

Nutana Park Neighbourhood Traffic Review



Nutana Park Neighbourhood Traffic Review

Authorization

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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 to 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 2019 to identify traffic concerns and potential solutions within the Nutana Park 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 October 2019.

A summary of recommended improvements for the Nutana Park 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, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

The Nutana Park Traffic Plan is illustrated in Exhibit ES-1.

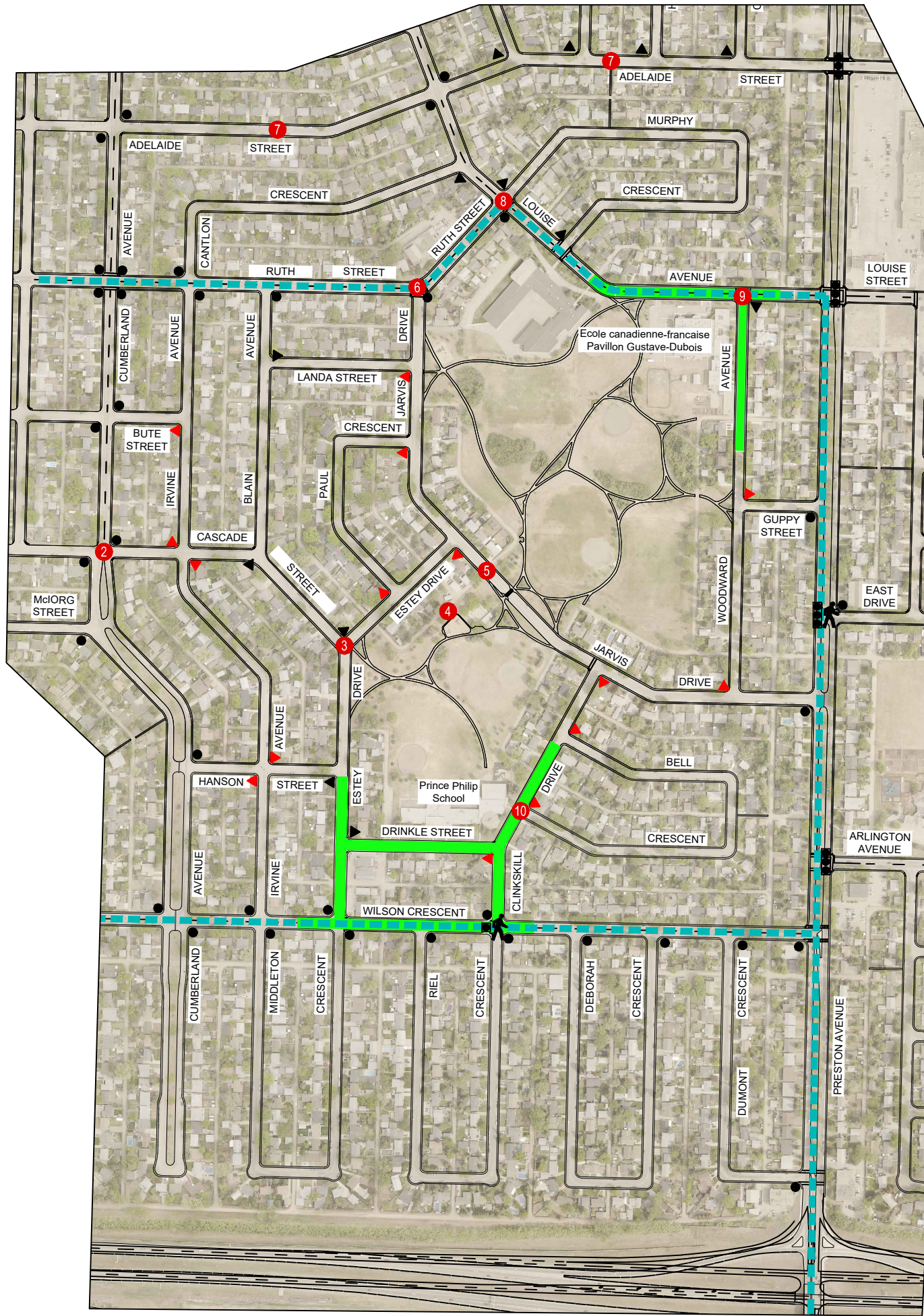
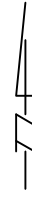
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Table ES-1: Nutana Park Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Various	Yield infill (shown as red triangles on Exhibit ES-1)	Assign right-of-way
2	Cumberland Avenue and Cascade Street	Standard crosswalk on south leg across Cumberland Avenue	Improve pedestrian safety
		Curb extension on southwest corner	Improve pedestrian safety
3	Cascade Street and Estey Drive	Standard crosswalk on north leg across Estey Drive	Improve pedestrian safety
		Relocate yield sign to Cascade Street assigning right-of-way to Estey Drive	Improve intersection safety
4	Estey Drive Back Lane (Estey Drive to Jarvis Drive)	"No Parking" signs along back lane	Improve compliance with Traffic Bylaw
5	Jarvis Drive at Estey Drive Back Lane	Prohibit parking on the south side of Jarvis Drive 6 metres west of back lane and 3 metres east of back lane	Improve sightlines
6	Ruth Street and Jarvis Drive	Median island on east leg on Ruth Street	Improve intersection safety
		Relocate eastbound curve ahead warning sign	Improve visibility of sign
7	Adelaide Street (Cumberland Avenue to Preston Avenue)	Speed assessment in spring 2020	Determine if improvements are needed
8	Louise Avenue and Murphy Crescent (North)/ Ruth Street	Median island on east leg on Louise Avenue	Reduce speed
		Replace yield sign on Murphy Crescent (North) with stop sign	Improve intersection safety
9	Louise Avenue and Woodward Avenue	Curb extensions on north and south sides of west crosswalk	Reduce speed
		Remove standard crosswalk on east leg	Encourage pedestrians to cross on west leg

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Item	Location	Recommended Improvement	Justification
10	Clinkskill Drive and Bell Crescent (South)	Median island on south leg	Reduce speed
		Prohibit parking on east side of Clinkskill Drive 15 metres from Bell Crescent (South)	Improve sight lines
11	Louise Avenue [Murphy Crescent (North) to Murphy Crescent (South)]	Send speed data to Saskatoon Police Service to consider for enforcement	Reduce speed
	Louise Avenue [Murphy Crescent (South) to Woodward Avenue]		
	Woodward Avenue (Louise Avenue to Guppy Street)		
	Clinkskill Drive [Bell Crescent (North) to Bell Crescent (South)]		
	Wilson Crescent [Middleton Crescent to Riel Crescent (West)]		
	Estey Drive (Hanson Street to Drinkle Street)		
12	Various	Pedestrian accessibility ramps (80 in total)	Improve pedestrian accessibility



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- ▼ PROPOSED YIELD SIGN
- ▬ BUS ROUTE
- ▬ SCHOOL ZONE
- ⬮ EXISTING TRAFFIC SIGNAL
- ⬮ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬮ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- Ⓝ RECOMMENDATIONS



NUTANA PARK 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 manner. Accordingly, this report provides the Traffic Plan for the Nutana Park neighbourhood.

The Nutana Park neighbourhood is bound by Circle Drive to the south, Preston Avenue to the east, Cumberland Avenue to the west and Adelaide Street to the north. The land use is residential with École Canadienne Française on Louise Avenue and Prince Philip School on Drinkle Street.

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 Standing Policy Committee on Transportation.
- **Stage 4** – Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in May 2019 to identify traffic concerns in the Nutana Park neighbourhood and residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- Adelaide Street;
- Back lane behind SaskAbilities;
- Back lane north of Circle Drive;
- Cantlon Crescent curve;
- Cascade Street and Blain Avenue;
- Cascade Street and Cumberland Avenue;
- Cascade Street and Estey Drive;
- Drinkle Street;
- Dumont Crescent;
- Irvine Avenue;
- Jarvis Drive;
- Louise Avenue;
- Louise Avenue and Murphy Crescent/Ruth Street;
- Murphy Crescent;
- Ruth Street;
- Ruth Street and Jarvis Drive;
- Ruth Street and Louise Avenue;
- Wilson Crescent; and
- Woodward Avenue.

The residents suggested the following solutions:

- Traffic circle;
- All-way stop;
- Curb extension;
- Speed humps;
- Yield signs;
- Curve warning signs;
- Enforcement;
- Posts in back lane;
- Extend school zone limits;
- Additional school zone signs;
- Larger speed limit sign with a flashing light;
- Rumble strips;
- Median island;
- Speed display board;
- Flashing school zone signs; and
- Children at Play signs.

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings.

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

- Cascade Street and Blain Avenue;
- Cascade Street and Cumberland Avenue;
- Cascade Street and Estey Drive;
- Deborah Crescent and Ruth Street;
- Riel Crescent; and
- Ruth Street and Jarvis Drive.

The residents suggested the following solutions:

- Traffic circle;
- All-way stop;
- Crosswalk;
- Curb extension;
- Pedestrian curb ramps;
- Extend school zone limits; and
- Median island.

2.3. Traffic Control

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

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

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

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

- Irvine Avenue and Cascade Street; and
- Ruth Street and Louise Avenue.

Possible solutions identified by residents:

- Yield signs.

2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- Estey Drive back lane;
- Estey Drive back lane and Jarvis Drive; and
- Jarvis Drive at mid-block crosswalk (Estey Drive to Clinkskill Drive).

Proposed solutions identified by residents:

- Parking prohibitions; and
- Curb painting.

2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- 2058 Woodward Avenue
 - Trees in back lane restrict visibility
- 2500 block of Jarvis Drive
 - Potholes
 - Road is rutted and slippery in the winter
- 2600 block of Irvine Avenue
 - Frequent water main breaks
- 47 Murphy Crescent
 - Tripping hazard on sidewalk
- Back lane and Ruth Street (Cantlon Crescent to Cumberland Avenue)
 - Bushes restrict visibility
- Blain Avenue
 - Needs resurfacing
- Cumberland Avenue
 - Too many undulations
- Irvine Avenue and Ruth Street
 - Large pine tree on northeast corner obstructing sight lines
- Louise Avenue
 - Improve snow clearing in front of SaskAbilities and high school so parked vehicles are not encroaching into the traffic lane
 - Improve water, sewer and roadway project coordination
 - Severe undulations near Nordon's Drug Store
- Louise Avenue and Murphy Crescent / Ruth Street
 - Spruce tree branches at the southwest corner obstructs visibility
- Wilson Crescent and Estey Drive
 - Bushes restrict visibility
- Woodward Avenue
 - Pavement and fire hydrant issues

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:

- Clarence Avenue and Wilson Crescent
 - Short eastbound and westbound traffic signal cycle.
- Clarence Avenue and Ruth Street
 - Passing on the right.
- Cumberland Avenue and Taylor Street
 - Passing on the right.
 - Waiting long to make eastbound and westbound left turns.
- Preston Avenue
 - Small gaps in traffic.
- Preston Avenue and Adelaide Street
 - Pedestrians prefer to cross mid-block south of this intersection.
 - Move parking north to allow for right turning vehicles.
 - Difficult to make eastbound through and left turning movements prior to installation of traffic signals.
 - Traffic signal not necessary.
 - Happy with the new traffic signal; however, suggest to lengthen northbound and southbound timing.
- Preston Avenue and Arlington Avenue
 - Congested from 3:30 pm to 4:30 pm.
- Preston Avenue and Armistice Way
 - Older drivers turn onto Preston Avenue and cut off northbound and southbound drivers.
- Preston Avenue and Dumont Crescent
 - Southbound drivers stay in left lane to proceed southbound then quickly move into the right lane without signaling to take westbound Circle Drive exit.
- Preston Avenue and East Drive
 - Speeding.
 - Passing on the right.
 - Aggressive driving.
- Preston Avenue and Jarvis Drive
 - Difficult to complete eastbound left turns.
 - Impatient drivers passing on the right in the northbound direction. Suggest northbound left turn bay onto Jarvis Drive.

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- Preston Avenue and Louise Avenue
 - Pedestrians prefer to cross mid-block north of this intersection.
 - Concerned about traffic signal timing.
 - Eastbound right turns are cut off by westbound left turns.
 - Delays due to a high volume of left turning traffic.
 - Pedestrian safety concerns.
- Preston Avenue and Main Street
 - Restrict parking on east side to allow for northbound right turning vehicles.
- Preston Avenue from Wilson Crescent to Arlington Avenue
 - Long wait to complete the eastbound left turn leads to shortcutting through the neighbourhood.
 - Dangerous to make a northbound left turn.
 - Near misses.
 - Northbound to southbound u-turns.
 - Crosswalk is through turning lane.
 - Poor visibility of pedestrians.
 - Parked vehicles on Wilson Crescent restrict vehicles wanting to make a right turn onto Preston Avenue.

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

3.2. Traffic Volume and Speed Assessments

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

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

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

*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Nutana Park 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 (2019)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Back lane east of Jarvis Drive	Louise Avenue to Jarvis Drive	Back Lane	100	-
Back lane north of Circle Drive	Between Clarence Avenue and Preston Avenue	Back Lane	50	-
Cantlon Crescent	Ruth Street to Louise Avenue	Local	150	41
Cascade Street	Cumberland Avenue to Irvine Avenue	Local	350	40
Cascade Street	Blain Avenue to Estey Drive	Local	350	41
Clinkskill Drive	Bell Crescent (North) to Bell Crescent (South)	Local	1,200	43 34 (school hours)
Dumont Crescent	Wilson Crescent to Preston Avenue	Local	300	41
Estey Drive	Hanson Street to Drinkle Street	Local	600	44 39 (school hours)
Irvine Avenue	Bute Street to Cascade Street	Local	200	43
Irvine Avenue	Cascade Street to Hanson Street	Local	350	40
Murphy Crescent	Louise Avenue to Louise Avenue	Local	200	39
Woodward Avenue	Louise Avenue to Guppy Street	Local	500	43 39 (school hours)
Woodward Avenue	Guppy Street to Jarvis Drive	Local	400	42
Jarvis Drive	Clinkskill Drive to Woodward Avenue	Collector	2,100	51
Wilson Crescent	Middleton Crescent to Riel Crescent	Collector	2,800	49 39 (school hours)
Louise Avenue	Murphy Crescent (North) to Murphy Crescent (South)	Arterial	5,550	53
Louise Avenue	Murphy Crescent (South) to Woodward Avenue	Arterial	5,150	50 35 (school hours)
Ruth Street East	Blain Avenue to Jarvis Drive	Arterial	3,350	53

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.

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

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

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

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

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

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 in one-year period within three years (5 or more)	Results
Cascade Street and Cumberland Avenue	246	2,710	1	Conditions NOT met
Cascade Street and Blain Avenue	41	440	0	Conditions NOT met
Cascade Street and Estey Drive	86	880	0	Conditions NOT met
Louise Avenue and Cantlon Crescent	243	2,570	0	Conditions NOT met

The intersections did not meet the requirements for an all-way stop. 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.

Pedestrian crossing devices include:

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

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

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

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

A summary of the pedestrian studies are provided in Table 3-4 and details are provided in **Appendix D**.

Table 3-4: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Cumberland Avenue and Cascade Street	Limited pedestrian desire	Distance from nearest control >200 m. Connection to Churchill Park and Harold Tatler Park. Standard crosswalk and curb extension recommended.
Cascade Street and Estey Drive	Confirmed	Distance from nearest control >200 m. Connection to Harold Tatler Park. Standard crosswalk recommended due to reassignment of right-of-way.

3.5. Collision Analysis

The most recently available five-year collision data (2014 to 2018) 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 Nutana Park include:

- Cumberland Avenue and Ruth Street; and
- Cumberland Avenue and Wilson Crescent.

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

4. Present Traffic Plan

4.1. Methodology

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

- Based on the assessments, prepare a draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the 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.

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4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Louise Avenue and Murphy Crescent (North)/Ruth Street	Median island on east leg on Louise Avenue	Reduce speed
Louise Avenue and Woodward Avenue	Curb extensions on north and south sides of west crosswalk	
Clinkskill Drive and Bell Crescent (South)	Median island on south leg	
Louise Avenue [Murphy Crescent (North) to Murphy Crescent (South)]	Send speed data to Saskatoon Police Service to consider for enforcement	
Louise Avenue [Murphy Crescent (South) to Woodward Avenue]		
Woodward Avenue (Louise Avenue to Guppy Street)		
Clinkskill Drive [Bell Crescent (North) to Bell Crescent (South)]		
Wilson Crescent [Middleton Crescent to Riel Crescent (West)]		
Estey Drive (Hanson Street to Drinkle Street)		

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
Cumberland Avenue and Cascade Street	Standard crosswalk on south leg across Cumberland Avenue	Improve pedestrian safety
	Curb extension on southwest corner	Improve pedestrian safety
Cascade Street and Estey Drive	Standard crosswalk on north leg across Estey Drive	Improve pedestrian safety
Louise Avenue and Woodward Avenue	Remove standard crosswalk on east leg	Encourage pedestrians to cross on west leg
Various	Pedestrian accessibility ramps (80 in total)	Improve pedestrian accessibility

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
Various	Yield infill (shown as red triangles on ES-1 River Heights Traffic Plan)	Assign right-of-way
Cascade Street and Estey Drive	Relocate yield sign to Cascade Street assigning right-of-way to Estey Drive	Improve intersection safety
Ruth Street and Jarvis Drive	Median island on east leg on Ruth Street	Improve intersection safety
	Relocate eastbound curve ahead warning sign	Improve visibility of sign
Louise Avenue and Murphy Crescent (North)/ Ruth Street	Replace yield sign on Murphy Crescent (North) with stop sign	Improve intersection safety

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
Estey Drive Back Lane (Estey Drive to Jarvis Drive)	“No Parking” signs along back lane	Improve compliance with Traffic Bylaw
Jarvis Drive at Estey Drive Back Lane	Prohibit parking on the south side of Jarvis Drive 6 metres west of back lane and 3 metres east of back lane	Improve sightlines
Clinkskill Drive and Bell Crescent (South)	Prohibit parking on east side of Clinkskill Drive 15 metres from Bell Crescent (South)	

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 October 2019. The meeting minutes and presentation are provided in **Appendix F**. 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 G**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet & Support and Transit.

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.

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 May 16, 2019 Nutana Park Mennonite Church 9 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 7, 2019 Nutana Park Mennonite Church 15 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Nutana Park 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;
- 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 Engage page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments.

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

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

- 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 saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix I**.

Nutana Park Neighbourhood Traffic Review

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. 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. Installations for Nutana Park are likely to begin in spring/summer 2020.

