words)

These units were built so close to circle drive that you can throw rocks at cars that drive by if you wanted to! Hell, you could throw rocks onto the other side of circle drive! Our city councillor for this area, when asked about this specifically said that it was to be done and in the budget for when Circle South was completed yet it was never done!

I will post pictures in comments about the troublesome area! So ridiculous that it hasn't been done yet!

1 CommentSeen by 93

44

Like

Comment

Share

Comments

Agreed! The train sounds loud too - a sound wall would be very very nice

Manage

Like · Reply · 39w

Traffic Review

Write a comment...

11 April 2018

Something needs to be done about speeding on Fairlight Drive. We call it "Fairlight 500". Doing radar once every 3 months isn't working out.

2 CommentsSeen by 93

77

Like

Comment

Share

Comments

Totally agree....

Manage

Like · Reply · 40w

Even one or two speed bumps like they have in the hamptons would be beneficial

Manage

Like · Reply · 40w

Traffic Review

Write a comment...

12 April 2018 · Saskatoon, SK

Fairlight drive in front of ST Marks school is really bad for speeding all hours of the day. I work shift work so I see this all the time and there is so many families with young ones in this area. Even when the school signs are up no one slows down someones going to get hit I think there should be carmas

1 CommentSeen by 94

Like

Comment

Share

Comments

That is not Fairlight Drive. There are no schools on Fairlight Drive. I think you mean Pedygrasse

2

Manage

Like · Reply · 40w

i meant Pedygrasse

Manage

Like · Reply · 40w

Traffic Review

Write a reply...

Traffic Review

Write a comment...

11 April 2018 · Saskatoon, SK

There really needs to be flashing yellow lights at the pedestrian crossing at Fairhaven school. I've seen way too many people not stop or speed through without looking for kids.

Seen by 93

44

Like

Comment

Share

Comments

Traffic Review

Write a comment...

Traffic Review updated the group cover photo.

Admin · 28 December 2017

Image may contain: tree, sky, grass, cloud, outdoor and nature

Seen by 93

Like

Comment

Share

Comments

Traffic Review

Write a comment...

Traffic Review shared a link.

Admin · 28 December 2017

Welcome! We're pleased that you've joined our Group and want to participate in discussions about area traffic concerns. We'd ask that you please read the following post and 'LIKE' it to confirm.

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in Fairhaven. This page is for residents of this neighbourhood inclusively, bound by Fairlight Dr (west & north), Fairmont Dr / Pendygrasse Rd (east), and 11th St W / 11th St W Bypass (south).

T...

See more

SASKATOON.CA

Neighbourhood Traffic Reviews

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

1 shareSeen by 93

2222

Like

Comment

Share

Comments

Traffic Review

Write a comment...

created the group Neighbourhood Traffic Review - Fairhaven.

20 December 2017

Seen by 93

Like

Comments

You turned off commenting for this post.

and 93 other people are in this group

See All Members

Chat (Off)

More stories requested.