

# Sutherland Industrial Area Traffic Review



# Sutherland Industrial Area Traffic Review

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## Authorization

Prepared By:



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Checked By:



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### Acknowledgements

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

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

### Executive Summary

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

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within the Sutherland Industrial Area. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by road users in the industrial area. Based on the road users' input and the completed traffic assessments, a Traffic Plan was developed and presented to the stakeholders in an online presentation in February 2021 via the Engage page.

A summary of recommended improvements for the Sutherland Industrial Area is included in Table ES-1. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the Traffic Calming Guidelines and Tools document, the time frame may range from short-term (1 to 2 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 Sutherland Industrial Area Traffic Plan is illustrated in Exhibit ES-1.

## Sutherland Industrial Area Traffic Review

Table ES-1: Sutherland Industrial Area Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	105 <sup>th</sup> Street	Speed display board facing both eastbound and westbound traffic on the 100 block	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
2	103 <sup>rd</sup> Street	Speed display board facing both eastbound and westbound traffic on the 300 block	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
3	103 <sup>rd</sup> Street and Packham Avenue	Parking restrictions of 28 metres on north side of 103 <sup>rd</sup> Street, east of intersection	Increase sight distance at intersection
4	103 <sup>rd</sup> Street	Sidewalk to be installed as per the Sidewalk Infill Program Pedestrian accessible ramps to be installed as per Curb Ramp Program	Improve pedestrian accessibility and safety
	Packham Avenue, East side		
	Joseph Okemasis Drive, East side		

# Exhibit ES-1: Sutherland Industrial Area Traffic Plan



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/sutherland-industrial](http://www.saskatoon.ca/engage/sutherland-industrial)

## SUTHERLAND INDUSTRIAL

## Contents

Executive Summary.....	iii
1. Introduction .....	1
2. Identify Issues, Concerns and Possible Solutions.....	2
2.1. Speeding and Shortcutting .....	2
2.2. Pedestrian Safety .....	2
2.3. Parking .....	2
2.4. Major Intersections and Corridors .....	3
3. Develop Draft Traffic Plan .....	4
3.1. Methodology.....	4
3.2. Traffic Volume and Speed Assessments.....	4
3.3. Traffic Control Assessments.....	6
3.4. Collision Analysis .....	7
4. Present Traffic Plan .....	8
4.1. Methodology.....	8
4.2. Speeding and Shortcutting .....	8
4.3. Pedestrian Safety .....	9
4.4. Parking .....	9
4.5. Follow-up Consultation – Presentation of Traffic Plan .....	9
4.6. Engagement Summary.....	10
5. Implementation .....	11

## List of Figures

Exhibit ES-1: Sutherland Industrial Area Traffic Plan .....	v
Exhibit 5-1: Recommended Sutherland Industrial Area Traffic Plan .....	14

## List of Tables

Table ES-1: Sutherland Industrial Area Recommended Improvements .....	iv
Table 3-1: City of Saskatoon Street Classifications and Characteristics .....	5
Table 3-2: Speed Studies and Average Daily Traffic Counts (2020) .....	6
Table 3-3: All-Way Stop Warrant Criteria .....	6
Table 3-4: All-Way Stop Warrant Condition Requirements.....	7
Table 4-1: Recommended Improvements – Speeding and Shortcutting .....	8
Table 4-2: Recommended Improvements – Pedestrian Safety .....	9
Table 4-3: Recommended Improvements – Parking .....	9
Table 4-4: Engagement Summary .....	10
Table 5-1: Signs and Temporary Traffic Calming Cost Estimate .....	11
Table 5-2: Pedestrian Accessible Ramps and Sidewalks Cost Estimate.....	12
Table 5-3: Total Cost Estimate .....	12
Table 5-4: Sutherland Industrial Area Recommended Improvements .....	13

## List of Appendices

APPENDIX A: Public Meeting #1 – August 26, 2020
APPENDIX B: Traffic Data Collection
APPENDIX C: All-Way Stop Assessments
APPENDIX D: Collision Analysis
APPENDIX E: Online Presentation – February 12, 2021
APPENDIX F: Decision Matrix
APPENDIX G: Additional Concerns Received After Presentation of Draft Plan
APPENDIX H: Stakeholder Comments