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: Additional Traffic Counts Cost Estimate
- Table 5-3: Permanent Traffic Calming Cost Estimate
- Table 5-4: Pedestrian Ramps Cost Estimate
- Table 5-5: Total Cost Estimate

Nutana Park Neighbourhood Traffic Review

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

Location	Device	Cost Estimate	Time Frame
Various	Yield sign (15)	\$3,750	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Cumberland Avenue and Cascade Street	Standard crosswalk (1)	\$500	
	Curb extension (1)	\$500	
Cascade Street and Estey Drive	Standard crosswalk (1)	\$500	
	Yield sign (1)	\$250	
Estey Drive Back Lane (Estey Drive to Jarvis Drive)	“No Parking” signs (8)	\$2,000	
Jarvis Drive at Estey Drive Back Lane	“No Parking” signs (2)	\$500	
Ruth Street and Jarvis Drive	Median island (1)	\$500	
	Relocate curve ahead warning sign (1)	\$100	
Louise Avenue and Murphy Crescent (North) / Ruth Street	Median island (1)	\$500	
	Stop sign (1)	\$250	
Louise Avenue and Woodward Avenue	Curb extension (2)	\$1,000	
	Standard crosswalk removal (1)	\$100	
Clinkskill Drive and Bell Crescent (South)	Median island (1)	\$500	
	“No Parking” sign (1)	\$250	
Total		\$11,200	

Nutana Park Neighbourhood Traffic Review

Table 5-2: Additional Traffic Counts Cost Estimate

Location	Device	Cost Estimate	Time Frame
Adelaide Street (Cumberland Avenue to Preston Avenue)	Speed Assessment	\$0	1 to 2 years
Total		\$0	

Table 5-3: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Cumberland Avenue and Cascade Street	Curb extension (1)	\$45,000	3 to 5 years
Ruth Street and Jarvis Drive	Median island (1)	\$5,000	
Louise Avenue and Murphy Crescent (North)/Ruth Street	Median island (1)	\$5,000	
Louise Avenue and Woodward Avenue	Curb extension (2)	\$90,000	
Clinkskill Drive and Bell Crescent (South)	Median island (1)	\$5,000	
Total		\$150,000	

Table 5-4: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
Various	Pedestrian ramps (80)	\$280,000	5 years plus
Total		\$280,000	

Nutana Park Neighbourhood Traffic Review

Table 5-5: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$11,200	-	-
Additional Traffic Counts	\$0	-	-
Permanent Traffic Calming	-	\$150,000	-
Pedestrian Ramps	-	-	\$280,000
Total	\$11,200	\$150,000	\$280,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$11,200. The total cost estimate for medium- and long-term improvements (permanent traffic calming and pedestrian ramps) is \$430,000.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-6.

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

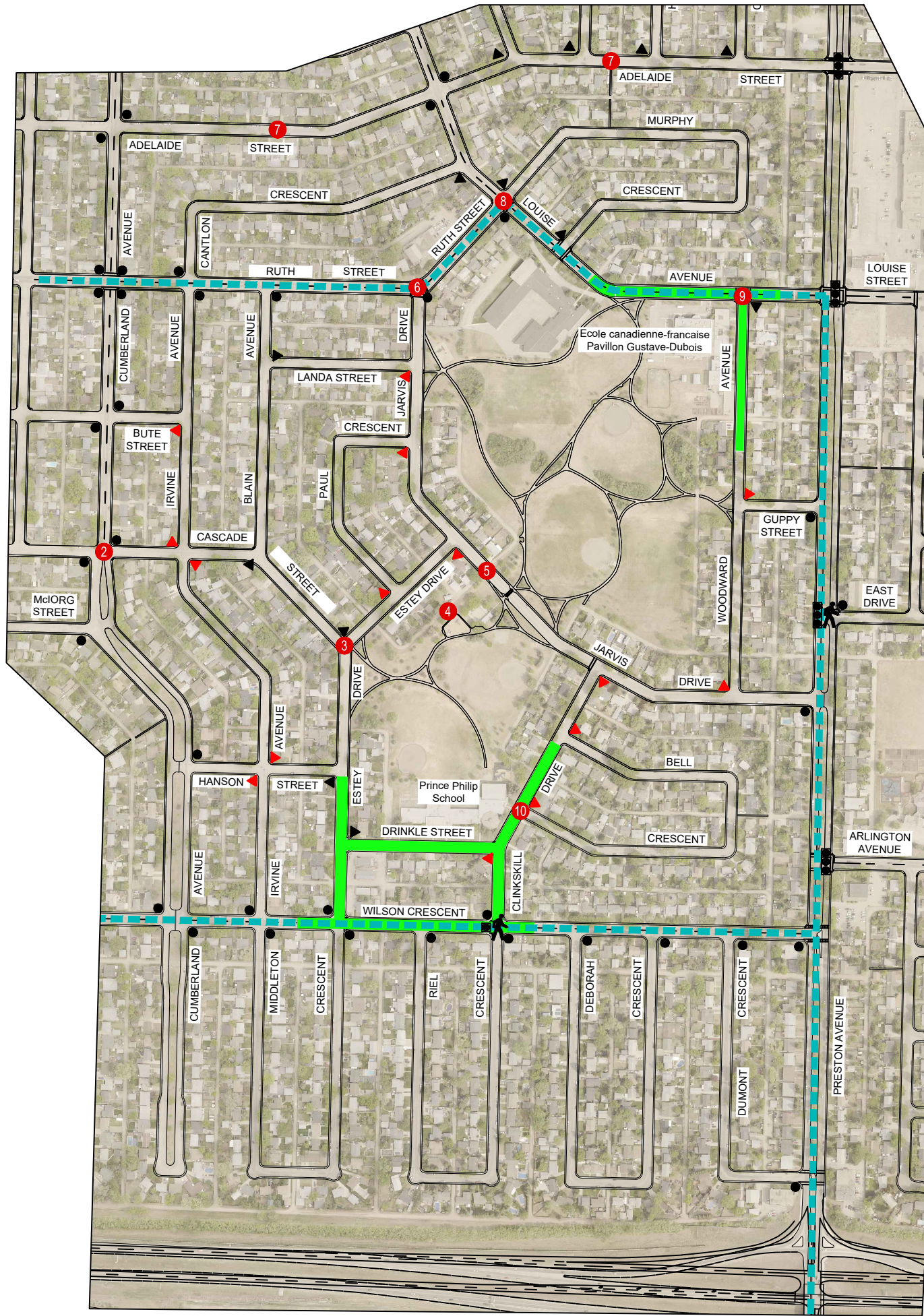
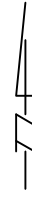
Nutana Park Neighbourhood Traffic Review

Table 5-6: Nutana Park Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Various	Yield infill (shown as red triangles on Exhibit ES-1)	Assign right-of-way
2	Cumberland Avenue and Cascade Street	Standard crosswalk on south leg across Cumberland Avenue	Improve pedestrian safety
		Curb extension on southwest corner	Improve pedestrian safety
3	Cascade Street and Estey Drive	Standard crosswalk on north leg across Estey Drive	Improve pedestrian safety
		Relocate yield sign to Cascade Street assigning right-of-way to Estey Drive	Improve intersection safety
4	Estey Drive Back Lane (Estey Drive to Jarvis Drive)	"No Parking" signs along back lane	Improve compliance with Traffic Bylaw
5	Jarvis Drive at Estey Drive Back Lane	Prohibit parking on the south side of Jarvis Drive 6 metres west of back lane and 3 metres east of back lane	Improve sightlines
6	Ruth Street and Jarvis Drive	Median island on east leg on Ruth Street	Improve intersection safety
		Relocate eastbound curve ahead warning sign	Improve visibility of sign
7	Adelaide Street (Cumberland Avenue to Preston Avenue)	Speed assessment in spring 2020	Determine if improvements are needed
8	Louise Avenue and Murphy Crescent (North)/Ruth Street	Median island on east leg on Louise Avenue	Reduce speed
		Replace yield sign on Murphy Crescent (North) with stop sign	Improve intersection safety
9	Louise Avenue and Woodward Avenue	Curb extensions on north and south sides of west crosswalk	Reduce speed
		Remove standard crosswalk on east leg	Encourage pedestrians to cross on west leg

Nutana Park Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
10	Clinkskill Drive and Bell Crescent (South)	Median island on south leg	Reduce speed
		Prohibit parking on east side of Clinkskill Drive 15 metres from Bell Crescent (South)	Improve sight lines
11	Louise Avenue [Murphy Crescent (North) to Murphy Crescent (South)]	Send speed data to Saskatoon Police Service to consider for enforcement	Reduce speed
	Louise Avenue [Murphy Crescent (South) to Woodward Avenue]		
	Woodward Avenue (Louise Avenue to Guppy Street)		
	Clinkskill Drive [Bell Crescent (North) to Bell Crescent (South)]		
	Wilson Crescent [Middleton Crescent to Riel Crescent (West)]		
	Estey Drive (Hanson Street to Drinkle Street)		
12	Various	Pedestrian accessibility ramps (80 in total)	Improve pedestrian accessibility



LEGEND

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



NUTANA PARK TRAFFIC PLAN

Appendix A

Public Meeting #1 – May 16, 2019

CITY OF SASKATOON

Nutana Park Neighbourhood Traffic Review Minutes

Date: Thursday, May 16, 2019

Time: 7:00 – 9:00 pm

Location: Nutana Park Mennonite Church (1701 Ruth Street East)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer Nutana Park Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
David LeBoutillier	City of Saskatoon Transportation Engineering Manager
Councillor Mairin Loewen	Ward 7 City Council Representative
Patrick Barbar	Staff Sergeant, Traffic Unit Saskatoon City Police

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – May 16, 2019

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 Nutana Park and potential solutions.

Group 1: Nathalie Baudais

- Ruth Street:
 - Speeding approaching Jarvis Drive
 - Cars running off the road
 - Pedestrians have to move off sidewalk to avoid being hit
 - 1700 block home has been hit
 - Kids can't play in front yard
 - Chevron signs on private property are not visible
 - Suggest median island
- East Drive & Preston Avenue:
 - What is the schedule for the Active Pedestrian Corridor? *The Active Pedestrian Corridor will be installed this summer.*
 - Speeding on Preston Avenue, cars pass on the right. Not enough on-street parking to prevent this behavior.
 - Aggressive driving behaviors.
 - AM and PM peak hours are especially bad.
- Adelaide Street & Preston Avenue:
 - Difficult to make eastbound through and left turning movements. *Traffic signals will be installed this summer.*
- Preston Avenue:
 - Extra traffic from Stonebridge makes it hard to back into street
 - Each new business makes noticeable traffic
 - Kids can't play in front yard
 - The midpoint between Adelaide Street and Louise Avenue is used as a pedestrian crossing because pedestrians don't feel safe crossing at either intersection.
- Preston Avenue & Jarvis Drive:
 - Difficult to make eastbound left turns
- Preston Avenue & Louise Avenue:
 - Concerned about traffic signal timing
 - Eastbound right turns are cut off by westbound left turns
 - Treacherous for pedestrians
- Louise Avenue:
 - Better coordination between the water & sewer group and the road reconstruction group is needed. Seems like Louise Avenue was just repaved and then ripped up again for a water main break.
- City-wide:
 - Discourteous drivers throughout the city

Group 2: Mariniel Flores

- Preston Avenue (Louise Avenue to Adelaide Street):
 - Was protected left turns ever investigated? *A review for protected left turns at Preston Avenue & Adelaide Street has been completed. Permissive/protected phasing will be provided for southbound left turns. A review for protected left turns at Preston Avenue & Louise Avenue will be completed.*
- Preston Avenue & Louise Avenue:
 - Delays due to a high volume of left turning traffic. Separate traffic signal phasing suggested similar to traffic signal phasing at Lorne Avenue & Ruth Street.
- Preston Avenue & Adelaide Street:
 - Traffic signal not that necessary
 - Will there be protected left turns? *Permissive/protected phasing will be provided for southbound left turns.*
- Preston Avenue & Armistice Way:
 - Dangerous
 - Many older drivers turning onto Preston Avenue cut off northbound and southbound drivers
- Louise Avenue:
 - Speeding between north and south intersections of Murphy Crescent
 - Vehicles encroaching onto sidewalk along the curve south of Murphy Crescent (South), especially in the winter. 30 km/hr curve warning sign suggested. Do not install a median island.
 - Speeding in the school zone. More enforcement suggested.
 - Extend school zone west.
- Jarvis Drive:
 - Increased traffic volumes in the westbound and eastbound directions
- Jarvis Drive & Ruth Street:
 - City buses make sharp turns along the curve. 30 km/hr warning sign suggested. Do not install a median island.
- Jarvis Drive (Paul Crescent to Estey Drive):
 - Some speeding along curve
- Jarvis Drive (Estey Drive and Clinkskill Drive):
 - Road is rutted and slippery in the winter. Needs better snow removal or remove curb extensions. Like the median island.
 - Curb extensions push cyclists into the traffic lane but most cyclists can maneuver around them.

- Cantlon Crescent:
 - Some speeding along curve. When vehicles are parked, speeds are reduced. Park old trucks to protect sidewalks and lawns.
- Back lane behind SaskAbilities:
 - Shortcut to bypass Ruth Street
- Wilson Crescent & Estey Drive:
 - Bushes restrict visibility. Trimming needed.
- Murphy Crescent Back Lane:
 - Works well – no improvements necessary. Prefer to park in the back rather than in the driveway.
- Back lane & Ruth Street (Cantlon Crescent and Cumberland Avenue):
 - Bushes restrict visibility. Trimming needed.
- Arlington Avenue & Preston Avenue:
 - Congested from 3:30pm to 4:30pm
- Ruth Street:
 - Concerned that centerline has incorrectly been painted closer and closer to the north side of Ruth Street throughout the years
- General:
 - Like the yield signs that were installed at the previously uncontrolled intersections

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 14, 2019
3. Additional public input via Engage Page no later than June 14, 2019
4. Traffic counts 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 Standing Policy Committee on Transportation

Question and Answer

Resident: It is difficult to see at Louise Avenue & Preston Avenue. It is a goofy intersection – a real 'schmozzle'.



Nutana Park Neighbourhood Traffic Review

May 16, 2019
7:00 pm – 9:00 pm



Agenda

- Welcome & Introductions
- Traffic Management Presentation
- Traffic Issues Discussion – Your Ideas / Solutions
- Next Steps
- Question / Answer Period – 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
- Nutana Park Schedule
- Sources of Information
- Sample of Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

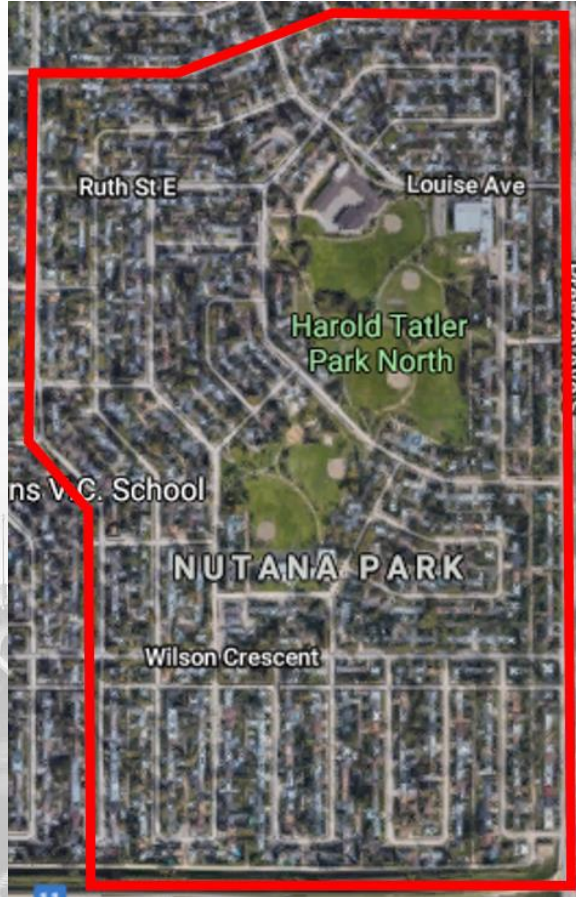
- NTR Introduction
 - Developed to address traffic issues holistically rather than case by case
 - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
 - Number of outstanding concerns
 - Number of collisions
 - Number of existing temporary traffic calming 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 / 2018
 - 8 neighbourhood traffic reviews completed per year
- 2019 Selected Neighbourhoods
 - Nutana Park
 - Pacific Heights / Kensington
 - Holiday Park / King George
 - Lawson Heights / Lawson Heights Suburban Centre
 - Briarwood
 - Airport Business Area
 - Blairmore Suburban Centre
 - University Heights Suburban Centre

Study Area

- Study Limits
 - Adelaide Street (north)
 - Preston Avenue (east)
 - Circle Drive (south)
 - Cumberland Avenue (west)
- Local and Collector Roads

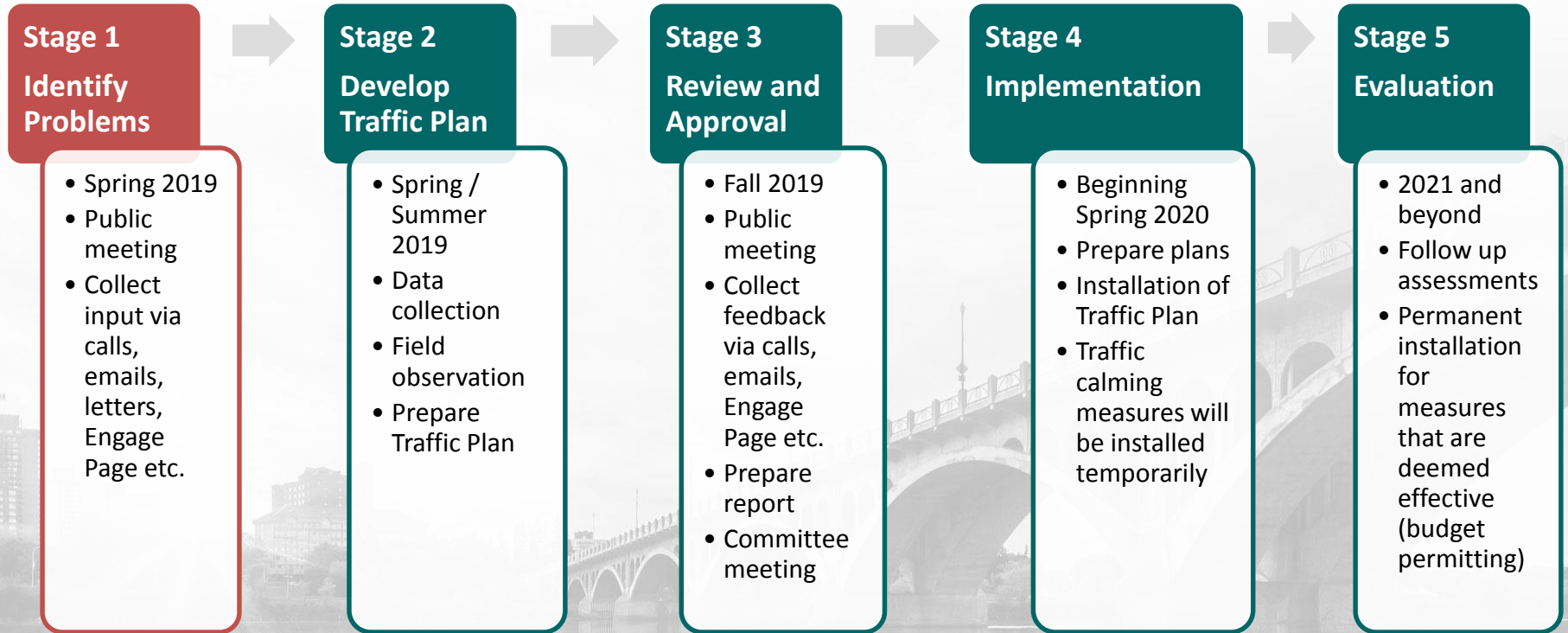


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sources of Information

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

Sample of Concerns Received

- Speeding
 - Drinkle Street
 - Dumont Crescent
 - Irvine Avenue
 - Jarvis Drive
 - Murphy Crescent
 - Ruth Street
 - Wilson Crescent
 - Back Lane north of Circle Drive
- Traffic Operations
 - Preston Avenue & Wilson Crescent
- Pedestrian Safety
 - Cascade Street
 - Deborah Crescent
 - Ruth Street
- Parking
 - Preston Avenue & Adelaide Avenue
- Visibility
 - Ruth Street & Irvine Avenue
 - Ruth Street & Murphy Crescent

Note: This is a sample of concerns received and does not include every reported traffic issue for this area

Additional Studies / Projects

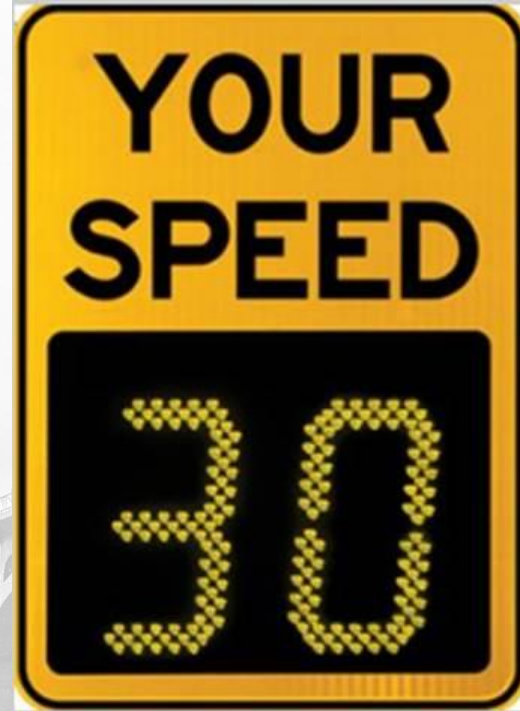
- Preston Avenue & Adelaide Street
 - Traffic Signals in 2019
- Preston Avenue and East Drive
 - Active Pedestrian Corridor in 2019

Traffic Calming Measures 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 shortcutting 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

- Causes a vertical upward movement of the vehicle.
- 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



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



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN NUTANA PARK

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 Nutana Park.