### 1. Introduction

As the City of Saskatoon continues to grow, many industrial areas face issues such as pedestrian safety, parking, and increased speeds. In August 2013, City Council adopted the City of Saskatoon Traffic Guidelines and Tools that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. In 2016, the successful Neighbourhood Traffic Review program was expanded to include industrial neighbourhoods. Prior to this, traffic issues in industrial areas 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 stakeholders in a collaborative manner. Accordingly, this report provides the Traffic Plan for the Sutherland Industrial Area.

The Sutherland Industrial Area is bound by College Drive to the south, Central Avenue to the west and CP Rail tracks to the north and east. The land use is primarily industrial and commercial.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

## 2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in August 2020 to identify traffic concerns within the Sutherland Industrial Area. At the meeting, business owners, employees, and road users were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

### 2.1. Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through an area 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.

Stakeholders expressed concerns with speeding on 105<sup>th</sup> Street.

### 2.2. Pedestrian Safety

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

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

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

- Intersection of Packham Avenue and 103<sup>rd</sup> Street
- Joseph Okemasis Drive

Stakeholders suggested that sidewalks be added.

### 2.3. 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 on Joseph Okemasis Drive.

Stakeholders suggested that parking restrictions be installed overnight.

### 2.4. Major Intersections and Corridors

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

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

- Central Avenue and College Drive
- College Drive and McKercher Drive

Proposed solutions identified by residents:

- Adjust traffic signal timing
- Introduce right turn arrow
- Remove traffic signals

### 3. Develop Draft Traffic Plan

#### 3.1. Methodology

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

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

The following sections provide details on the data collected for 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 streets are classified typically as either local, collector, or arterial streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in Table 3-1.

## Sutherland Industrial Area Traffic Review

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

Characteristic	Classifications									
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major		
<b>Traffic Service Function</b>	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	
<b>Land Service/ Access</b>	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access	
<b>Typical Traffic Volume (veh/day)</b>	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000	
<b>Traffic Flow Characteristics</b>	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)	
<b>Typical Posted Speed Limit (kph)</b>	20		50		50		50 to 70		80 to 90	
<b>Typical Vehicle Type</b>	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	
<b>Desirable Network Connections</b>	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/ Expressways	
<b>Transit Service</b>	Not permitted		Generally avoided		Permitted		Permitted		Express buses only	
<b>Cyclist Facilities</b>	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*	
<b>Pedestrians Facilities</b>	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*	
<b>Typical Parking Restrictions</b>	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	
<b>Minimum Intersection Spacing (m)</b>	As needed		60		60		200	400	800 or 1,600 between interchanges	
<b>Typical Right-of-Way Width (m)</b>	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 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Sutherland Industrial Area is 50 kph.

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

## Sutherland Industrial Area Traffic Review

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
103 <sup>rd</sup> Street	Packham Avenue and Jessop Avenue	Collector	1,694	58
105 <sup>th</sup> Street	Central Avenue and Jessop Avenue	Collector	5,397	59

### 3.3. Traffic Control Assessments

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

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

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

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

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

Results of the studies are shown in Table 3-3 and Table 3-4. Details of the all-way stop assessments are provided in **Appendix C**.

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
103 <sup>rd</sup> Street and Packham Avenue	258	2,660	3	Criteria not met
105 <sup>th</sup> Street and Joseph Okemasis Drive	902	9,150	0	Criteria met. Continue to step 2

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

## Sutherland Industrial Area Traffic Review

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
105 <sup>th</sup> Street and Joseph Okemasis Drive	16%	180 m	All-way stop not warranted

### 3.4. Collision Analysis

The most recently available five-year collision data (2015 to 2019) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. 103<sup>rd</sup> Street and Packham Avenue had two or more collisions per year.