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form.

Next Steps

Stage 1 Identify Problems

- **Spring 2019**
- Public meeting
- Collect input via calls, emails, letters, Engage Page etc.

Stage 2 Develop Traffic Plan

- **Spring / Summer 2019**
- Data collection
- Field observation
- Prepare Traffic Plan

Stage 3 Review and Approval

- **Fall 2019**
- Public meeting
- Collect feedback via calls, emails, Engage Page etc.
- Prepare report
- Committee meeting

Stage 4 Implementation

- **Beginning Spring 2020**
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

Stage 5 Evaluation

- **2021 and beyond**
- Follow up assessments
- Permanent installation for measures that are deemed effective

Join the Discussion

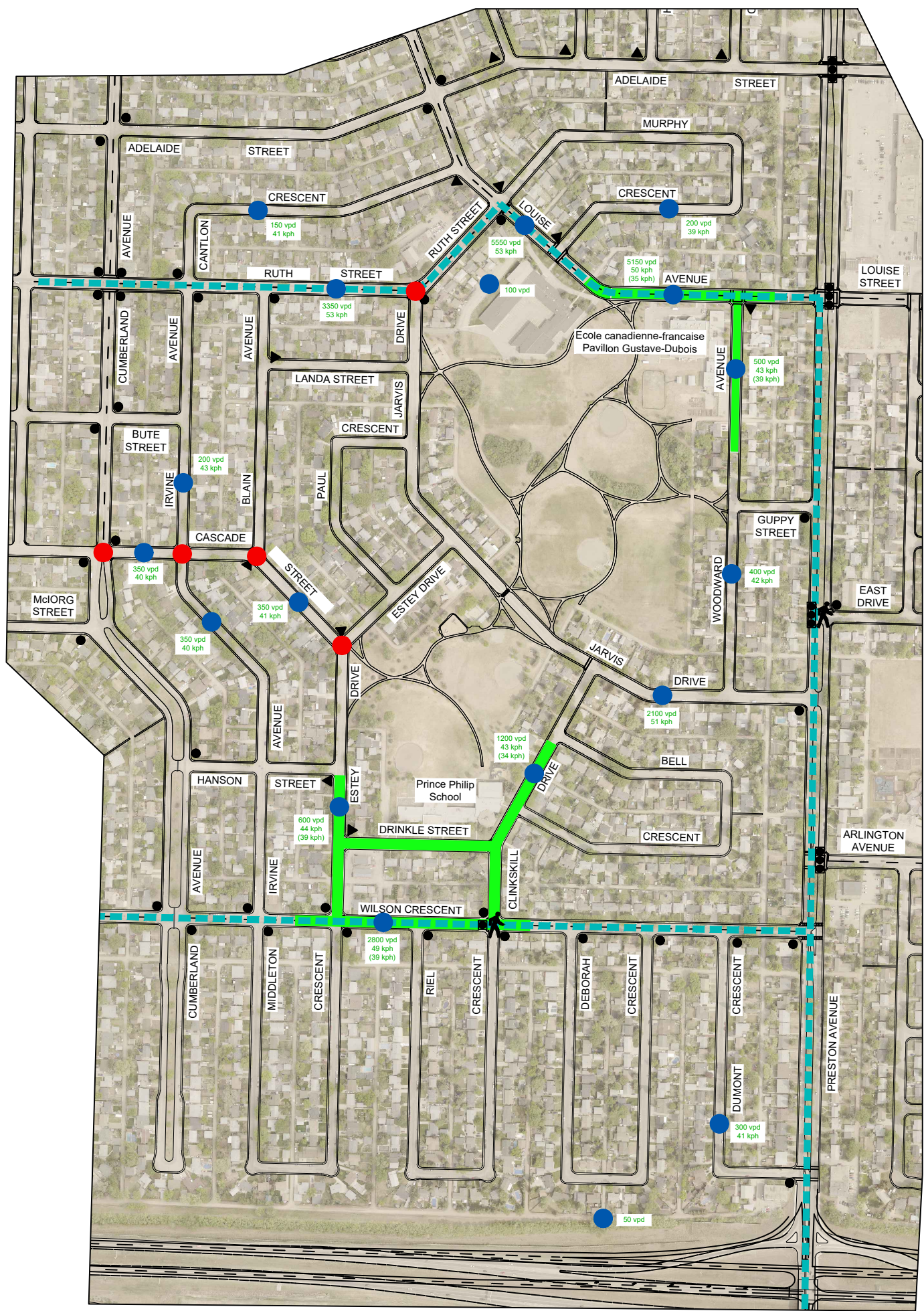
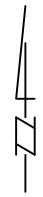
- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by: June 14, 2019

The screenshot shows the City of Saskatoon website's navigation menu with categories like Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The main content area is titled "Neighbourhood Traffic Reviews" and includes a sidebar with links to Accessibility, Transit, Cycling, Driving & Roadways, Winter Road Maintenance, Road Maintenance & Repair, Managing Traffic, Pavement Markings, Traffic, Noise, Intersections, Merging Guidelines, Traffic Studies, and Neighbourhood Traffic Reviews. The main text explains that a typical review begins with a community meeting and involves a secondary meeting for approval. It lists measures like signage, traffic calming, and sidewalks. A "2018 Neighbourhood Traffic Review" dropdown menu is visible at the bottom.

The screenshot shows the "Nutana Park" page under the "Engage" section. The header includes the City of Saskatoon logo and navigation links. The main heading is "Nutana Park" with a sub-heading "The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole." Below this is a "Engage" section with tabs for "Engage", "Background", and "Process". A "Contact Us" section provides the name "Marinell Flores" and phone number "306-975-3463". A "Stay Connected" section is also present at the bottom.

Appendix B

Traffic Data Collection



LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⬮ EXISTING TRAFFIC SIGNAL
- ⬮ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬮ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
- 3 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 785 vpd
47 kph
(School kph) ← NUMBER OF VEHICLES PER DAY
85th PERCENTILE SPEED



NUTANA PARK TRAFFIC DATA

Appendix C

All-Way Stop Assessments

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

Step 1:

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

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

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Cascade Street and Cumberland Avenue	1 – Condition NOT met	246 – Condition NOT met 2710 – Condition NOT met	NA	No – Criteria NOT met	NA	Criteria not met. Do not proceed to Step 2.
Cascade Street and Blain Avenue	0 – Condition NOT met	41 – Condition NOT met 440 – Condition NOT met	NA	No – Criteria NOT met	NA	
Cascade Street and Estey Drive	0 – Condition NOT met	86 – Condition NOT met 880 – Condition NOT met	NA	No – Criteria NOT met	NA	
Louise Avenue and Cantlon Crescent	0 – Condition NOT met	243 – Condition NOT met 2,570 – Condition NOT met	NA	No – Criteria NOT met	NA	

Appendix D

Pedestrian Device Assessments

Cumberland Avenue and Cascade Street

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	2
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	5 EAU
	Vehicular Volume	> 1,500 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to Churchill Park and Harold Tatler Park.
	Answer (Y/N)	Yes.
Treatment Selection	Table 1 in Pedestrian Crossing Guide	Standard crosswalk 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.

Cascade Street and Estey Drive

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	1
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	8 EAU
	Vehicular Volume	< 1,500 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Yes. This crossing provides a connection to Harold Tatler Park South.
	Answer (Y/N)	Yes.
Treatment Selection	Table 1 in Pedestrian Crossing Guide	Unmarked crosswalk adequate. Standard crosswalk recommended since the traffic control assignment will now assign right-of-way to Estey Drive (Cascade Street will yield).

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

Collision Analysis

Street 1	Street 2	UGRID	2014	2015	2016	2017	2018	Total Number of Collisions (2014 - 2018)	Total Number of Collisions (2018)	Right Angle, Left Turn & Right Turn Only (2014 - 2018)	Right Angle, Left Turn & Right Turn Only (2018)	Average Number of Collisions (2014 - 2018)
Cumberland Ave	Ruth St	SKJ11-1	1	1	5	0	1	8	1	5	0	2
Cumberland Ave	Wilson Cr	SKK12-5	1	1	3	3	0	8	0	2	0	2
Louise Ave	Murphy - Woodward	SKK11-9	0	3	1	0	1	5	1	1	0	1
Jarvis Dr	Ruth St	SKK11-1	0	3	0	1	0	4	0	0	0	1
Cantlon Cr	Louise - Ruth	SKK11-12	0	0	1	2	1	4	1	0	0	1
Ruth St	Jarvis Dr - Louise	SKK11-31	0	0	1	1	2	4	2	1	0	1
Cumberland Ave	2600 - 2700 Hanson St-Mclorg S	SKK12-17	1	3	0	0	0	4	0	0	0	1
Adelaide St	Cumberland Ave	SKJ11-56	0	2	1	0	0	3	0	2	0	1
Adelaide St	Cumberland - Louise	SKK11-14	0	1	1	1	0	3	0	0	0	1
Adelaide St	Louise Ave	SKK11-23	1	0	1	1	0	3	0	3	0	1
Louise Ave	Murphy Cr E / Ruth	SKK11-5	1	1	1	0	0	3	0	1	0	1
Cumberland Ave	2800 Hanson - Wilson	SKK12-25	0	0	2	1	0	3	0	0	0	1
Jarvis Dr	Clinkskill Dr - Estey	SKK12-26	1	0	0	1	1	3	1	1	0	1
Clinkskill Dr	Jarvis Dr	SKK12-42	1	1	1	0	0	3	0	0	0	1
Drinkle St	Clinkskill - Estey Dr	SKK12-64	1	1	1	0	0	3	0	0	0	1
Ruth St	Blain - Jarvis	SKK11-13	1	0	1	0	0	2	0	0	0	1
Louise Ave	Preston Ave - Woodward	SKK11-20	1	0	0	0	1	2	1	1	1	1
Jarvis Dr	Estey Dr - Paul	SKK12-12	1	0	0	0	1	2	1	0	0	1
Paul Cr	Jarvis - Paul Cr	SKK12-14	1	0	0	1	0	2	0	0	0	1
Jarvis Dr	Paul Cr	SKK12-18	0	0	1	0	1	2	1	0	0	1
Woodward Ave	2400 - 2500 Guppy - Louise	SKK12-19	0	1	0	1	0	2	0	0	0	1
Estey Dr	Wilson Cr	SKK12-23	1	0	0	1	0	2	0	0	0	1
Irvine Ave	Cascade - Hanson	SKK12-3	0	1	0	0	1	2	1	1	1	1
Wilson Cr	Dumont Cr - Preston	SKK12-37	1	0	1	0	0	2	0	1	0	1
Wilson Cr	1500	SKK12-41	1	1	0	0	0	2	0	0	0	1
Woodward Ave	Guppy - Jarvis	SKK12-47	0	2	0	0	0	2	0	1	0	1
Wilson Cr	Middleton - Riel Cr	SKK12-54	0	0	2	0	0	2	0	0	0	1
Dumont Cr	Wilson Cr	SKK12-56	0	0	2	0	0	2	0	0	0	1
Irvine Ave	2400	SKK12-8	0	0	0	1	1	2	1	0	0	1
Blain Ave	2500 Cascade - Landa	SKK12-9	1	0	0	1	0	2	0	0	0	1
Riel Cr	74 - 140 E Leg	SKK13-15	2	0	0	0	0	2	0	0	0	1
Cascade Ave 2600	Blain Ave - Irvine Ave	SKK12-22	1	0	0	0	0	1	0	0	0	1
Murphy Pl	Mid Block	SKA5-69	0	1	0	0	0	1	0	0	0	1

Street 1	Street 2	UGRID	2014	2015	2016	2017	2018	Total Number of Collisions (2014 - 2018)	Total Number of Collisions (2018)	Right Angle, Left Turn & Right Turn Only (2014 - 2018)	Right Angle, Left Turn & Right Turn Only (2018)	Average Number of Collisions (2014 - 2018)
Cascade St	Cumberland Ave	SKJ12-1	0	0	0	0	1	1	1	1	1	1
Ruth St	Cumberland - Irvine	SKK11-11	1	0	0	0	0	1	0	0	0	1
Louise Ave	Cantelon - Ruth	SKK11-44	1	0	0	0	0	1	0	0	0	1
Louise Ave	Woodward Ave	SKK11-50	0	0	0	0	1	1	1	1	1	1
Murphy Cr	10	SKK11-65	0	0	0	1	0	1	0	0	0	1
Cascade St	Blain - Esty	SKK12-1	1	0	0	0	0	1	0	0	0	1
Drinkle St	Estey Dr	SKK12-13	0	0	0	0	1	1	1	0	0	1
Middleton Cr	Wilson Cr	SKK12-2	0	1	0	0	0	1	0	1	0	1
Bell Cr	Clinkskill - Clinkskill	SKK12-20	0	0	1	0	0	1	0	0	0	1
Blaine Ave	Cascade - Landa	SKK12-29	0	0	0	0	1	1	1	0	0	1
Jarvis Dr	Preston - Woodward	SKK12-33	0	0	1	0	0	1	0	0	0	1
Clinkskill Dr	Wilson Cr	SKK12-34	0	0	1	0	0	1	0	0	0	1
Jarvis Dr	Landa - Paul	SKK12-35	0	1	0	0	0	1	0	0	0	1
Wilson Cr	Estey - Irvine	SKK12-36	0	0	1	0	0	1	0	0	0	1
Wilson Cr	Clinkskill - Riel	SKK12-38	0	1	0	0	0	1	0	0	0	1
Jarvis Dr	Clinkskill Dr - Woodward	SKK12-48	1	0	0	0	0	1	0	0	0	1
Bell Cr	Clinkskill Dr	SKK12-53	0	1	0	0	0	1	0	0	0	1
Landa St	Blain - Jarvis	SKK12-58	0	0	0	1	0	1	0	0	0	1
Estey Dr	Paul Cr	SKK12-60	0	0	1	0	0	1	0	0	0	1
Wilson Cr	Deborah Cr - Deborah Cr	SKK12-61	1	0	0	0	0	1	0	0	0	1
Deborah Cr E	Wilson Cr	SKK12-71	0	0	1	0	0	1	0	0	0	1
Middleton Cr	Mid Block	SKK13-2	0	0	0	0	1	1	1	0	0	1
Riel Cr	6 - 70 W Leg	SKK13-3	0	0	0	0	1	1	1	0	0	1
Dumont Cr	Wilson Cr - Preston	SKK13-6	0	0	0	0	1	1	1	0	0	1

Appendix F

Public Meeting #2 – October 7, 2019

CITY OF SASKATOON

Nutana Park Neighbourhood Traffic Review Minutes

Date: Monday, October 7, 2019

Time: 7:00 – 9:00 pm

Location: Nutana Park Mennonite Church (1701 Ruth Street East, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Carly Grassing	City of Saskatoon, Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – October 7, 2019

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: Carly Grassing

- Estey Drive Back Lane (Estey Drive to Jarvis Drive)
 - Are there issues with back lane parking at the Clinkskill Drive and Jarvis Drive back lanes? *“No Parking” signs have already been installed along these back lanes.*
- Jarvis Drive at Estey Drive Back Lane
 - Are there “No Parking” signs at the mid-block crosswalk? Yes.
 - Suggested “No Parking” signs for the Jarvis Drive back lane north of this location
- Ruth Street & Jarvis Drive
 - Suggested “No Parking” signs on Ruth Street to enforce no parking in the intersection.
 - There is lots of parking demand in front of the church.
- Louise Avenue & Murphy Crescent (North) / Ruth Street
 - Very busy
 - Fast corner
 - The yield sign for Murphy Crescent should be changed to a stop sign.
- Louise Avenue & Woodward Avenue
 - High demand for parking at Louise Avenue corner.
 - Gets very narrow with snow in the winter.
- Clinkskill Drive & Bell Crescent (South)
 - School buses park on the west side of Clinkskill Drive.
- Ruth Street
 - Speeding along Ruth Street from Cumberland Avenue to Louise Avenue
- Louise Avenue
 - Speeding along Louise Avenue north of Ruth Street
- Cascade Street & Cumberland Avenue
 - Difficult to make westbound left turn onto Cumberland Avenue.
 - Difficult to see northbound traffic.
- Preston Avenue & Wilson Crescent
 - Very busy. Traffic gets back up on Preston Avenue at rush hour.
 - Difficult to make eastbound left turn out of Wilson Crescent.
 - Traffic is shortcutting on Dumont Crescent to avoid this intersection.
- Back lane between Cumberland Avenue and Cantlon Crescent (Adelaide Street to Ruth Street)
 - Tree obstructs visibility when exiting back lane.
 - Drainage issues.

Group 2: Nathalie Baudais

- Jarvis Drive Traffic Control
 - Check traffic volumes on Jarvis Drive.
 - Maybe have a yield sign on part of the corridor, rather than free flow for Jarvis Drive between Ruth Street and Preston Avenue.

- Ruth Street & Jarvis Drive
 - Awkward intersection which creates confusion.
 - The proposed recommendation should help.
- Louise Avenue & Murphy Crescent (North) / Ruth Street
 - Would like an all-way stop control.
 - Two hydrants have been hit near the Cantlon Crescent curve.
 - Traffic calming (i.e. median island) is needed farther to the northwest by the curve at Cantlon Crescent to address speeding from southbound/eastbound traffic from Taylor Street.
- Louise Avenue & Woodward Avenue
 - Resident should be notified about this recommendation in advance if the parking spot in front of their home will be removed.
 - Some residents prefer curb extensions if the adjacent resident is amenable.
 - Some residents would prefer a median island.
- Clinkskill Drive & Bell Crescent (South)
 - Concerned with impacts to private driveway access.
 - Suggest consulting with the homeowner prior to finalizing the plan.
 - A resident suggested that the homeowner should not back out across the crosswalk and that the driveway should be relocated. Others felt that since the driveway has been in place for many years, it should not be up to the homeowner to relocate it at their own cost.
 - Some do not like this option and suggested that relocating the crosswalk might be better.
- Preston Avenue & Wilson Crescent
 - This intersection is the biggest concern for the neighbourhood, particularly the eastbound left turns.
- Jarvis Drive
 - High speeds and loud mufflers are a concern.
 - What is the traffic volume on Jarvis Drive? *3000 vehicles per day.*
- Dumont Crescent
 - Sharp turn. Cars go too fast for the turn and end up in front yard. This has happened even after curve warning sign was installed.
- Preston Avenue & Adelaide Street
 - Traffic signals have relieved demand at the Preston Avenue & Louise Street intersection and have slowed traffic on Preston Avenue.
- Preston Avenue & Louise Avenue
 - Eastbound and westbound left turns in opposing directions is challenging. Left turn lane is too narrow.
- Lane behind Jarvis Drive and Woodward Avenue
 - Southbound vehicles occasionally slide into backyard because they are travelling too fast for the winter conditions.