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

## 4. Present Traffic Plan

### 4.1. Methodology

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

- Based on the assessments, prepare a draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the businesses, employees and road users.
- Circulate the draft plan to the civic departments for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

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

### 4.2. 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
105 <sup>th</sup> Street	Speed display board facing both eastbound and westbound traffic on the 100 block	Reduce speeds
	Forward speed data to Saskatoon Police Service to consider for enforcement	
103 <sup>rd</sup> Street	Speed display board facing both eastbound and westbound traffic on the 300 block	Reduce speeds
	Forward speed data to Saskatoon Police Service to consider for enforcement	



### 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
103 <sup>rd</sup> Street	Sidewalk to be installed as per the Sidewalk Infill Program Pedestrian accessible ramps to be installed as per Curb Ramp Program	Improve pedestrian accessibility and safety
Packham Avenue, East side		
Joseph Okemasis Drive, East side		

### 4.4. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-3.

*Table 4-3: Recommended Improvements – Parking*

Location	Recommended Improvement	Justification
103 <sup>rd</sup> Street and Packham Avenue	Parking restrictions of 28 metres on north side of 103 <sup>rd</sup> Street, east of intersection	Increase sight distance at intersection

### 4.5. Follow-up Consultation – Presentation of Traffic Plan

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

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

## 4.6. Engagement Summary

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

*Table 4-4: Engagement Summary*

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1</b> August 26, 2020 Online 1 attendee	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Virtual Presentation</b> February 12, 2021	To present the draft traffic plan	Presentation and draft traffic plan included in <b>Appendix E</b>

Stakeholders in the Sutherland Industrial Area were notified of the project via:

- a flyer delivered to each business in the area;
- City of Saskatoon events calendar, [saskatoon.ca/engage](http://saskatoon.ca/engage), and [saskatoon.ca/NTR](http://saskatoon.ca/NTR);
- billboards placed on 105<sup>th</sup> Street prior to the first meeting; and
- notifying the appropriate City Councillor.

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

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

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

- [saskatoon.ca/engage](http://saskatoon.ca/engage) webpage;
- report a traffic issue application;
- written submissions at the meeting;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Business owners, employees, or road users who could not attend the meetings were able to view the meeting materials and provide feedback via the City’s [saskatoon.ca/engage](http://saskatoon.ca/engage) webpage, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix H**.

## 5. Implementation

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

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

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

- Table 5-1: Signs and Temporary Traffic Calming Cost Estimate
- Table 5-2: Pedestrian Accessible Ramps and Sidewalks Cost Estimate
- Table 5-3: Total Cost Estimate

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

Location	Device	Cost Estimate	Implementation Goal
103 <sup>rd</sup> Street and Packham Avenue	No Parking Sign	\$250	1 to 2 years
103 <sup>rd</sup> Street on the 300 block (eastbound and westbound)	Speed Display Board (2)	\$0 (Ten devices purchased in 2017 are relocated annually.)	
105 <sup>th</sup> Street on the 100 block (eastbound and westbound)	Speed Display Board (2)	\$0 (Ten devices purchased in 2017 are relocated annually.)	
<b>Total</b>		<b>\$250</b>	

## Sutherland Industrial Area Traffic Review

Table 5-2: Pedestrian Accessible Ramps and Sidewalks Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
103 <sup>rd</sup> Street	Sidewalk both sides (1,345 m)	\$1,345,000	5+ years
	Pedestrian accessible ramps (10)	\$35,000	
Packham Avenue, East side	Sidewalk east side (268 m)	\$268,000	
	Pedestrian accessible ramps (2)	\$7,000	
Joseph Okemasis Drive, East side	Sidewalk east side (360 m)	\$360,000	
	Pedestrian accessible ramps (2)	\$7,000	
<b>Total</b>		<b>\$2,022,000</b>	

Table 5-3: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs and Temporary Traffic Calming	\$250	-	-
Sidewalks			\$2,022,000
<b>Total</b>	<b>\$250</b>	<b>\$0</b>	<b>\$2,022,000</b>

The total cost estimate for short-term improvements (signs and temporary traffic calming) is \$250. The total cost estimate for medium and long-term improvements (pedestrian accessible ramps and sidewalks) is \$2,022,000.