Group 3: Mariniel Flores

- Jarvis Drive & Estey Drive
 - There have been collisions so the group supports the recommended yield sign.
- Cascade Street & Estey Drive
 - Suggested a pedestrian device.
- Jarvis Drive at Mid-Block Crosswalk (Estey Drive to Clinkskill Drive)
 - Suggested a pedestrian device.
 - Many crashes along Jarvis Drive especially during winter. Need better snow removal.
- Ruth Street & Jarvis Drive
 - Okay with median island location as long as there are “No Parking” signs near it.
 - Suggest zebra crosswalk along Jarvis Drive.
- Louise Avenue & Murphy Crescent (North) / Ruth Street
 - Make sure snow does not end up on the sidewalk since median islands make it difficult to clear snow.
- Clinkskill Drive & Bell Crescent (South)
 - Supported this recommendation as there is speeding during school hours.
 - Supported the recommended parking prohibition as long as the resident is consulted.
- Adelaide Street (Preston Avenue to Louise Avenue)
 - Speeding is a concern. School buses are speeding.
 - More enforcement needed.
 - Suggested speed humps, median islands or curb extensions.
- Adelaide Street (west of Louise Avenue)
 - Speeding is a concern.
 - More enforcement, speed humps, median islands or curb extensions suggested.
- Preston Avenue & East Drive
 - Suggested curb extensions.
 - Collect speed data.
 - Set up a speed trap.
- Preston Avenue & Louise Street
 - Suggested westbound and eastbound protected left-turns.
 - Suggested cutting the median islands to allow more room for left turns.
 - There have been some close calls with pedestrians.
Bus on northwest corner on Louise Avenue blocks southbound right turns and westbound through traffic. Move westbound bus stop farther west near Woodward Avenue.
 - Move southeast bus stop near Woodward Avenue to the southwest corner in front of school.

- Preston Avenue & Adelaide Street
 - Mixed support for westbound and eastbound protected left turns.
- Preston Avenue & Taylor Street
 - Suggested eastbound and westbound protected left turns.
 - The improvements completed at this intersection have helped but there is still more that can be done.
 - Existing bus stop needs to be moved in front of the Power Station farther south.
- Preston Avenue & Jarvis Drive
 - Difficult to complete eastbound left turns.
 - Suggested traffic signals.
- Preston Avenue & Wilson Crescent
 - Suggested traffic signals with eastbound and westbound protected left turns.
- Preston Avenue
 - Speeding is a concern.
 - Traffic noise is a concern.
 - Do not widen.
 - Allow parking from Armistice Way to Walter Murray School.
- Louise Street at Market Mall
 - Has anything further been discussed about consolidating the mall driveways? *The two main driveways will be consolidated. Approval has been granted and permits have been issued.*
 - Suggested pedestrian device at East Place.
- Louise Avenue & McEown Drive
 - There should be “No Parking” signs installed near the corners of this intersection.
- City Wide
 - Circle Drive should be 100 km/hr instead of 90 km/hr.
 - Preston Avenue should remain at 50 km/hr not 60 km/hr because of John Dolan School and the group homes between Guppy Street and Louise Avenue.
 - Residential streets should be 40 km/hr.
 - Review all bus stop locations for improvements.

Next Steps

1. Send comments no later than November 8, 2019.
2. Additional consultation if required.
3. Present traffic plan to Standing Policy Committee on Transportation as information.
4. 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.
5. What if I don't agree?

Question and Answer

Q: Will the comments from the meeting be sent to planners to consider for future neighbourhoods?

A: Comments are sent to the other divisions in the city for consideration.

Comment: Narrow roads make it difficult to add different elements, such as traffic calming, streetscaping etc. Calgary built wider roads and has more opportunity to do this.

Comment: It feels like the established neighbourhoods have been forgotten when it comes to roads and sidewalk maintenance compared to newer neighbourhoods.

Q: Ruth Street and Wilson Crescent connect to other areas. Traffic has increased on these roads and they have become like arterial roads.

A: Ruth Street and Wilson Crescent are collector roads. They are designed to move traffic to the arterial roads, but not to act as arterial roads.



Nutana Park Neighbourhood Traffic Review

October 7, 2019
7:00 pm – 9:00 pm



Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Draft Neighbourhood Traffic Plan 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

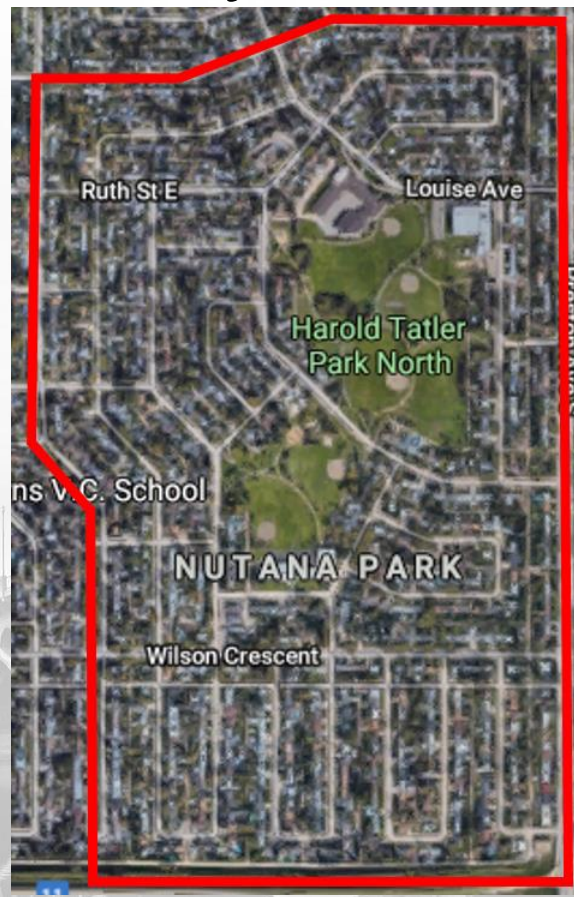
1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

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

Nutana Park Study Area

- Study Limits
 - Adelaide Street (north)
 - Preston Avenue (east)
 - Circle Drive (south)
 - Cumberland Avenue (west)
- Local and Collector Roads

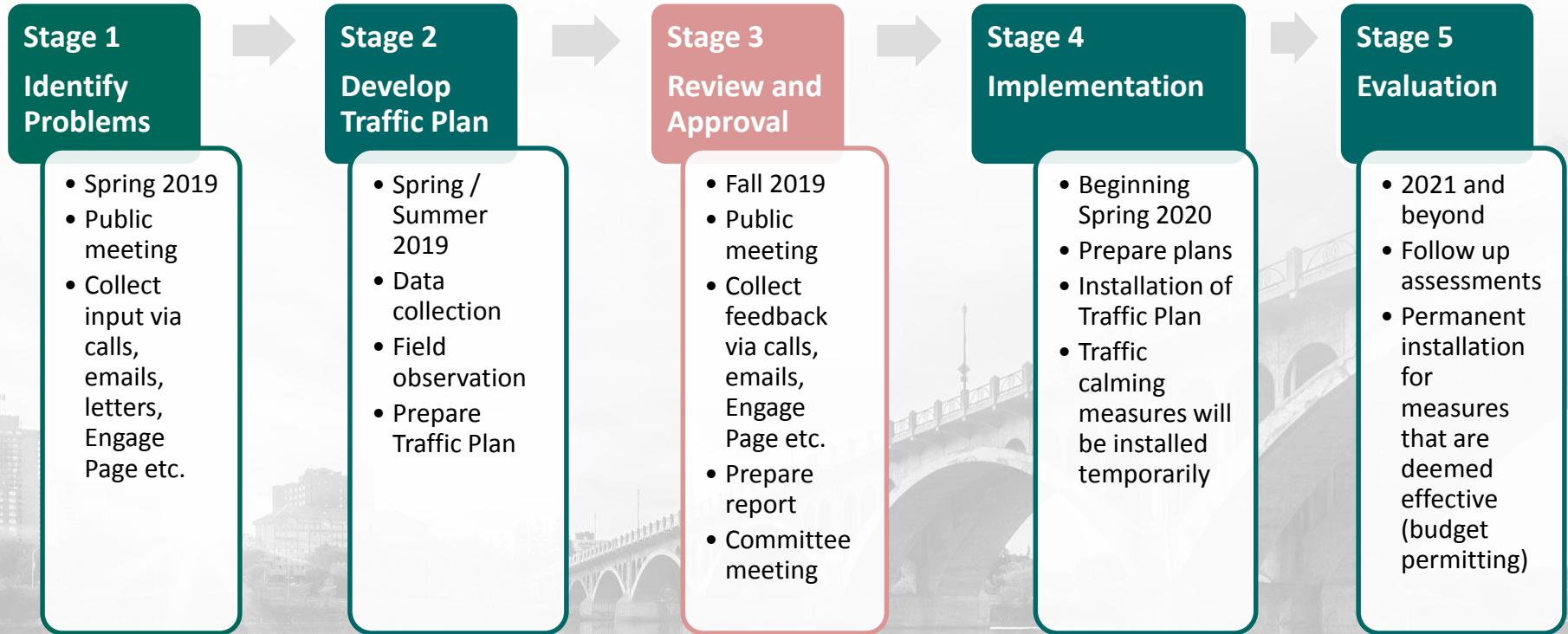


Neighbourhood Traffic Review Process



We are here

Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Shortcutting Concerns:

- Cantlon Crescent
- Cascade Street
- Dumont Crescent
- Irvine Avenue
- Jarvis Drive
- Louise Avenue
- Murphy Crescent
- Ruth Street
- Woodward Avenue
- School Zones
- Back Lanes behind SaskAbilities, Cumberland Avenue to Dumont Crescent

What We Heard

B. Pedestrian Safety Concerns:

- Cascade Street & Cumberland Avenue
- Cascade Street & Estey Drive
- Ruth Street & Jarvis Drive
- Wilson Crescent & Deborah Crescent

What We Heard

C. Intersection Safety Concerns:

- Cascade Street & Cumberland Avenue
- Cascade Street & Irvine Avenue
- Ruth Street & Jarvis Drive
- Ruth Street & Louise Avenue

What We Heard

D. Other Concerns:

- Parking in back lanes
- Parked vehicles obstructing sight lines
- Trees obstructing sight lines
- Maintenance issues:
 - Road condition
 - Sidewalk condition
 - Snow

What We Did

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

What We Propose

- Yield Signs
- Standard Crosswalk
- Parking Prohibitions
- Median Islands
- Curb Extensions
- Pedestrian Accessibility Ramps

Standard Crosswalk



Raised Median Island



Curb Extension

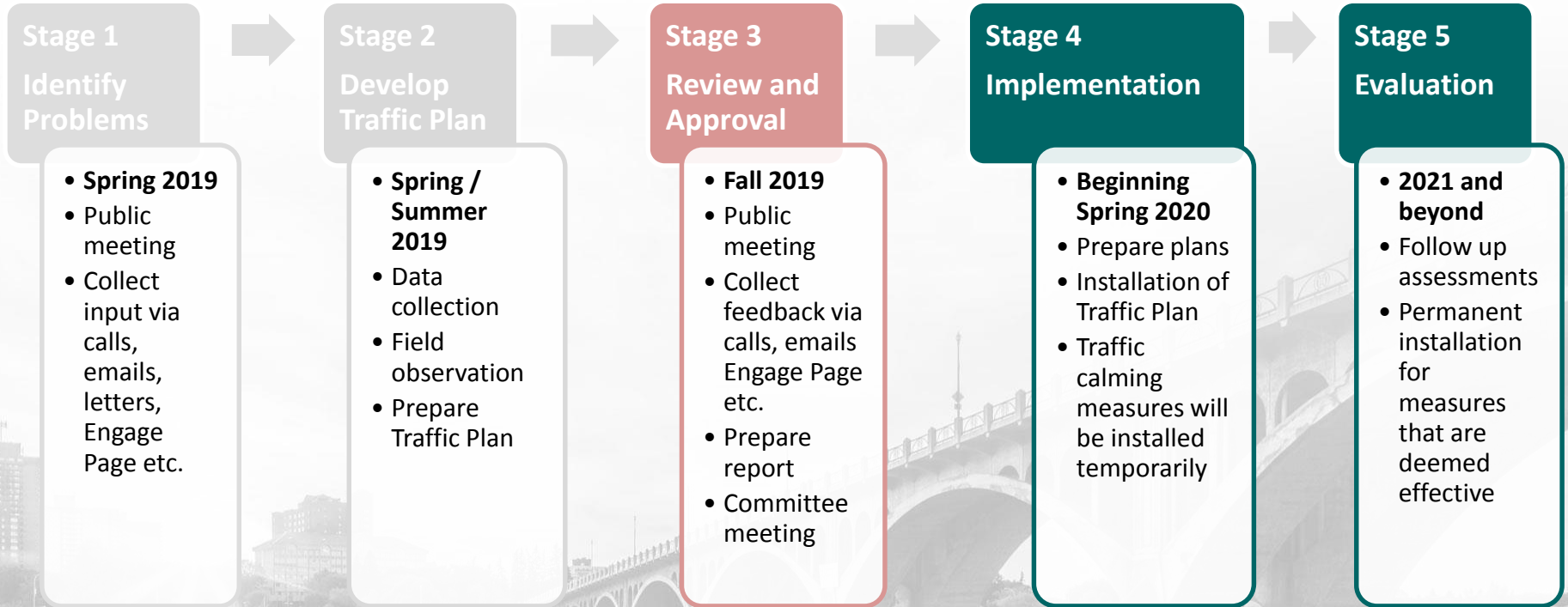


SMALL GROUP DISCUSSIONS

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 November 8, 2019
2. Additional consultation if required
3. Present traffic plan to Standing Policy Committee on Transportation as information
4. If City Council approval is required, an additional recommendation will be included in the report to Committee
5. What if I don't agree?

Stay Engaged

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage



- 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

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.

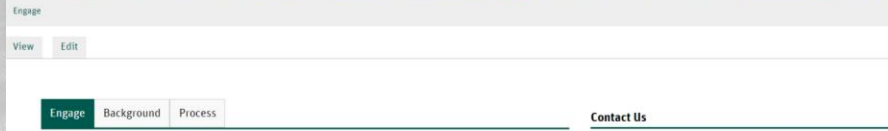
Once a plan is approved by Council, the measures are implemented.

- 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 [306-975-2654](tel:306-975-2654) or by [completing a Community Traffic Issue report](#).

[Subscribe to Traffic Review Notifications](#)



On May 16, 2019 a community meeting was held in Nutana Park to engage residents and hear about their transportation

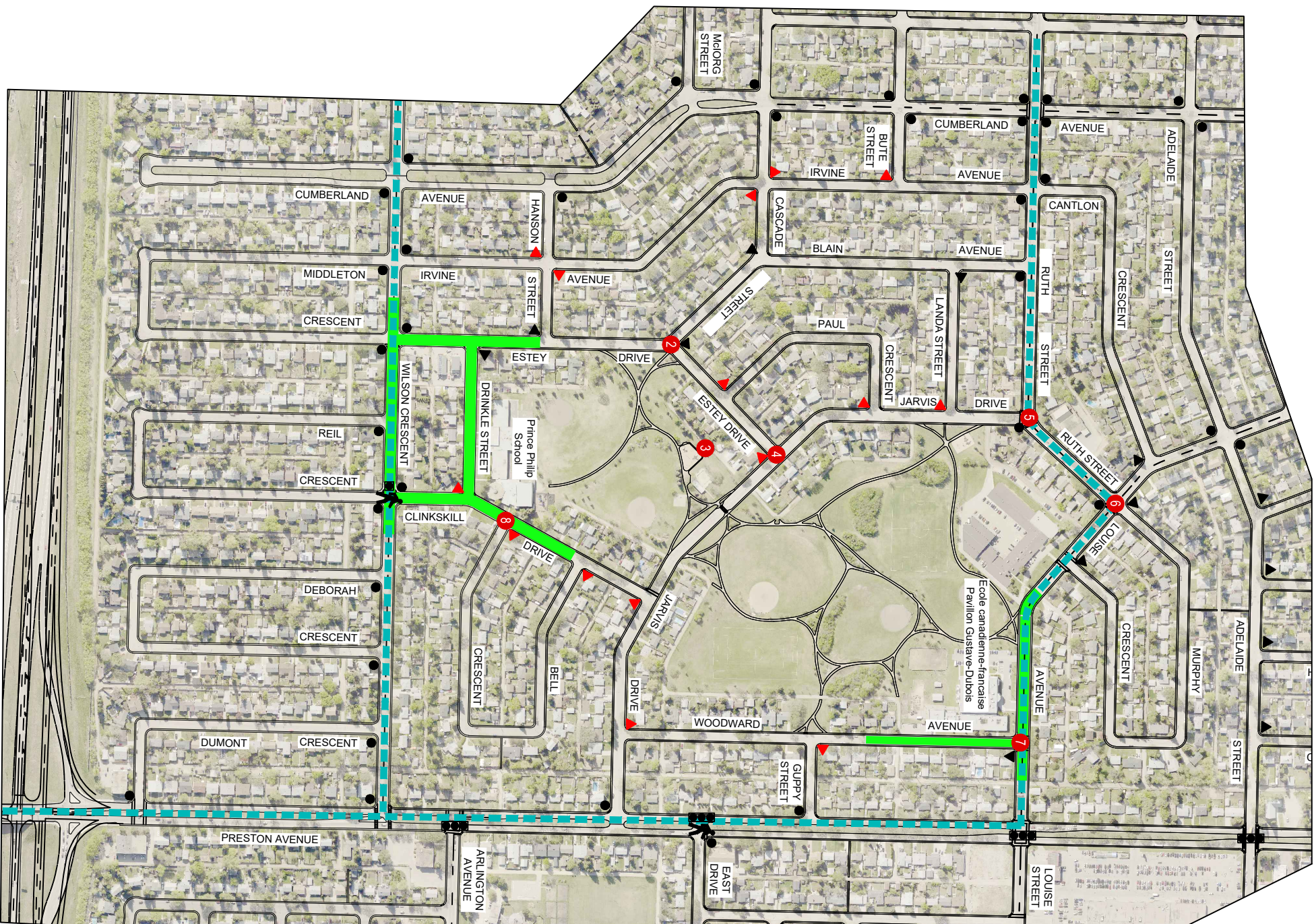
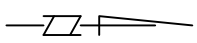
Marinell Flores

Nutana Park Neighbourhood Recommended Improvements

Item	Location	Recommendation	Reason
1	Irvine Avenue & Bute Street	Install yield sign on Bute Street assigning right-of-way to Irvine Avenue	Improve intersection safety
	Irvine Avenue & Cascade Street	Install yield signs on Irvine Avenue assigning right-of-way to Cascade Street	
	Irvine Avenue & Hanson Street	Install yield signs on Hanson Street assigning right-of-way to Irvine Avenue	
	Jarvis Drive & Landa Street	Install yield sign on Landa Street assigning right-of-way to Jarvis Drive	
	Jarvis Drive & Paul Crescent	Install yield sign on Paul Crescent assigning right-of-way to Jarvis Drive	
	Jarvis Drive & Estey Drive	Install yield sign on Estey Drive assigning right-of-way to Jarvis Drive	
	Estey Drive & Paul Crescent	Install yield sign on Paul Crescent assigning right-of-way to Estey Drive	
	Jarvis Drive & Clinkskill Drive	Install yield sign on Clinkskill Drive assigning right-of-way to Jarvis Drive	
	Clinkskill Drive & Bell Crescent (North)	Install yield sign on Bell Crescent (North) assigning right-of-way to Clinkskill Drive	
	Clinkskill Drive & Bell Crescent (South)	Install yield sign on Bell Crescent (South) assigning right-of-way to Clinkskill Drive	
	Clinkskill Drive & Drinkle Street	Install yield sign on Drinkle Street assigning right-of-way to Clinkskill Drive	
	Jarvis Drive & Woodward Avenue	Install yield sign on Woodward Avenue assigning right-of-way to Jarvis Drive	
Woodward Avenue & Guppy Street	Install yield sign on Guppy Street assigning right-of-way to Woodward Avenue		
2	Cascade Street & Estey Drive	Install standard crosswalk on north leg across Estey Drive	Improve pedestrian safety
		Relocate yield sign to Cascade Street assigning right-of-way to Estey Drive	Improve intersection safety
3	Estey Drive Back Lane (Estey Drive to Jarvis Drive)	Install "No Parking" signs along back lane	Improve compliance with bylaw
4	Jarvis Drive at Estey Drive Back Lane	Prohibit parking on the south side of Jarvis Drive 6 metres west of back lane and 3 metres east of back lane	Improve sight lines
5	Ruth Street & Jarvis Drive	Install median island on east leg on Ruth Street	Improve intersection safety

Item	Location	Recommendation	Reason
6	Louise Avenue & Murphy Crescent (North) / Ruth Street	Install median island on east leg on Louise Avenue	Reduce speed
7	Louise Avenue & Woodward Avenue	Install curb extensions on north and south sides of west crosswalk	Reduce speed
		Remove standard crosswalk on east leg	Encourage pedestrians to cross on west leg
8	Clinkskill Drive & Bell Crescent (South)	Install median island on south leg	Reduce speed
		Prohibit parking on Clinkskill Drive 15 metres from Bell Crescent (South)	Improve sight lines
9	Louise Avenue [Murphy Crescent (North) to Murphy Crescent (South)]	Send speed data to Saskatoon Police Service for enforcement	Reduce speed
	Louise Avenue [Murphy Crescent (South) to Woodward Avenue]		
	Woodward Avenue (Louise Avenue to Guppy Street)		
	Clinkskill Drive [Bell Crescent (North) to Bell Crescent (South)]		
	Wilson Crescent [Middleton Crescent to Riel Crescent (West)]		
	Estey Drive (Hanson Street to Drinkle Street)		
10	Various	Install missing pedestrian accessibility ramps (80 in total)	Improve pedestrian accessibility

You can provide comments online at www.saskatoon.ca/engage



- LEGEND**
- EXISTING STOP SIGN
 - ▼ EXISTING YIELD SIGN
 - ▲ PROPOSED YIELD SIGN
 - BUS ROUTE
 - SCHOOL ZONE
 - EXISTING TRAFFIC SIGNAL
 - EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
 - EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
 - RECOMMENDATIONS



FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/nutana-park

NUTANA PARK TRAFFIC PLAN

Appendix G

Decision Matrix

Item	Location	Recommendation	Reason	Carly's Group	Nathalie's Group	Mariniel's Group	Decision
1	Irvine Avenue & Bute Street	Install yield sign on Bute Street assigning right-of-way to Irvine Avenue	Improve intersection safety				Carried.
	Irvine Avenue & Cascade Street	Install yield signs on Irvine Avenue assigning right-of-way to Cascade Street					Carried.
	Irvine Avenue & Hanson Street	Install yield signs on Hanson Street assigning right-of-way to Irvine Avenue					Carried.
	Jarvis Drive & Landa Street	Install yield sign on Landa Street assigning right-of-way to Jarvis Drive			Jarvis Drive should have a yield sign between Ruth Street and Preston Avenue		Carried. According to Council Policy C07-007 – Traffic Control Use of Stop and Yield Signs, stop and yield signs are not to be used to stop priority traffic over minor traffic. Jarvis Drive is a collector street and therefore has priority of the local streets. Yield sign will be installed for Landa Street.
	Jarvis Drive & Paul Crescent	Install yield sign on Paul Crescent assigning right-of-way to Jarvis Drive			Jarvis Drive should have a yield sign between Ruth Street and Preston Avenue		Carried. According to Council Policy C07-007 – Traffic Control Use of Stop and Yield Signs, stop and yield signs are not to be used to stop priority traffic over minor traffic. Jarvis Drive is a collector street and therefore has priority of the local streets. Yield sign will be installed for Paul Crescent.
	Jarvis Drive & Estey Drive	Install yield sign on Estey Drive assigning right-of-way to Jarvis Drive			Jarvis Drive should have a yield sign between Ruth Street and Preston Avenue	There have been collisions so the group supports the recommended yield sign.	Carried. According to Council Policy C07-007 – Traffic Control Use of Stop and Yield Signs, stop and yield signs are not to be used to stop priority traffic over minor traffic. Jarvis Drive is a collector street and therefore has priority of the local streets. Yield sign will be installed for Estey Drive.
	Estey Drive & Paul Crescent	Install yield sign on Paul Crescent assigning right-of-way to Estey Drive					Carried.
	Jarvis Drive & Clinkskill Drive	Install yield sign on Clinkskill Drive assigning right-of-way to Jarvis Drive					Carried.
	Clinkskill Drive & Bell Crescent (North)	Install yield sign on Bell Crescent (North) assigning right-of-way to Clinkskill Drive					Carried.
	Clinkskill Drive & Bell Crescent (South)	Install yield sign on Bell Crescent (South) assigning right-of-way to Clinkskill Drive					Carried.
	Clinkskill Drive & Drinkle Street	Install yield sign on Drinkle Street assigning right-of-way to Clinkskill Drive					Carried.
	Jarvis Drive & Woodward Avenue	Install yield sign on Woodward Avenue assigning right-of-way to Jarvis Drive					Carried.
	Woodward Avenue & Guppy Street	Install yield sign on Guppy Street assigning right-of-way to Woodward Avenue					Carried.
2	Cascade Street & Estey Drive	Install standard crosswalk on north leg across Estey Drive	Improve pedestrian safety			Suggest a pedestrian device.	Based on a review of traffic data, site characteristics and field observations, a standard crosswalk is the appropriate pedestrian device.
		Relocate yield sign to Cascade Street assigning right-of-way to Estey Drive	Improve intersection safety				Carried.
3	Estey Drive Back Lane (Estey Drive to Jarvis Drive)	Install "No Parking" signs along back lane	Improve compliance with traffic bylaw				Carried.
4	Jarvis Drive at Estey Drive Back Lane	Prohibit parking on the south side of Jarvis Drive 6 metres west of back lane and 3 metres east of back lane	Improve sightlines				Carried.
5	Ruth Street & Jarvis Drive	Install median island on east leg on Ruth Street	Improve intersection safety	Suggest "No Parking" signs on Ruth Street to enforce no parking in the intersection. There is lots of parking demand in front of the church.	Awkward intersection which creates confusion. The proposed recommendation should help.	Okay with median island location as long as there are "No Parking" signs near it. Suggest zebra crosswalk along Jarvis Drive.	Carried. "No Parking" signs will be considered when the installation plans are prepared. Based on a review of traffic data, site characteristics and field observations, a zebra crosswalk is not recommended to cross Jarvis Drive.

Item	Location	Recommendation	Reason	Carly's Group	Nathalie's Group	Mariniel's Group	Decision
6	Louise Avenue & Murphy Crescent (North) / Ruth Street	Install median island on east leg on Louise Avenue	Reduce speed	Very busy. Fast corner. The yield sign for Murphy Crescent should be changed to a stop sign.	Request for an all-way stop.	Make sure snow does not end up on the sidewalk since median islands make it difficult to clear snow.	Carried. Yield sign on Murphy Crescent will be replaced with a stop sign. This has been added to the recommendations. Comments for snow clearing forwarded to Roadways Division for further consideration.
7	Louise Avenue & Woodward Avenue	Install curb extensions on north and south sides of west crosswalk	Reduce speed	High demand for parking at Louise Avenue corner. Gets very narrow with snow in the winter.	Resident should be notified about this recommendation in advance since the parking spot in front of their home will be removed. Some residents prefer curb extensions if the adjacent resident is amenable. Some residents would prefer a median island.		Carried. There are existing parking restrictions in front of the property that will be affected. Curb extensions will be installed temporarily. The devices will be monitored and follow-up assessments will be completed to determine if the device is effective. Devices that are effective will be prioritized for permanent installation. If devices are ineffective or creates operational issues, the device will be revised or removed.
		Remove standard crosswalk on east leg	Encourage pedestrians to cross on west leg				Carried.
8	Clinkskill Drive & Bell Crescent (South)	Install median island on south leg	Reduce speed	School buses park on the west side of Clinkskill Drive.	Concerned with impacts to private driveway access. Suggest to consult with the homeowner prior to finalizing the plan. Some do not like this option and suggested that relocating the crosswalk might be better.	Supported this recommendation as there is speeding during school hours.	Carried. The median island will be installed temporarily. The device will be monitored and follow-up assessments will be completed to determine if the device is effective. Devices that are effective will be prioritized for permanent installation. If the device is ineffective or creates operational issues, it will be relocated or removed.
		Prohibit parking on Clinkskill Drive 15 metres from Bell Crescent (South)	Improve sight lines			Supported the recommended parking prohibition as long as the resident is consulted.	
9	Louise Avenue [Murphy Crescent (North) to Murphy Crescent (South)]	Send speed data to Saskatoon Police Service for enforcement	Reduce speed				Carried.
	Louise Avenue [Murphy Crescent (South) to Woodward Avenue]						Carried.
	Woodward Avenue (Louise Avenue to Guppy Street)						Carried.
	Clinkskill Drive [Bell Crescent (North) to Bell Crescent (South)]						Carried.
	Wilson Crescent [Middleton Crescent to Riel Crescent (West)]						Carried.
	Estey Drive (Hanson Street to Drinkle Street)						Carried.
10	Various	Install missing pedestrian accessibility ramps (80 in total)	Improve pedestrian accessibility				Carried.

Appendix H

Additional Concerns Received
After Presentation of Draft Plan

Location	Comments	Decision
Back lane behind Clinkskill Drive and Jarvis Drive	Are there issues with back lane parking?	"No Parking" signs have already been installed along these back lanes.
Jarvis Drive at mid-block crosswalk (Estey Drive to Clinkskill Drive)	Are there "No Parking" signs at the mid-block crosswalk?	There are "No Parking" signs at this mid-block crosswalk.
	Suggested a pedestrian device.	According to Council Policy C07-018 – Traffic Control at Pedestrian Crossings, a standard crosswalk is appropriate for this location.
	Many crashes along Jarvis Drive especially during winter. Need better snow removal.	Comments for snow clearing forwarded to Roadways Division for further consideration.
North side of Jarvis Drive at Estey Drive Back Lane	Suggest "No Parking" signs	Field observations were completed. There is a driveway on the west side of the back lane and vehicles are not parking close to the east side of the back lane. "No Parking" signs are not recommended.
Ruth Street (Cumberland Avenue to Louise Avenue)	Speeding	The 85 th percentile speed was measured to be 53 kph. No improvements are recommended.
Louise Avenue north of Ruth Street	Speeding	Speed assessment will be completed in spring 2020. This has been added to the recommendation list.
Cascade Street and Cumberland Avenue	Difficult to make westbound left turn onto Cumberland Avenue. Difficult to see northbound traffic.	Field observations confirm that sight lines are adequate and vehicles turned safely during gaps in traffic. No improvements are recommended.
	Suggest pedestrian crossing improvements	A standard crosswalk on the south leg across Cumberland Avenue is recommended. A curb extension is recommended for the southwest corner to improve the visibility of pedestrians on this corner. Added to the recommendation list.
	Suggest sidewalk on the north side of Cascade Street west of Cumberland Avenue	This location is on the list of missing sidewalk locations that will be reviewed through the sidewalk retrofit program.
Back lane between Cumberland Avenue and Cantlon Crescent (Adelaide Street to Ruth Street)	Tree obstructs visibility when exiting back lane.	Field observations confirm that sight lines are adequate. No improvements are recommended.
	Drainage issues.	Comments for drainage forwarded to Roadways Division for further consideration.

Location	Comments	Decision
Jarvis Drive	Check traffic volumes on Jarvis Drive. Maybe have a yield sign on part of the corridor, rather than free flow for Jarvis Drive between Ruth Street and Preston Avenue.	City of Saskatoon Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs states that yield signs are not to be used to stop priority traffic over minor traffic. Traffic on Jarvis Drive (collector street) is priority over traffic on the side streets (local streets). A yield sign is not recommended for Jarvis Drive.
	High speeds and loud mufflers are a concern.	The 85 th percentile speed was measured to be 51 kph. No improvements are recommended. Request for enforcement forwarded to Saskatoon Police Service for further consideration.
	What is the traffic volume on Jarvis Drive?	The Average Daily Traffic was measured to be 2,100 vehicles per day.
Louise Avenue at Cantlon Crescent curve	Would like an all-way stop control.	Based on a review of traffic data and collision data, an all-way stop is not warranted.
	Two hydrants have been hit near this curve. Traffic calming (i.e. median island) is needed to address speeding from southbound/eastbound traffic from Taylor Street.	Speed assessment will be completed in spring 2020. This has been added to the recommendation list.
Lane behind Jarvis Drive and Woodward Avenue	Southbound vehicles occasionally slide into backyard because they are travelling too fast for winter conditions.	Based on a review of collision data and field observations, no improvements are recommended.
Adelaide Street (Preston Avenue to Louise Avenue)	Speeding is a concern. School buses are speeding. More enforcement needed. Suggested speed humps, median islands or curb extensions.	Speed assessment will be completed in spring 2020. This has been added to the recommendation list.
Adelaide Street (west of Louise Avenue)	Speeding is a concern. More enforcement, speed humps, median islands or curb extensions suggested.	Speed assessment will be completed in spring 2020. This has been added to the recommendation list.
Dumont Crescent	Sharp turn. Cars go too fast for the turn and end up in front yard. This has happened even after curve warning sign was installed.	Based on field observations, and a review of traffic and collision data, vehicles are approaching the curve at an appropriate speed. No improvements are recommended.

Location	Comments	Decision
Preston Avenue	Speeding is a concern. Traffic noise is a concern. Do not widen. Allow parking from Armistice Way to Walter Murray School.	<p>Request for a speed enforcement will be forwarded to Saskatoon Police Service for further consideration.</p> <p>Preston Avenue has been identified as a bus rapid transit route through the Bus Rapid Transit project. There are no plans to widen Preston Avenue; the busses will run in mixed traffic.</p> <p>The existing parking restrictions between Armistice Way and the mid-block crosswalk to the north by Walter Murray School has been reviewed. The signs will be revised to allow on-street parking.</p>
	Preston Avenue should remain at 50 kph not 60 kph because of John Dolan School and the group homes between Guppy Street and Louise Avenue.	The posted speed limit for Preston Avenue is 50 kph.
Preston Avenue and Dumont Crescent	Traffic is shortcutting on Dumont Crescent to avoid the Preston Avenue and Wilson Crescent intersection.	Dumont Crescent is classified as a local roadway intended to carry less than 1,000 vehicles per day. Based on a review of the traffic count, the Average Daily Traffic was measured to be 300 vehicles per day.
Preston Avenue and Wilson Crescent	Very busy. Traffic gets back up on Preston Avenue at rush hour. This intersection is the biggest concern for the neighbourhood, particularly the eastbound left turns. Suggested traffic signals with eastbound and westbound protected left turns.	This intersection will be reviewed through a separate program since Preston Avenue is an arterial corridor.
Preston Avenue and Jarvis Drive	Difficult to complete eastbound left turns. Suggested traffic signals.	This intersection will be reviewed through a separate program since Preston Avenue is an arterial corridor.

Location	Comments	Decision
Preston Avenue and East Drive	Suggested curb extensions. Collect speed data. Set up a speed trap.	<p>Curb extensions were considered for the northbound and southbound direction as a possible solution to prevent passing on the right at the pedestrian crossing on the north side of the intersection. However curb extensions were deemed infeasible due to driveways, fire hydrants, bus stops, and the right turn bay in the northbound direction.</p> <p>Request for enforcement forwarded to Saskatoon Police Service for further consideration.</p>
Preston Avenue and Louise Avenue	Eastbound and westbound left turns in opposing directions is challenging. Left turn lane is too narrow.	This intersection will be reviewed through a separate program since Preston Avenue is an arterial corridor.
	Suggested westbound and eastbound protected left-turns. Suggested cutting the median islands to allow more room for left turns. There have been some close calls with pedestrians. Bus on northwest corner on Louise Avenue blocks southbound right turns and westbound through traffic. Move westbound bus stop farther west near Woodward Avenue. Move southwest bus stop near Woodward Avenue to the southwest corner in front of school.	<p>This intersection will be reviewed through a separate program since Preston Avenue is an arterial corridor.</p> <p>Bus stop locations will be reviewed as part of the Bus Rapid Transit project.</p>
Preston Avenue and Adelaide Street	Traffic signals have relieved demand at the Preston Avenue & Louise Street intersection and have slowed traffic on Preston Avenue.	Comment noted.
	Mixed support for westbound and eastbound protected left turns.	The eastbound and westbound driving lanes are shared lanes for left, through and right traffic movements. Since there are no established left turn bays, protected left turns are not recommended.

Location	Comments	Decision
Preston Avenue and Taylor Street	<p>Suggested eastbound and westbound protected left turns. The improvements completed at this intersection have helped but there is still more that can be done.</p> <p>Existing southbound bus stop needs to be moved farther south in front of the Power Station. Move the northbound bus stop south on Preston Avenue to the north side of Preston Avenue and Taylor Street</p>	<p>Intersection will be reviewed to confirm the need for protected left-turns</p> <p>Bus stop locations will be reviewed as part of the Bus Rapid Transit project.</p>
Louise Street at 200 East Place	<p>Has anything further been discussed about consolidating the mall driveways?</p> <p>Suggested pedestrian device at Market Mall.</p>	<p>The two main driveways will be consolidated. Approval has been granted and permits have been issued.</p> <p>This intersection was reviewed as part of the Eastview – Nutana Suburban Centre Neighbourhood Traffic Review. Pedestrian device was not recommended. Existing zebra crosswalk is appropriate.</p>
Louise Street and Mceown Avenue	There should be “No Parking” signs installed near the corners of this intersection.	Traffic Bylaw 7200 states that vehicles cannot be parked within 10 metres of an intersection. Parking Enforcement can be contacted at 306-975-8344 if non-compliance is observed.
Murphy Crescent	Suggested curve warning signs	Curve warning signs are not required for crescents due to low speeds and traffic volumes.
Ruth Street and Jarvis Drive	Suggested relocation of eastbound curve ahead warning sign to improve visibility of sign	This sign will be relocated. This has been added to the recommendation list.
City-wide	Circle Drive should be 100 km/hr instead of 90 km/hr.	Circle Drive is designed for a posted speed limit of 90 kph, which is deemed appropriate considering the road characteristics, expected driver behaviour and safety parameters.
	Residential streets should be 40 km/hr.	City-wide review of residential speed limits is underway.
	Review all bus stop locations for improvements.	Comment forwarded to Saskatoon Transit for further consideration.

Appendix I

Public Feedback

Flores, Mariniel

From: (TU - Transportation)
Sent: Tuesday, August 27, 2013 11:01 AM
To: (TU - Roadways & Operations)
Cc: Web E-mail - Transportation
Subject: FW: Community Traffic Issue -
Attachments: Community Traffic Incident.xml; CommunityTrafficIssue.xsn

Can you respond to this one.