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

The resulting recommended Sutherland Industrial Area Traffic Plan is illustrated in Exhibit 5-1.

## Sutherland Industrial Area Traffic Review

Table 5-4: Sutherland Industrial Area Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	105 <sup>th</sup> Street	Speed display board facing both eastbound and westbound traffic on the 100 block	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
2	103 <sup>rd</sup> Street	Speed display board facing both eastbound and westbound traffic on the 300 block	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
3	103 <sup>rd</sup> Street and Packham Avenue	Parking restrictions of 28 m on north side of 103 <sup>rd</sup> Street, east of intersection	Increase sight distance at intersection
4	103 <sup>rd</sup> Street	Sidewalk to be installed as per the Sidewalk Infill Program Pedestrian accessible ramps to be installed as per Curb Ramp Program	Improve pedestrian accessibility and safety
	Packham Avenue, East side		
	Joseph Okemasis Drive, East side		

# Exhibit 5-1: Recommended Sutherland Industrial Area Traffic Plan



## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- EXISTING TRAFFIC SIGNAL
- 🚶 EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- Ⓝ RECOMMENDATIONS
- PROPOSED SIDEWALK LIMITS

FOR COMMENTS & INFORMATION VISIT:

[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

[www.saskatoon.ca/engage/sutherland-industrial](http://www.saskatoon.ca/engage/sutherland-industrial)

# SUTHERLAND INDUSTRIAL

# Appendix A

Public Meeting #1 – August 26, 2020

# CITY OF SASKATOON

## Sutherland Industrial Neighbourhood Traffic Review Minutes

**Date:** Wednesday, August 26, 2020

**Time:** 7:00 – 7:30 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

Name	Position
Katie Sapieha	City of Saskatoon Transportation Engineer Sutherland Industrial Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Devon Racicot	Staff Sergeant, Traffic Unit Saskatoon Police Service

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Katie Sapieha – Transportation Engineer)

See Video – Online meeting video recording – August 26, 2020

**Concerns received since preparing the slides:**

1. Cycling is a concern in the neighbourhood.

**Updates on other relevant projects**

Sidewalk Infill Program:

Transportation prioritizes missing sidewalk locations using a combination of land use and street context to determine which missing sidewalk locations will have the most impact on the safety and walkability of the pedestrian network.



Installing sidewalks in existing neighbourhoods can be challenging due to the presence of physical constraints (trees, utilities, fences, etc.). These constraints require careful consideration to ensure that the project is feasible prior to construction. This is why the Sidewalk Infill Program is currently focussing on prioritization, planning, and assessing the feasibility of sidewalk infill locations.

Related Council reports:

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=b8f14d36-d332-4650-a5de-1cb13fd8b759&Agenda=Merged&lang=English&Item=18&Tab=attachments>  
(5-year Active Transportation implementation plan)

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=9b51231d-fb63-4ba5-87bf-b7809c8bd696&Agenda=Agenda&lang=English&Item=20&Tab=attachments>  
(sidewalk infill prioritization criteria)

### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 26, 2020
3. Additional public input via Engage Page no later than September 26, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