From: Web E-mail - Transportation
Sent: August 26, 2013 4:06 PM
To: (IS - Transportation)
Subject: FW: Community Traffic Issue -

Can you please follow up on this web inquiry! Thanks.

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: August 26, 2013 1:05 PM
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 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 checked="" 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)

Jarvis drive

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

- | | |
|---|---|
| <input type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Speeding |
| <input type="checkbox"/> Cycling Safety | <input type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input checked="" type="checkbox"/> Traffic Signage | <input 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.

On the 2500 block of Jarvis Drive there is a curve in the road. In one direction there is a sign that says 30 km f
ssing in the other direction. I would also like to see police monitor that corner and give out tickets when neces

Personal Information

Name: _____
 Email: _____
 Address: _____
 Date: 26/08/2013

Flores, Mariniel

From: (TU - Transportation)
Sent: Tuesday, April 18, 2017 3:11 PM
To: (TU - Transportation)
Subject: FW: Traffic concerns - Murphy Crescent

Hi

For the files.

Regards,

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

www.saskatoon.ca

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

From: Loewen, Mairin (City Councillor)
Sent: Tuesday, April 18, 2017 2:53 PM
To: (TU - Transportation)
Subject: Traffic concerns - Murphy Crescent

Hi

I had a complaint from a resident on Murphy Crescent requesting signage encouraging motorists to slow down (i.e. to 20/30 km/hr) around the curves in the crescent, and also a request for speed bumps on that crescent. Passing this along as an FYI and for the purposes of tracking complaints for NTRs.

Thanks,

Mairin

Mairin Loewen
City Councillor, Ward 7
306.229.5298
222 3rd Avenue North
Saskatoon, SK
S7K 0J5

Flores, Mariniel

From: (TU - Transportation)
Sent: Wednesday, August 30, 2017 12:26 PM
To: (TU - Transportation)
Subject: FW: Voice Mail from (49 seconds)
Attachments: (49 seconds) Voice Mail.mp3

- Site check Aug 30/17 confirmed a very long stretch of lane (1.1km from Calder Crt/MacLean Cres to Dumont Cres) with green space to south.
- 20kph signs were installed in 2016 at the access between Calder Crt/MacLean Cres)
- Recommending two 20kph signs being installed mid-stretch and another on the east access (off if Dumont Cres)
- File with Nutana Park NTR for other potential improvements in the future

From: (TU - Transportation)
Sent: August-29-17 2:46 PM
To: (TU - Transportation)
Subject: FW: Voice Mail from (49 seconds)

Adelaide NTR:

- Concerned about speeding in the east-west back lane north of Circle Dr
- I informed him that 20kph signs were supposed to be installed last fall as part of the NTR recommendations
- Site check to see if the signs were installed

From: Microsoft Outlook On Behalf Of
Sent: August-29-17 1:50 PM
To: (TU - Transportation)
Subject: Voice Mail from (49 seconds)

Voice Mail Preview:

Hey you will remember me but it's calling I used a.

Work at a in transportation a few years back I have a it just a question to -- close to you about the traffic calming scenario Adelaide part to a church always that I think you might be not semi familiar with anyway but -- yeah we could get a chance give me a showed it's what is it it's Tuesday afternoon about -- just before 2:00 and my number is.

I will hopefully talk to you later thanks bye.

Created by Microsoft Speech Technology. [Learn More...](#)

You received a voice mail from

Caller-Id:



Flores, Mariniel


From: (TU - Transportation)
Sent: Wednesday, January 10, 2018 9:15 AM
To: (TU - Transportation)
Subject: Wilson Cr Concern

Received through the Eastview-Nutana Suburban Centre Facebook page:

20 hrs

It's not unusual to have to wait 10 min to make a left turn from Wilson Cres onto Preston...and longer during full rush hour. This situation is diverting traffic onto nearby residential roads adjacent to the school making those zones more hazardous, especially with a lot of drivers ignoring the 30 kph zone on Wilson. It's also dangerous to be making a left turn from Preston northbound onto Wilson. I've had several close encounters where drivers wanting to make a left onto Preston would make a dash for a small break in southbound traffic only to almost hit me. No one is tracking all these near misses.

 Like  Share

 3 ✓ Seen by 52

There's should be speed bumps on Wilson too between Clarence and Preston! Everybody is always speeding around there and there are lots of children with the schools walking on the street. The city buses are the worst for flying down that road.

Like · 20h

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

www.saskatoon.ca

Flores, Mariniel

From: Loewen, Mairin (City Councillor)
Sent: Tuesday, December 18, 2018 11:58 AM
To: ; Baudais, Nathalie (TU - Transportation)
Subject: FW: Contact Your City Councillor Submission: driver safety

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

From:
Sent: December-18-18 11:44 AM
To: Loewen, Mairin (City Councillor) <Mairin.Loewen@Saskatoon.ca>
Subject: Contact Your City Councillor Submission: driver safety

Submitted on Tuesday, December 18, 2018 - 11:43
Submitted by user: Anonymous

First Name:
Last Name:
Address:
Email:
Phone:
Other Phone:
City: Saskatoon, SK
Province:
Councillor: Ward 7 - Mairin Loewen

=== Message ===

Subject: driver safety

Message:

Once again our corner on Ruth and Jarvis is the sight of yet another vehicle accident. When is the city of Saskatoon going to address this problem corner. We have had multiple accidents with vehicles going to fast around this corner! Today a street light was taken out last year a car went through a house, cars running through yards, cars hitting parked cars ect. We need this problem corner to be looked at before we have a fatality.

Thank You

Attachment:

Flores, Mariniel

From: Loewen, Mairin (City Councillor)
Sent: Wednesday, December 19, 2018 11:43 AM
To: Baudais, Nathalie (TU - Transportation)
Subject: FW: Fwd: Dangerous Street
Attachments: Obstructed Signage 2018.12.19.jpg; Curve on Ruth St E 2018.12.19.jpg

Another FYI for the Nutana Park NTR.

From: ,
Sent: December-19-18 11:24 AM
To: Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>; Loewen, Mairin (City Councillor) <Mairin.Loewen@Saskatoon.ca>
Subject: Re: Fwd: Dangerous Street

Further to yesterday's email:

I have attached photos I took this morning of the obstructed, inadequate signage reducing the speed and signalling the upcoming curve on Ruth St E.

The young man who was in the accident was charged with driving with undue care and attention. It is very difficult to attend to that which you cannot see! If he chooses to plead Not Guilty, I will go to court with these photos to support him.

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

Subject: Dangerous Street
Date: Tue, 18 Dec 2018 13:53:56 -0500
From: ,
To: Mairin.Loewen@Saskatoon.ca, charlie.clark@saskatoon.ca

The section of road as Ruth Street transitions from the 1600 to the 1700 block is treacherous. This major thoroughfare takes a curve without adequate signage and traffic calming measures. In the past two years there have been two major accidents both of which resulted in major property damage. Our next door neighbor who is the original owner of his house told us that there have been at least six accidents along that stretch of road. This is a high pedestrian area because of the church on the 1700 block, the Harold Tattler park that is half a block south of the 1700 block, the French school on Louise Avenue, and the number of people who use Ruth Street to walk to Market Mall. My worst fear is that someone is going to be killed. This is a warning that needs to be taken seriously.

Some simple measures may reduce the risk of a tragedy. The tiny speed limit sign facing the east-bound lane just before the curve could be much bigger and attention drawn to it with a flashing light. Speed bumps or rumble strips could alert traffic to the unexpected, dangerous curve.

I assume everyone's good intentions in planning and improving our roadways. However, good intentions with inactivity do little to ease the pain of lost lives. This is the painful lesson of the Humboldt Bronco Bus accident.

I look forward to your response and action on the part of the City.

Flores, Mariniel

From: TU - Transportation)
Sent: Wednesday, January 02, 2019 3:35 PM
To: Baudais, Nathalie (TU - Transportation)
Cc: TU - Transportation)
Subject: FW: Dangerous Street (

Good afternoon,

Were you looking at this stretch of Ruth in your review?

From: TU - Councillor Correspondence
Sent: Wednesday, January 2, 2019 11:59 AM
To: (TU - Transportation)
Cc: Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>; TU - Councillor Correspondence <tuCC@Saskatoon.ca>; (TU - Transportation)
Subject: FW: Dangerous Street

Hi

Thank you for forwarding this concern.

I am directing on to the Transportation division to review and respond.

Thank you,

Secretary III, Transportation & Utilities Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Follow us on Twitter or Facebook.*

From: Web E-mail - Mayor's Office
Sent: Wednesday, January 2, 2019 10:39 AM
To:)
Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: RE: Dangerous Street)

Dear

On behalf of Mayor Charlie Clark, thank you for your email. I have shared your concerns about Ruth Street with Mayor Clark, and he has asked me to forward your email to the General Manager of the Transportation and Utilities

Department for review and a direct response. They are responsible for traffic safety and general infrastructure maintenance, and would be the best person to speak to. You will be hearing from someone shortly.

Thanks again for taking the time to write Mayor Clark. We always appreciate hearing from citizens as it helps us provide a safer community for everyone.

Office of the Mayor
City of Saskatoon | 222 3rd Avenue North | Saskatoon SK S7K 0J5
Treaty 6 Territory and Homeland of the Métis
www.saskatoon.ca

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Please contact the sender and delete the message and any attachments.*

From:
Sent: Tuesday, December 18, 2018 4:01 PM
To: Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>
Subject: Fwd: Dangerous Street

Forward of earlier message to alternate email address

----- Original Message -----
Subject: Dangerous Street
Date: Tue, 18 Dec 2018 13:53:56 -0500
From:
To: Mairin.Loewen@Saskatoon.ca, charlie.clark@saskatoon.ca

The section of road as Ruth Street transitions from the 1600 to the 1700 block is treacherous. This major thoroughfare takes a curve without adequate signage and traffic calming measures. In the past two years there have been two major accidents both of which resulted in major property damage. Our next door neighbor who is the original owner of his house told us that there have been at least six accidents along that stretch of road. This is a high pedestrian area because of the church on the 1700 block, the Harold Tattler park that is half a block south of the 1700 block, the French school on Louise Avenue, and the number of people who use Ruth Street to walk to Market Mall. My worst fear is that someone is going to be killed. This is a warning that needs to be taken seriously.

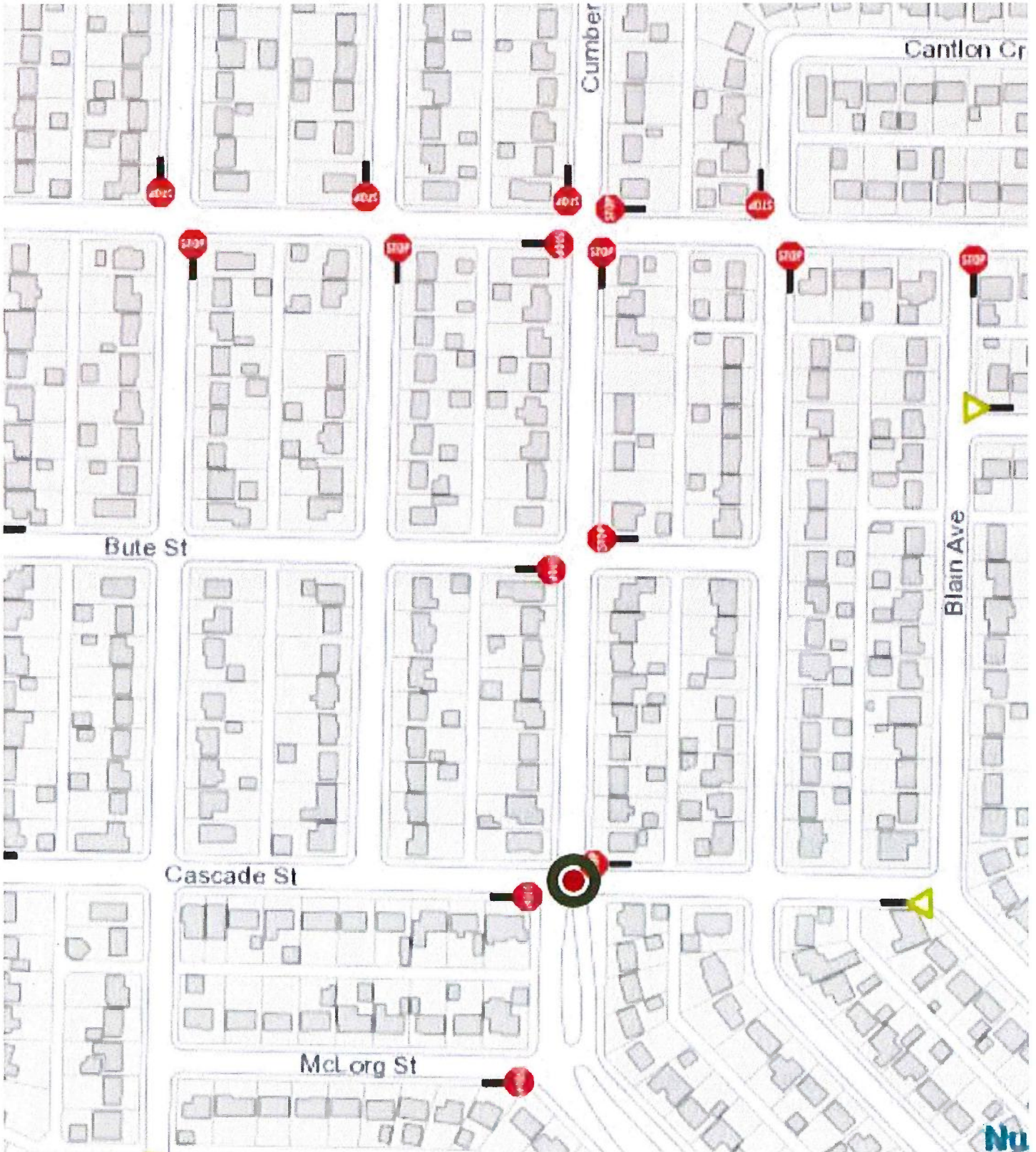
Some simple measures may reduce the risk of a tragedy. The tiny speed limit sign facing the east-bound lane just before the curve could be much bigger and attention drawn to it with a flashing light. Speed bumps or rumble strips could alert traffic to the unexpected, dangerous curve.

I assume everyone's good intentions in planning and improving our roadways. However, good intentions with inactivity do little to ease the pain of lost lives. This is the painful lesson of the Humboldt Bronco Bus accident.

I look forward to your response and action on the part of the City.

Flores, Marinel

From: Wednesday, April 17, 2019 1:24 PM
Sent: Baudais, Nathalie
To: RE: Saskatoon Report a Traffic Issue received
Subject:



From: Baudais, Nathalie
Sent: Wednesday, April 17, 2019 1:19 PM
To:
Subject: RE: Saskatoon Report a Traffic Issue received

Hi
Did you get confirmation on the location for this one? Wondering where to look. Might be able to include this in the Nutana Park NTR.

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

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Please contact the sender and delete the message and any attachments*

From:
Sent: Wednesday, August 29, 2018 10:58 AM
To:
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Saskatoon Report a Traffic Issue received

Good morning ,

Thank you for the email. I will forward your suggestion along to our engineering section for review. Just to confirm, you are referring to the intersection of Cumberland and Cascade correct? I will update you with any new information I receive on this one.

Have a great day,

Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon [<mailto:Transportation@Saskatoon.ca>]
Sent: Monday, August 27, 2018 8:28 AM

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

Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 848

Issues: PEDESTRIAN SAFETY, SPEEDING, CROSSWALKS, STOP YIELD,

Name:

Email:

Phone:

Comment: A great deal of foot traffic between the two parks. Vehicles travel very fast through the winding street of Cumberland South going north from Wilson. I would like to see it become a 4 way stop as the intersection is a big crossing due to the boulevard. Thank you,

Attachment:

Flores, Mariniel

From: Baudais, Nathalie
Sent: Wednesday, April 24, 2019 3:40 PM
To: Flores, Mariniel
Subject: FW: TASK: Cumberland and Cascade all-way stop request

Hi Mariniel,
Let's add this location to the Nutana Park NTR. didn't complete this one.

Thanks,
Nathalie

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

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From: Baudais, Nathalie (TU - Transportation)
Sent: Wednesday, October 31, 2018 1:49 PM
To:
Subject: TASK: Cumberland and Cascade all-way stop request

Hi
Could you please prepare a draft response to this one?

Thanks,
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

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From:
Sent: Wednesday, August 29, 2018 10:58 AM
To:
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Saskatoon Report a Traffic Issue received

Good morning

Thank you for the email. I will forward your suggestion along to our engineering section for review. Just to confirm, you are referring to the intersection of Cumberland and Cascade correct? I will update you with any new information I receive on this one.

Have a great day,

Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon [<mailto:Transportation@Saskatoon.ca>]
Sent: Monday, August 27, 2018 8:28 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 848

Issues: PEDESTRIAN SAFETY, SPEEDING, CROSSWALKS, STOP YIELD,

Name:

Email:

Phone:

Comment: A great deal of foot traffic between the two parks. Vehicles travel very fast through the winding street of Cumberland South going north from Wilson. I would like to see it become a 4 way stop as the intersection is a big crossing due to the boulevard. Thank you,

Attachment:

Flores, Mariniel

From:
Sent: Monday, April 29, 2019 2:26 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: ST - Service Saskatoon Customer Care Centre
Subject: Nutana

Good Afternoon

I called today, she is not able to make it to the Neighbourhood Traffic Review in person so she would like to pass along her comments. The intersection of Preston and Wilson needs to be addressed. Also the school zone for Prince Phillips school needs more signs. If you're not driving directly on Wilson and just turn on to it people don't realize it's a school zone.

Thank you,

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From:
Sent: Tuesday, April 30, 2019 7:31 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject:

Hello,

would like to bring forward his traffic concerns as he is unable to attend the Engage meeting.

Jarvis Dr has had many issues with traffic over the past 60 years. There have been numerous accidents including a motorcycle flying onto lawn, many hit and runs, and last year a truck went right onto lawn and into house. This caused over \$10,000 worth of damage to house. People continue to fly around this curve even though there's a 30km/h sign up. He would like this thoroughly reviewed and monitored as someone could easily get killed if this continues. can be reached at if you'd like to speak to him directly.

Kind regards,

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From:
Sent: Tuesday, April 30, 2019 10:30 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: traffic concerns Nutana Park

I have spoken with our councilor regarding this intersection as well as some manager at the city of Saskatoon. The intersections of Preston, Wilson and Arlington. Try driving down Wilson going East toward Preston especially between 3 and 6 PM and try making a left hand turn onto Preston going North off of Wilson or driving North on Preston and wanting to make a left hand turn onto Wilson, and we wonder why people have road rage. They sit and wait and wait and then they just go with no regard for oncoming traffic that is when defensive driving skills take over, I am amazed that there haven't been many accidents there but then once you get caught there several times you just learn to take a different route and that would be turning left onto Dumont off of Preston avoiding the left hand turn at Wilson and Preston, and taking Jarvis to get onto Preston. Anyway it is a terrible intersection.

The lights at Taylor and Cumberland. I haven't had time to time the light because I am too busy trying to get through. If you were wanting to make a left hand turn off of Cumberland onto Taylor and there happens to be a car in front of you and a couple of cars crossing you have missed the light, I understand that the traffic going south to north on Cumberland is less than going west to east and vice versa on Taylor but again you wonder why people run red lights. Give that intersection a try during the day, that should test your patience.