### **Adjournment**



# Sutherland Industrial Neighbourhood Traffic Review

August 26, 2020



# Study Area

## Boundary





- Central Avenue
- College Drive
- CP Rail Line

## Streets

- 105<sup>th</sup> Street
- McKercher Drive
- 103<sup>rd</sup> Street

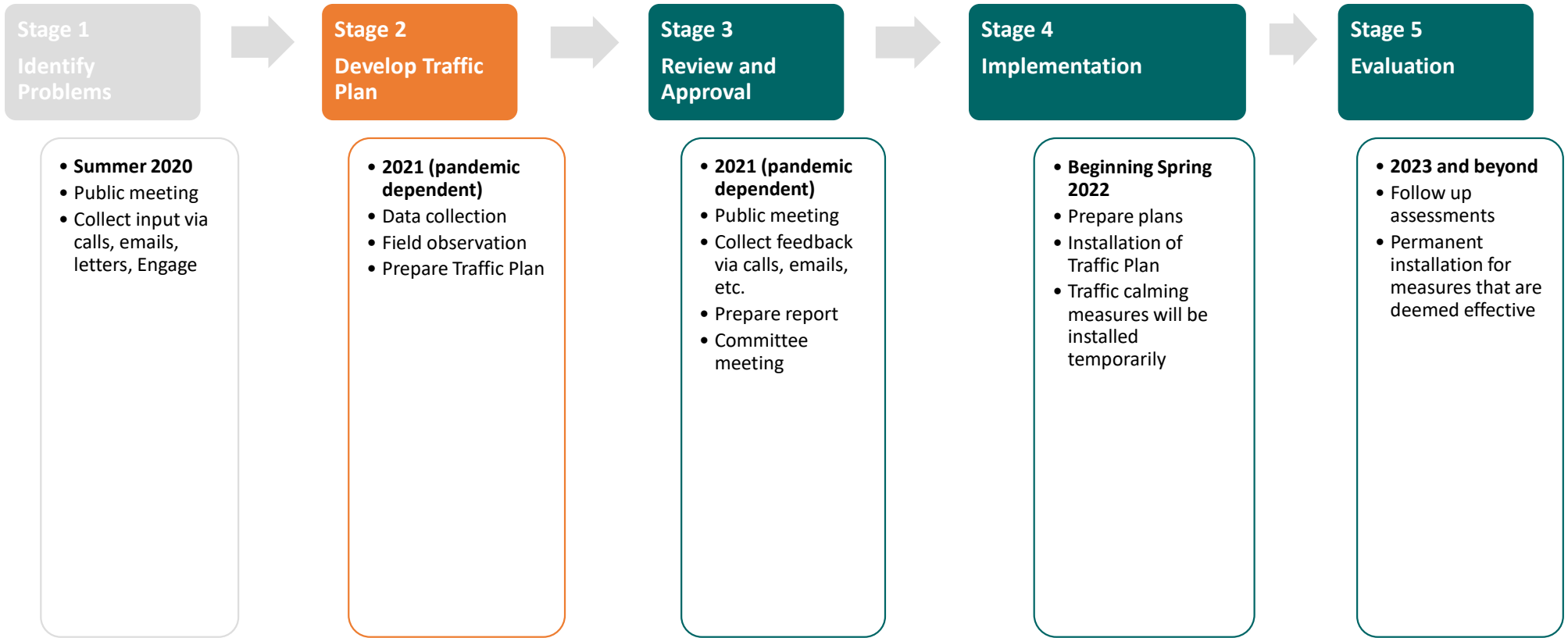


# Issues/Concerns

-  Speeding
-  Traffic Control
-  Parking
-  Other Issues



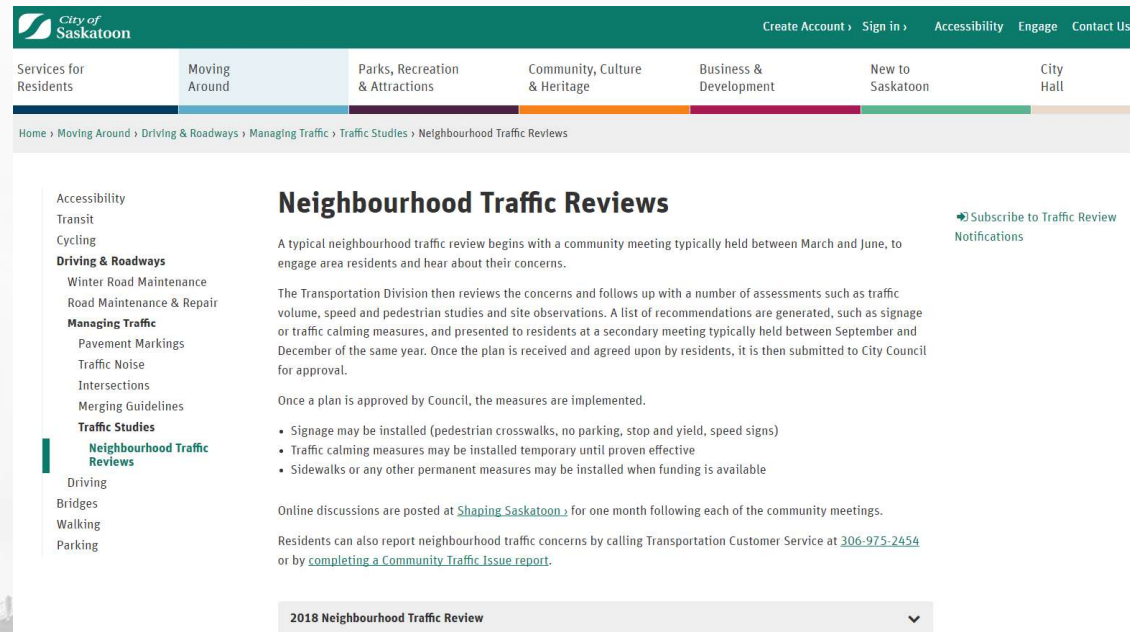
# Next Steps



# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App
- Call Katie at 306-657-8782
- Email us at [ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)
- Send us a letter

Attn: Katie Sapiuha, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5



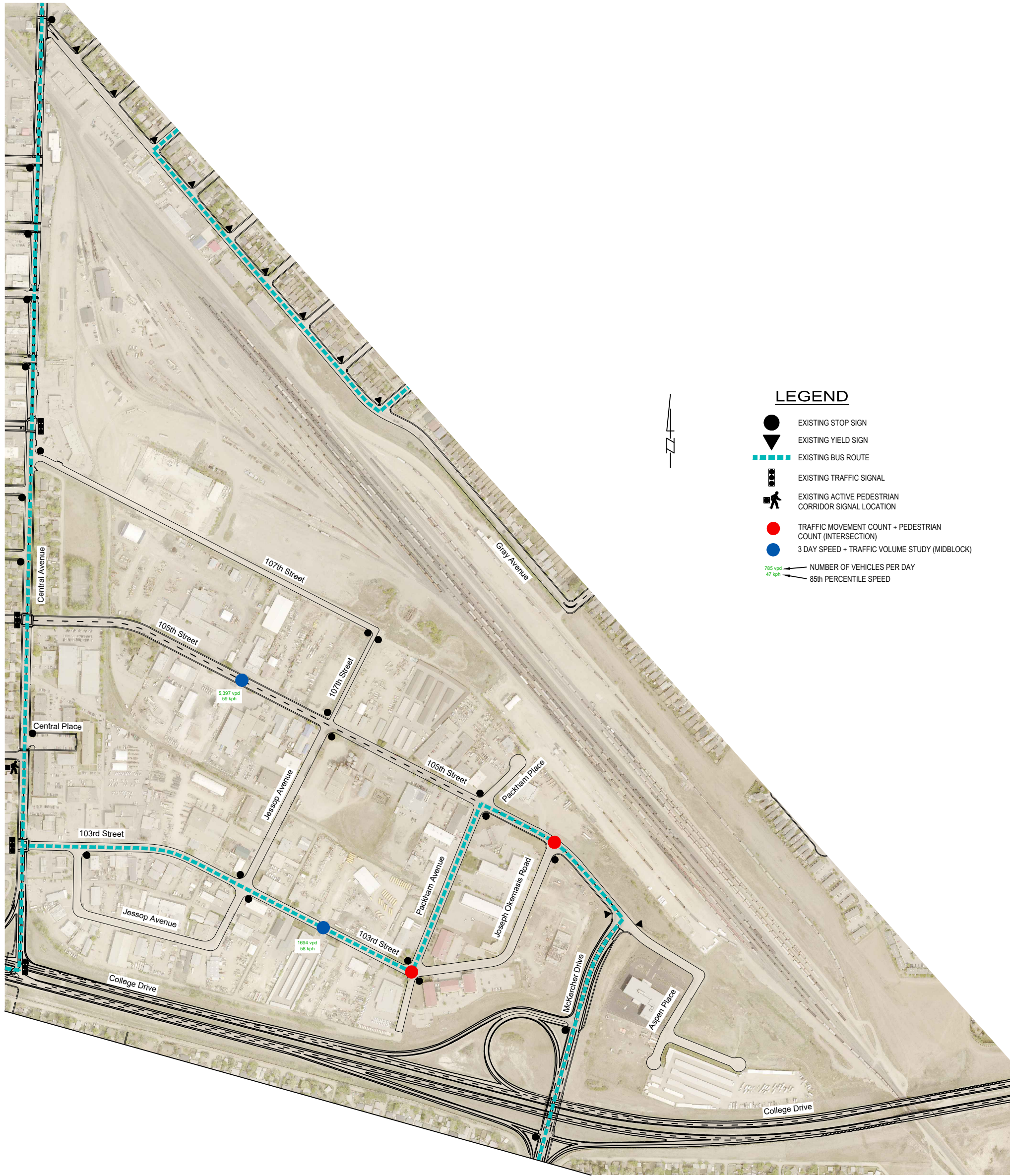
The screenshot shows the City of Saskatoon website's 'Neighbourhood Traffic Reviews' page. The header includes the City of Saskatoon logo and navigation links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', and 'Contact Us'. A secondary navigation bar lists various services: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. A left-hand sidebar menu lists categories: 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways' (with sub-items: 'Winter Road Maintenance', 'Road Maintenance & Repair'), 'Managing Traffic' (with sub-items: 'Pavement Markings', 'Traffic Noise', 'Intersections', 'Merging Guidelines'), 'Traffic Studies' (with sub-item: 'Neighbourhood Traffic Reviews'), 'Driving', 'Bridges', 'Walking', and 'Parking'. The main content area features the title 'Neighbourhood Traffic Reviews' and a 'Subscribe to Traffic Review Notifications' link. The text describes the process: a community meeting is held between March and June to engage residents; the Transportation Division then reviews concerns and follows up with assessments (traffic volume, speed, pedestrian studies, site observations); recommendations (signage, traffic calming, etc.) are presented to residents at a secondary meeting between September and December; once approved by Council, measures are implemented. A list of measures includes: signage (pedestrian crosswalks, no parking, stop