Intersection of Clarence and Wilson. Again the light going south to north lasts forever and I understand why because there is traffic going to the freeway and off the freeway but we have a fine arts school a block away from the intersection whereby 4 huge buses drive away everyday with 3 students on the smaller buses and maybe 10, or not, on the bigger buses otherwise it is parents picking up their kids. Because it is a fine art school there are children from out of the area going to it and since we do not have bus service for kids out of the area the amount of cars around that school reminds me of Sask Tel center during a concert, you couldn't find a parking spot in that block if you tried by 3 in the afternoon and all we have are police officers driving around threatening to give parents a ticket if they stop for less than a minute in the bus zone to pick up a child and that is after one of the buses has already left with their 3 kids. Honestly you have to wonder where our tax payers money gets used. Anyway after you have picked up your child and are traveling West on Wilson on your way to Clarence when you reach that intersection it is like dogs breakfast, you have cars turning right to the freeway, turning left onto Clarence going toward Ruth and then you have traffic going straight through, please try that intersection between 3:15 and 3:40, you are taking your life in your own hands and then you have kids trying to cross that same intersection on foot and on bikes as well and we all know how they obey traffic signs and traffic rules. Disregarding school pick up the lights at that intersection going west to east a vice versa have to be lengthened to allow cars to get through there quicker than a couple of lights especially if you are turning left to get to the freeway.

This city needs to upgrade its light system before we do bike lanes. More left turn arrows need to be installed and used and the ones that already have them need to be used all the time and please length the changing of lights in less traffic intersections, there are always cars traveling there that would definitely help prevent some accidents at those intersections.

Thank you

Flores, Mariniel

From:
Sent: Wednesday, May 01, 2019 1:37 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns in our neighbourhood

Riel Cres., backs onto the alley between clarence ave and preston ave. The city maintains this alley more often than main streets are, they make it smooth for vehicles to travel this dirt road uncontrolled and nonstop one end to the other at any speed they wish, there are no school zones to worry about or the congestion at wilson cres and preston ave Our back deck is covered in dust,this alley is used regular, by cars, trucks, and motorbikes and ski doo's in the winter. It is also a lovers lane, a garbage dump and dog walk, which people don't pick up after there pets. It would not take much to stop the usage of this back alley as a street. We have brought this matter up with the city, which falls on deaf ears, and I am sure this will also happen.If any of the city councillor had to put up with this problem, it would be fixed and you could turn this alley into a street, paved with,street lights etc.

Flores, Mariniel

From:
Sent: Saturday, May 04, 2019 3:01 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Wilson St and Preston Ave

Hello,

is unable to attend the neighbourhood traffic meeting and requested her observations be brought forward. On the corner of Wilson and Preston there is a lot of congestion and unsafe habits that are occurring. There is a heavy traffic flow as well as people tend to make a U-turn here. She is surprised there hasn't been a severe accident yet. can be reached at

Regards,

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From:
Sent: Monday, May 06, 2019 5:16 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Nutana Park traffic review

Hello,

We are residents of Nutana Park and wanted to submit a couple of traffic issues we see on a daily basis. For the most part, our nhd traffic flow is quite smooth. However, there are a couple of things we would highlight for your discussion/review to improve things.

Firstly, Irvine Avenue. The uncontrolled intersection at Cascade and Irvine Avenue is an issue. There have been many close calls along with major accidents due to people speeding down Irvine and not abiding by the right of way rules. It is a street that is utilized by many people from neighbouring nhd to access the park, including kids attending Prince Philip school and playground. It would be nice to see perhaps a yield sign implemented on Irvine to both slow down people utilizing that Avenue and also to make the intersection safer. There is a large pine tree on the NE corner which is beautiful but impedes the view of traffic coming from Ruth, south on Irvine. Our children wanted to make special note of this issue too....as they have seen an accident and some near misses in the past year!

Secondly Jarvis street has a terrible pothole right at the pedestrian crosswalk/paddling pool and given its placement makes it difficult to avoid.

Lastly, the 2600 block of Irvine has water main breaks at the south end pretty much every spring and fall. As a result, that section of the road is in constant disrepair....it is located close to a curve so when vehicles are parked on both sides of the street, it is difficult to avoid that large rough patch of road. I feel so bad for the poor homeowners who have to deal with that inconvenience twice a year....and wonder if something can be done to avoid those breaks and also repair the road properly.

Aside from Cumberland between Taylor and Wilson being atrocious in its overall state, those are some areas for improvement outside the main thoroughfares.

Thank you for your time.
Sincerely,

Flores, Mariniel

From:
Sent: Friday, May 10, 2019 9:05 PM
To: Flores, Mariniel
Subject: [SUSPECT] - Nutana Park Neighbourhood Traffic Review - Message is a scam email phishing

Hello,
Thank you for the opportunity to bring up traffic concerns.

One I would like to share is the Cumberland Avenue and Cascade Street intersection (<https://goo.gl/maps/tskyvLVVNgS2dt51u9>). When on the southwest corner of the intersection, there is a challenge in seeing southbound Cumberland traffic. The corner is set-back due to the boulevard changing the street width.

If there was a sidewalk on the north side of Cascade west of Cumberland that may help.

Please let me know if my description of the problem wasn't very clear and I can try again.

Flores, Mariniel

To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: tripping hazard

From: .

Sent: Monday, May 13, 2019 8:34 AM

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

Subject: tripping hazard

I would like to report a tripping hazard on the sidewalk in front of 47 Murphy cres.

Flores, Mariniel

From: Flores, Mariniel
Sent: Wednesday, May 15, 2019 2:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: RE: NTR

Hi Nathalie.

I called [redacted] back. He will not be able to make the meeting tomorrow but noted that there are a lot of vehicles shortcutting through the alley north of Circle Drive between Preston Avenue and Clarence Avenue. He suggested that posts be installed at each intersection along this alley to discourage drivers from using it as a thoroughfare.

I let him know that his comments have been noted and added to the project file.

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

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

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From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Wednesday, May 15, 2019 11:17 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: FW: NTR 78 Riel Cres

Hi Mariniel,
Can you please ensure that [redacted] received a response?

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

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

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From: Kowalchuk, Amy
Sent: Wednesday, May 15, 2019 8:36 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: NTR

Good Morning,

called again. He has submitted a couple emails and phone calls and has still not heard back from anyone even though it's been 15 days. The email he originally sent told him he would receive a reply within 5 business days. feels that his concerns have fallen on deaf ears and is not sure why the City has asked for his opinion if they are not going to take it seriously. It would be nice if he could actually speak to someone in the NTR department.

Please call John back at

Thank you,

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From:
Sent: Thursday, May 16, 2019 12:39 PM
To: Flores, Mariniel; Baudais, Nathalie
Subject: Nutana Park NTR

Hi Mariniel and Nathalie, I live in Nutana Park and had hoped to attend the NTR meeting
but I am not available tonight.

I was just taking a look at the Engage page and read through the comments.
, near the south end of the street, so I share some of the concerns listed by

My street is an L-shaped crescent that connects to Wilson and Preston. Several years ago, the Preston-Dumont intersection was changed to right-in-right-out, with a u-turn lane for southbound traffic just prior to the Dumont corner. This seems to have been very successful in getting traffic off of our street because northbound traffic must go to Wilson, then turn south, which means no northbound shortcutters are driving on our block. However, speeding is sometimes an issue on the block. My sense is that the majority of vehicles are not speeding, but some are very aggressive in coming around the 90-degree bend in the crescent and definitely go too fast. A turn sign was added a couple years ago for southbound traffic. Still, I often see drivers whip around that corner quickly. There is an apartment building at the Preston corner, which may account for some of these drivers.

I'm assuming it's outside of the NTR, but turning right from Dumont onto Preston can sometimes be dangerous when vehicles appear to be intending to stay in the left lane to proceed southbound into Stonebridge, then quickly move into the right lane without signalling to take the westbound Circle Drive exit. Perhaps lane lines on Preston at this point where it expands into multiple lanes could help make drivers' intentions more clear.

I also sometimes feel like I'm going to get rear-ended when I am driving southbound on Preston and signalling right, with drivers following closely behind me thinking I am signalling to take Circle Drive, not Dumont.

And, also outside of the NTR, I'm also concerned about the Wilson-Preston intersection and, specifically, turning northbound from Wilson onto Preston. Most of the time it is alright. It's just during times when Preston is busy or there is inclement weather/road conditions that vehicles can quickly back-up on Wilson.

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, May 16, 2019 3:19 PM
To: Flores, Mariniel
Subject: FW: Nutana Park Traffic Review

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

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

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From:
Sent: Thursday, May 16, 2019 2:39 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Nutana Park Traffic Review

Hello,

I would like to mention the traffic flow congestion at the intersection of Wilson Cres and Preston Ave South. This is a T shaped intersection, with a small breakaway spot at the boulevard / median between the south and north traveling traffic. With the surge in the density of Stonebridge (10,000 plus residents), this intersection does not adequately allow for traffic to access Preston Ave heading north from Wilson Cres, especially at busy times of day. Traffic turning south onto Preston Ave from the lights at the Arlington Ave intersection, and traffic heading north on Preston Ave from Stonebridge combine to make it extremely difficult to safely turn left from Wilson Cres onto Preston Avenue. Perhaps traffic lights at this intersection would help?

Thank you,

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Friday, May 17, 2019 11:23 AM
To: Flores, Mariniel
Subject: FW: Nutana Park

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

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

From:
Sent: Thursday, May 16, 2019 7:06 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Nutana Park

Hi I can't make it to the meeting this evening because I'm stuck working still but I wish I could come. My concern with the traffic issues on our street Wilson Crescent is people are speeding like crazy specially the city bus drivers are the worst ones out of all in the school zones. The people that do slow down you will see at least once a week people passing them! I've also contacted the Saskatoon police too also about these problems. It's getting ridiculous the way people are driving on our street! the corner of Wilson and Cumberland and in the last few years there has been a significant increase in traffic.

One thing I would like to see in the school zones on Wilson Crescent is like how you guys have on the other end of Wilson Crescent the speed bumps that controls people from speeding in the school zones and if too possible flashing 30km school zone signs in the neighbourhood. A few years ago you guys put these signs that made the road a little bit more narrower like one on Wilson and MacKenzie cres and also on Wilson and Cairns ave, Those didn't work. Anyways whatever you guys do can you guys at least make our street a crescent again not a full out busy street like Warman Road. There's too many kids playing and walking to and from schools and parks. Thanks again and feel free to contact me for more information anytime.

Flores, Mariniel

From:
Sent: Saturday, May 18, 2019 2:37 PM
To: Flores, Mariniel
Subject: NUTANA PARK

Importance: High

I have a few of things:

1. on Wilson Cres and when trying to turn North on Preston Ave it is next to impossible. Even when you are turning West from Preston onto Wilson. There needs to be some kind of controls at this corner. Preston Ave travelling north gets really backed up with cars trying to turn.
2. Snow Removal:
Wilson Cres. When your people come to clear the snow they pile it right in front of my house sometimes into my driveway. I am a senior citizen and I have to hire someone to move what the city has left. The next time I have to get it moved I will send the bill to the city for you to pay for your workers errors.
3. City Taxes:
There should be a senior discount on our taxes. We already live on a limited income. My taxes went up \$13 but my OAS won't go up that much. Where am I to get the extra income to pay that. The other thing I don't have children so why am I paying for the schools??

Please forward my concerns to the correct person so they can be addressed and please let me know. I can be reached at

Thanks

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Tuesday, May 21, 2019 10:42 AM
To: Flores, Mariniel
Subject: FW: Nutana Park

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

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

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From:
Sent: Friday, May 17, 2019 3:07 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Cc:
Subject: Nutana Park

Good Afternoon,

house backs onto the park, there is no signage in the lane way that says parking is prohibited. Last year had to call Police several times because there was a suspicious vehicle there and it turned out that it was someone that had an arrest warrant. Sometimes there are times where people have blocked their garage and she has had people park high up on her fence. She has called bylaw many times to come and ticket people as well. Would like no parking signs in the back lane. Seems to be a lot of issues with people parking in the back lanes surrounding the park. Would like no parking signs all around the park in the back lanes. People park so close to the lane entrance on the street that you can't see safely around the vehicles. Should be signage or curb painting or something to prevent people from parking so close to the lane entrance.

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Tuesday, May 21, 2019 10:44 AM
To: Flores, Mariniel
Subject: FW: Nutana Park traffic

Can you please provide them with a response? Thanks.

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

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

From:
Sent: Monday, May 20, 2019 9:12 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Nutana Park traffic

Hello,

Just wanted to provide a few comments about the traffic in our neighborhood.

1. At peak times in the day it can be very difficult to turn left (north) from Wilson Crescent onto Preston.
2. Riel Crescent and near the start there is a sign noting the speed limit is 50, likely because it is the end of a school zone; however it would be really nice if the speed limit remained 30 km/hr throughout the crescent. There is no need for cars to travel 50 on the crescent. There are tons of kids on our street and a reduced speed limit would be much appreciated.

Thanks for the opportunity to provide feedback!

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Tuesday, June 11, 2019 12:13 PM
To: Flores, Mariniel
Subject: FW: Nutana Park - Traffic Review

Nathalie Baudais, P.Eng. | tel 306.986.3097

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

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From: [mailto:]
Sent: Tuesday, June 11, 2019 10:33 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Nutana Park - Traffic Review

Thank you for reaching out to the community regarding concerns about traffic flow with the Nutana Park area.

in reading some of the comments online others have also mentioned our concerns, but I will reiterate them below along with a few more details and other ones:

- **Speed on Ruth Street AND Louise Avenue.** Without monitoring the speed no one can be sure, but I am fairly certain that vehicles are exceed the 50 km limit. This is especially concerning since both of these corridors have areas where they curve. Going 50 km on the curves is difficult and forces drivers to cut the curve, either going into the other lane or hugging the curb too much (the painted lines on the road also don't help as they don't split the road evenly - right around Jarvis). On Ruth Street (around Jarvis), there is a sign that recommends 30 km speed, but people rarely do this. As a result, people crossing at Jarvis and Ruth are very hesitant to do so unless the street is clear of all traffic. People are just not looking for pedestrian traffic.

Speed is generally the cause of most accidents along these two streets. The curves in the roads increase the likelihood of vehicles sliding, in winter conditions, or feeling like they are loosing control.

- **Stop sign at Ruth Street and Louise Avenue.** I have a perfect view of this intersection while I am doing dishes and would say that less than 10% of drivers come to a full stop at the stop sign. In fact, this morning a vehicle completely disregarded the stop sign and proceeded through the intersection to Murphy Crescent and a van that was travelling south-bound on Louise clipped it. Both vehicles are likely totaled and, thankfully, no one was seriously injured.

This is not the first time that accidents have occurred at this intersection. The house opposite us on Ruth Street has been run into twice, and the one next to it has also had a vehicle on their lawn. Our lawn has been crossed a number of times, by people going to fast and they end up cutting the corner. The fire hydrant at Murphy and Louise/Ruth was "taken out" about 6 months ago and may need to be replaced again (they just worked on it yesterday). To this day I am not sure how someone navigated their vehicle between a large bolder we have on the corner and our VERY tall spruce tree (but they did :)). We have also had vehicles hit parked vehicles on both Ruth and Louise around this corner.

- Snow clearing on Louise Avenue (near the Abilities Council and the French High School) are not done very well. This is on one of the curves leading up to Preston Avenue or, going the other direction, leading to Ruth Street. Often there is snow buildup along the sidewalk which forces vehicles to park further out into the street. Being that this is on a curve and icy and vehicles have trouble navigating when there is no snow, it makes the conditions even worse. Often vehicles park with their rear-end jutting out. a new driver) hated one truck that parked like this as always needed to be extra careful navigating around it (it was parked right on the curve almost every day). slow speed would then tick off the people behind creating even more frustration.

I would recommend that the "what's your speed" signs be placed on Louise Avenue and Ruth Street near the curves. I certainly appreciate the one on Ruth Street just before Broadway as it forces me to double check MY speed. I am not sure if bollards or speed bumps or boulevards help. The one on Louise Avenue on one of the curves, slows traffic down for a bit, but they speed right up when they get passed it and into a straighter stretch, which takes them to the Ruth Street corner.

One never knows what is the best, but overall, people need to slow down and plan their route and pay attention to driving.

If you want to reach out to me further, you can call me at or respond to this email. I was unable to make the meeting on May 16th, hopefully I will be able to make the next one.

Regards,

Flores, Mariniel

From: <>
Sent: Tuesday, June 11, 2019 9:15 PM
To: Flores, Mariniel
Cc:
Subject: Nutana Park Neighbourhood Traffic Review Process

Hello Mariniel,

weren't able to attend the Nutana Park Neighbourhood Traffic Review meeting on May 16th, but would like to provide some feedback and suggestions about traffic on the 2600 block of Cascade Street.

, right where Cascade and Blain Ave intersect. We're very concerned about the high speeds that vehicles travel (in both directions) when driving down Cascade Street or turning onto Blain Ave. At this intersection, there is only a yield sign for vehicles traveling east bound on Cascade Street.

On two occasions over the past year, we've had vehicles drive onto our front lawn because they going around the curve from Blain Ave onto Cascade Street much too quickly. This is very scary because there are many young families in the neighbourhood with small children who walk down Cascade Street to get to the Harold Tatler Parks and nearby schools.

After years of observing traffic speeding around this intersection, we feel strongly that a traffic circle would help slow traffic down at the three way intersection of Cascade Street and Blain Ave. Also, because Prince Phillip School and Harold Tattler Park South are just down the street, this block sees a lot of pedestrian traffic including small children and parents with strollers and seniors.

The other intersection we are concerned about is at the other end of our block- the three way intersection of Cascade Street and Estey Drive. Once again, traffic goes around this curve very quickly. We've had several occasions where vehicles have failed to stop while we were crossing Estey Drive to enter Harold Tatler Park and were nearly hit. As I mentioned previously, this is a high pedestrian traffic intersection with students traveling to and from Prince Phillip School.

We would suggest a traffic circle at this three way intersection or perhaps a three way stop. Or at the very least, there should be a painted pedestrian cross walk with curb extension going from Cascade Street into the park.

Finally, we would also support the city in lowering residential speed limits from 50km to 30km. 50km just seems too fast to be traveling in residential neighbourhoods, especially on narrow streets with parked cars on both sides of the road.

Hopefully these comments are useful in coming up with strategies to improve safe traffic flow and pedestrian safety.

We think these neighbourhood traffic reviews are a good idea and appreciate the opportunity to provide our feedback.

Thanks!

Flores, Mariniel

From: Baudais, Nathalie
Sent: Friday, June 21, 2019 3:44 PM
To: Flores, Mariniel
Subject: Fwd: Traffic concerns

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

From: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Date: 2019-06-21 1:16 PM (GMT-06:00)
To: "Baudais, Nathalie" <Nathalie.Baudais@Saskatoon.ca>
Subject: FW: Traffic concerns

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

From: _____
Sent: Friday, May 17, 2019 10:30 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns

on Woodward Ave....speeding is a big concern on this street. Including the many school buses that go by every morning after dropping kids off at the French school. The 50km sign is one house down from me so there is no way they can get to the speed they fly by my house! Also many cars do the same. We also feel the buses do not need to go down our street... they can go straight to Preston and turn there but probably are avoiding the lights. Our house shakes when they fly by... If the police were sitting on the street I'm sure they could ticket every bus that goes by, I have never counted the buses but there's probably 6-7 or more. Hopefully something gets done about this. A lot of vehicles coming from the south fly by all day long. Another issue....our back alley is too closed in. Trees in the park next to the alley are getting much too thick. People were living in the bush last year...not cool!! I feel the trees should be thinned out somewhat to avoid this from happening.

Thank you

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Monday, June 24, 2019 10:25 AM
To: Flores, Mariniel
Subject: FW: Nutana - Draft Neighbourhood Traffic Plan

Nathalie Baudais, P.Eng. | tel 306.986.3097

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

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From: |
Sent: Friday, June 21, 2019 7:06 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Re: Nutana - Draft Neighbourhood Traffic Plan

I never received any info about this first meeting.
what I feel is needed.

Jarvis Drive 2700 block. I will endeavour to give my opinions

On Jun 21, 2019, at 2:38 PM, City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca> wrote:

Good Afternoon,

Thank you to all attendees of our first community meeting and to those who sent in transportation concerns for the Nutana Park Neighbourhood Traffic review. The Transportation Division will use this feedback along with traffic data and field observations to develop a Draft Neighbourhood Traffic Plan with recommendations. If you were unable to attend the first community meeting or would like to revisit what was discussed, see the [meeting presentation](#) and [minutes](#). It is also available online at saskatoon.ca/NTR.

The second community meeting will be held on Monday, October 7 at 7:00 p.m. at Nutana Park Mennonite Church. Community residents are invited to join us to review the draft plan.

Comments are now closed on the [Nutana Park Engage Page](#). We will be opening comments once more after the second community meeting.

If you have any questions or concerns please feel free to contact me.

Regards,

Mariniel

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

Transportation Engineer

Transportation, Transportation & Construction Department

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

Treaty 6 Territory & Homeland of the Metis

NTR@saskatoon.ca

www.saskatoon.ca

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Flores, Mariniel

From: Baudais, Nathalie
Sent: Friday, June 28, 2019 10:32 AM
To:
Cc: Flores, Mariniel
Subject: RE: Signage requests

We will include this in the Nutana Park NTR.

Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)

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

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From:
Sent: Friday, June 28, 2019 10:26 AM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Subject: FW: Signage requests

Anything we can do here?

From:
Sent: Friday, June 28, 2019 8:48 AM
To: _____ ; Loewen, Mairin (City Councillor) <Mairin.Loewen@Saskatoon.ca>
Cc:
Subject: FW: Signage requests

Hi Councillor Loewen,

Thank you for your email concern; I have forwarded this item on to our Transportation Customer Service Team to take the lead on.

Thanks,

Assistant to Angela Gardiner, General Manager
Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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From: Loewen, Mairin (City Councillor)
Sent: Thursday, June 27, 2019 3:41 PM

To:

Subject: Signage requests

Hi there,

Passing along two signage requests around Harold Tatler Park:

- Could the no parking signage in the back lanes around the park be extended to behind Estey Drive? There is parking happening in the lane during ball tournaments
- The no parking signs surrounding the crosswalk on Jarvis (between Harold Tatler North and South) were apparently knocked down during the winter and haven't been replaced – could this be inspected?

Thanks,

Mairin

Mairin Loewen

City Councillor, Ward 7

306.229.5298

222 3rd Avenue North

Saskatoon, SK

S7K 0J5

Flores, Mariniel

From: Flores, Mariniel
Sent: Fridav. Julv 12, 2019 10:26 AM
To:
Subject: RE: Nutana improvements

Hi

I called [redacted] back and left a voice mail letting him know he can leave his traffic concerns with me to review.

Thanks!

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

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

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From:
Sent: Monday, July 08, 2019 11:30 AM
To: Flores, Mariniel <Mariniel.Flores@Saskatoon.ca>
Subject: Nutana improvements

Hey Mariniel,

[redacted] from [redacted] is very concerned that he wasn't notified about the meeting regarding the improvements for Nutana. He is wondering if/when the next meeting will be or where he can voice his concerns. Are you able to help him?

Thanks,

Customer Care Agent
Service Saskatoon Customer Care Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From: Baudais, Nathalie
Sent: Tuesday, July 30, 2019 9:28 AM
To:
Cc: Flores, Mariniel
Subject: RE: Back alley signage for Herald
Tatler Park
Attachments: RE: Signage requests; RE: Nutana Park

As mentioned in June (attached email), this will be tied into the Nutana Park NTR. I told Customer Service that this would be included in the NTR in May (attached email).

Can you please let know that we'll be presenting the draft traffic plan at the second NTR meeting, scheduled for Tuesday, October 7 at Mennonite Church at 7:00pm?

Nathalie Baudais, P.Eng.

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
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www.saskatoon.ca

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From:
Sent: Tuesday, July 30, 2019 9:04 AM
To: Baudais, Nathalie
Subject: FW: Back alley signage for Herald Tatler Park

Got anything on this one?

From: TC - Councillor Correspondence
Sent: Monday, July 29, 2019 1:21 PM
To:
Cc:
Subject: RE: Back alley signage for Herald Tatler Park

Good afternoon
Thank you for sharing this concern; it has been forwarded to Transportation for review and response.

Sincerely,

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

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From:

Sent: Monday, July 29, 2019 11:32 AM

To: TC - Councillor Correspondence <tuCC@Saskatoon.ca>

Cc:

Subject: Back alley signage for Herald Tatler Park

Good Morning Transportation and Construction:

This resident called this morning very frustrated as she's been calling since last summer regarding the above, and since May 17 this year, without success:

- edge of Herald Tatler Park (west side)
- All the other back alley's surrounding the Park have signage that state "no parking in the lane" except hers
- There was an open house regarding this in the Spring that could not attend but called the # on the flyer and provided her feedback – has not heard anything
- Resident has phoned Traffic Dept twice – May 17 & June 17 – they took down her info but has not had a response back
- Made several calls to Parking Enforcement last year as well as a lot of people illegally park in the back lane and can't get out of her garage
 - called Parking on July 2 this year as a city worker was parked in the back lane – filling up the padding pool
- There are constant parking violations due to ball games, paddling pool, people coming in and out of the park
- Resident commented even had to involve the Police last year as a gentlemen was parking there illegally and involved in some suspicious activity – he was eventually caught by the Police
- Resident comment ' feels is being ignored"
- Signage was put in the alley the east side last year – noticed it earlier this summer – wasn't sure when the signage was put there
- Why wasn't the whole park done at the same time ?

Resident would like a call back as to if and when (the week of) signage is going to be placed in that back alley. Please provide update to Councillor and myself so I can close the file. Thank you.

Councillors' Assistant, City Clerk's Office
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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Flores, Mariniel

From:
Sent: Friday, August 30, 2019 4:55 PM
To: Flores, Mariniel
Subject: Fwd:

Begin forwarded message:

From:
Date: August 30, 2019 at 4:32:39 PM CST
To:
Subject:

Hi

I am sending you this picture as requested by the engineer that you sent out to see me
Please follow up with and notes about this picture
Thank you and I look forward to further communication with you and your office



Flores, Mariniel

From:
Sent: Tuesday, September 03, 2019 12:25 PM
To:
Subject: RE: Estey drive back ally

Thanks , I will share this with the Engineer

From:
Sent: Tuesday, September 3, 2019 12:03 PM
To: '
Subject: Estey drive back ally

Hi
FYI as you can see there was a car park in the back alley as they enjoyed the playground and as you can see it was recycling day. Altho the recycling was already picked up it would have cause some problems
I call parking enforcement but it took them 20minutes to response and the car had left



Sent from my iPhone

Flores, Mariniel

From:
Sent: Wednesday, September 18, 2019 4:38 PM
To: Flores, Mariniel
Subject: Question

on the 1900 block of Adelaide. The traffic lights installed on the intersection of Adelaide and Preston have been long time coming and great for the safety of everyone. still have traffic speeding west on Adelaide down our street trying to maybe dodge the heavier traffic flowing into the Stonebridge area south bound on Preston . Is there any solution to help reduce impatient drivers speeding on our residential street?

Thank-you,

Sent from my iPhone

Flores, Mariniel

From:
Sent: Wednesday, September 18, 2019 9:43 PM
To: Flores, Mariniel
Cc:
Subject: Murphy Crescent

Hi,

I am writing about the Nutana park traffic review for Murphy Crescent.

Over the past couple of years, many houses on the Crescent have been bought by young families. There are now young children riding bikes, walking, and playing hockey every day. Almost every other house has kids under the age of 10 now.

My concern is the speed at which some cars come around the bend. I believe we need some signs that either say that there are children at play, reduce the speed to 30, or even add some speed bumps.

I personally feel like we have to treat our Crescent like a busy street because people come too fast around the corners and do not expect so many children.

Please consider this issue in your final plan.

Thank you,

Flores, Mariniel

From: [REDACTED]
Sent: Saturday, September 21, 2019 9:19 AM
To: Flores, Mariniel
Subject: Neighbourhood Traffic Review-Nutana Park

Mariniel,

I appreciate the opportunity to express my concerns about traffic in my neighbourhood. I have serious concerns about the intersection at Jarvis and Ruth. Drivers proceeding east-bound towards Louise frequently cut the turn too sharply and drive into the westbound lane. In my opinion, a small median island should be installed to delineate the lanes at that turn. I noticed in the comments section that other have concerns here as well.

At the other end of Jarvis where it intersects with Preston Ave. there is a concern. There should be a left turning lane off of Preston heading northbound to improve safety and avoid collisions. Again, others have pointed their concerns about this location.

I have concerns about the speed of drivers on Jarvis Dr. passing the playground at the west end of Harold Tatler Park.

The surface on Cumberland has too many undulations. There are some severe undulations on Louise Ave. near Nordon's Drug Store.

Blaine needs resurfacing.

Thank you for your time and consideration

Flores, Mariniel

From:
Sent: Monday, September 30, 2019 12:56 PM
To: Flores, Mariniel
Subject: nutana park traffic review

good afternoon,

I am writing in about Nutana park traffic review.

Woodward is just 2 blocks long. there are school buses that pass twice a day that are very loud and shake the ground. This is new occurrence, they did not always take this route.

There has been issue with the street, the pavement and fire hydrant. Since preston is less than 1/2 a block (2 houses) over and is setup for heavy traffic would it not be better to use preston instead of Woodward.

Louise to Preston then down Wilson to the other school and avoid the residential streets.

louise, preston and wilson are all main arteries and would be able to handle the traffic

thank you for your time

thank you so very much

Flores, Mariniel

From:
Sent: Monday, October 07, 2019 2:48 PM
To: Flores, Mariniel
Subject: ENGAGE

happy with the traffic lights at Preston & Adelaide, although I still think that the lights siphon too many vehicles onto Adelaide instead of N & S on Preston. Thank goodness we are not on the 17, 18 and 1900 block of Adelaide because they likely get more traffic. Who likes to drive through a school zone, right? I know I avoid them like the plague.

Sorry I couldn't be there tonight.

Flores, Mariniel

From:
Sent: Monday, October 14, 2019 1:56 PM
To: Flores, Mariniel
Subject: Nutana traffic meeting oct 7

Hello Mariniel

As discussed in our group about Taylor and Preston bus stop south on Preston we suggest it be move close to the power substation BUT as I mention parking for the students st Walter Murray is very limited so it would be better to move that bus stop on the north side of Preston and Taylor as the students tend not to park there
Thanks for letting us discuss beyond our area

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• 7 months ago • edited

I just noticed Preston Ave. isn't included in the review, but as per other comments about the left turns from Jarvis and Wilson, as well as what I have to say following this, are the only concerns I notice with frequency in the area. The crosswalk at East Dr. crossing Preston Ave. is not respected by drivers a lot of time. It needs to be more visible. The issue of drivers passing people in the parking lane happens here as well when cars are stopped for pedestrians to cross. This has resulted in scary moments trying to cross with children going to school. Simply not a safe crosswalk at busy hours Or at night.



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Hello ,

An Active Pedestrian Corridor is scheduled for installation at the Preston Avenue & East Drive intersection this year. This device has overhead pedestrian signs, downlighting to illuminate the crosswalk and when a pedestrian pushes the button, amber beacons flash overhead to alert drivers of their presence.

• 7 months ago

I agree with regarding the East Dr crossing on Preston. Visibility can be an issue, especially being a wide street with lots of traffic. Perhaps a pedestrian corridor or signals would be helpful there.

I'll also add yet another voice on the Preston/Wilson intersection, particularly with respect to pedestrians. There is so much going on at that intersection that, as a driver, I find it difficult to notice pedestrians waiting to cross there, especially driving northbound where the road splits.



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Hi ,

An Active Pedestrian Corridor is scheduled for installation at the Preston Avenue & East Drive intersection this year. This device has overhead pedestrian signs, downlighting to illuminate the crosswalk and when a pedestrian pushes the button, amber beacons flash overhead to alert drivers of their presence.

Pedestrian accommodation at the Preston Avenue & Wilson Crescent intersection will be considered as part of the intersection review.

• 7 months ago • edited

Hi Nathalie, I see from the other comments that Preston Ave will be considered separately. I would still like to comment though that I'd very much like to see a left turn bay northbound on Preston to turn left onto Jarvis Drive. I turn left from Preston onto Jarvis daily and am unnerved by drivers behind me who don't seem to want to slow down, either pressuring me from behind or swerving around my right side at full speed. Yesterday I was waiting in the intersection and had another left-turning vehicle pull directly in beside me, trying to get out of Preston traffic to also make this turn.

The other issues I'd like to mention are on Ruth St at the Jarvis intersection and the Louise intersection.

In front of the church at Jarvis, Ruth Street vehicles tend to not slow down at the curve, which results in cutting the corner. Eastbound traffic moves onto the wrong half of the road, westbound cuts very close to the curb. Both are concerning for pedestrians trying to use the crosswalk. It can also be contentious for Westbound traffic trying to turn left onto Jarvis, facing oncoming traffic which looks like it's going to come head-on.

I've also found this with northbound Louise traffic turning left onto Ruth Street. I've been on Ruth St, stopped at the stop sign to turn right (south) onto Louise and have a driver turning left in front of me cut the corner so tight I'm afraid I'm going to get hit.

I know those small medians which try to inhibit such things can be problematic but I'm not sure what else would get drivers to slow down and take their corners safely.

Thanks for the chance to give input.



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Thank you for your comments, ! We have heard about this stretch of Ruth Street from others as well. We will include a review of the Ruth Street & Jarvis Drive intersection and the Ruth Street & Louise Street intersection in the neighbourhood traffic review.

Your comments for Preston Avenue & Jarvis Drive will be filed for the arterial corridor process.

• 7 months ago • edited

Hi Nathalie, Further to comments below, Wilson onto Preston is a problem and needs a safety review. Frequently drivers u-turn on preston northbound then use the turning land onto Wilson Crescent to u-turn back onto Preston Ave. southbound. This is dangerous and has caused more than a few incidents and near misses. This is also a safety issue as the cross walk is thru the turning lane. During rush hours and recently with construction/closures along Preston Avenue, traffic will build up down Wilson Crescent from drivers waiting to make a left hand turn onto Preston Avenue. Often there are vehicles parked on the south side of Wilson Crescent approaching Preston Avenue, blocking the lane for those wishing to turn right onto Preston Ave. As a result many drivers use my street, (Dumont Crescent) as a thru street to get onto Preston Ave further to the south. We have frequent vehicles using Dumont as a by-pass, which increases traffic, many of them greatly exceed the neighbourhood speed limits and drive with undue care and attention for neighbourhood kids, and pets that may along the street, and driving at excessive speeds as they do generates excessive engine noise and disrupts what is normally a quiet street. I think Dumont Crescent would benefit from some form of traffic calming, perhaps a pair of speed bumps, one in the middle of the crescent and one at the south end just before the left hand turn towards Preston Avenue to encourage slower and safer speeds on the residential street and to reduce thru traffic.



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Hi

The Preston Avenue & Wilson Crescent intersection will be reviewed through a separate program since Preston Avenue is an arterial corridor.

Dumont Crescent will be included as one of the locations for review in the neighbourhood traffic review study.

Thanks for sharing your experiences and concerns with us.

• 7 months ago

On the whole I feel the traffic works quite well in this neighbourhood. I almost never observe drivers exceeding the speed limit. Occasionally rowdies, shall we call them, will continue onto Murphy Crescent from Ruth Street and this is worrisome as there are more kids in the area

now. Yes, some people, me included, will take Haultain Avenue if Clarence Avenue is busy going north, but the street is so undulating that overall few seem to do this, so I do not see it as an issue. The spruce tree at the southwestern corner of Ruth and Murphy should have the lower branches removed for better visibility at the corner. This sort of thing might be monitored better. For better flow heading south at the intersection of Preston Avenue and Main Street and Preston and Adelaide Avenue, the parking in front of the churches might be moved north a bit so people can move into the right lane a bit sooner – traffic slows in those intersections. It is not necessary to reduce speed to 40 kph, add speed bumps or bike lanes.



Nathalie Baudais, Transp. Eng. Mod • 7 months ago

Thanks for the feedback, . We will review the visibility at the intersection of Ruth & Murphy to see if the tree requires trimming.

Preston Avenue is an arterial corridor so falls outside of the scope of the neighbourhood traffic reviews. Preston & Adelaide is scheduled for traffic signals this year. Parking restrictions will be reviewed as part of that design.



• 8 months ago

I run a small business from home, like many other small construction businesses sometimes I need to have a trailer or truck parked on the street in front of my house as I can't afford a commercial business quite yet. My street, Cumberland Ave has lots of parking spots, most of my neighbors park into the driveways, but yet the city is constantly ticketing me for parking on the street. REALLY, I am not parking a fleet of trucks or leaving trailers unattended. SASKATOON needs to find money grabs elsewhere instead of fining hard working businesses trying to make a living.



Nathalie Baudais, Transp. Eng. Mod • 7 months ago

Hello ,
Vehicles parked on the street must abide by the Traffic Bylaw 7200, which can be accessed online at:

<https://www.saskatoon.ca/sites/default/files/documents/city-clerk/bylaws/7200.pdf>

Some excerpts that may explain why you are being ticketed:

Part IV - Stopping and Parking

Section 21 lists the maximum dimensions that are permitted on the street. If your combined truck and trailer is longer than six metres, it cannot be parked for more than one hour in a residential area.

Schedule No. 1 lists the No Parking areas which includes defined distances from driveways, intersections, alleys, etc.



• 8 months ago

Drivers pulling into the right hand turning lane to drive straight through at all intersections is a major issue. Need right turn only lane signs put up. Bad intersections: Clarence & Ruth, Taylor & Cumberland



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Hello

The Neighbourhood Traffic Review will focus on local and collector streets in the neighbourhood. These intersections are on the arterial road network.

Can you please clarify your concern with drivers going straight in the curb lane? Are they going around left turning vehicles?

Thanks,
Nathalie



Nathalie Baudais, Transp. Eng. • 7 months ago

Nathalie, Yes drivers are often going around left turning vehicles, but they are not stopping and then slowing going around them, they pull into the curb lane regardless of the left turning vehicle or not as they are only wanting to beat all the traffic in the line which some may be turning left. Many drivers zip through in the curb lane without any concern that a left turning vehicle from the other direction can not see them speeding through. That in turn holds up all the other traffic in the intersection as they all fear an accident.



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Thanks for clarifying, ! It is difficult to engineer a solution to correct driving behaviours like these. I will record your comment for consideration through the arterial corridor process.

• 8 months ago

The intersection of Preston Avenue and Wilson Crescent is very problematic for those wanting to turn left onto Preston from Wilson. I've seen many near-misses there. One of the issues I've noted is that those turning left from Wilson don't always seem to understand that they have to yield to those turning left from Preston onto Wilson.



Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Hello The Neighbourhood Traffic Review will focus on local and collector roads within the neighbourhood. We've heard many concerns regarding the intersection of Preston Avenue & Wilson Crescent from Nutana Park residents as well as Eastview residents. This intersection will be reviewed through a separate program.



Nathalie Baudais, Transp. Eng. Mod • 9 months ago

We are collecting comments through emails, phone calls, the Engage page discussion and the upcoming public meeting. 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.