and yield, speed signs), temporary traffic calming until proven effective, and permanent measures like sidewalks when funding is available. Online discussions are posted on 'Shaping Saskatoon' for one month after community meetings. Residents can also report concerns by calling Transportation Customer Service at 306-975-2454 or by completing a 'Community Traffic Issue report'. At the bottom of the page, a dropdown menu is set to '2018 Neighbourhood Traffic Review'.

A word cloud of "thank you" in various languages, including: danke, 謝謝, ngiyabonga, شكراً جزيلاً, teşekkür ederim, gracias, thank you, tapadh leat, mochchakkeram, agat, raibh maith agat, sukriya, philamayaye, takku, go raibh maith agat, mersi, dakujem, obrigado, teniki, merçi, danke, 謝謝, ngiyabonga, شكراً جزيلاً, teşekkür ederim, gracias, thank you, tapadh leat, mochchakkeram, agat, raibh maith agat, sukriya, philamayaye, takku, go raibh maith agat, mersi, dakujem, obrigado, teniki, merçi, danke, 謝謝, ngiyabonga, شكراً جزيلاً, teşekkür ederim, gracias, thank you, tapadh leat, mochchakkeram, agat, raibh maith agat, sukriya, philamayaye, takku, go raibh maith agat, mersi, dakujem, obrigado, teniki, merçi.

# **Appendix B**

## Traffic Data Collection





**LEGEND**

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

FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/sutherland-industrial](http://www.saskatoon.ca/engage/sutherland-industrial)

# SUTHERLAND INDUSTRIAL TRAFFIC DATA



# **Appendix C**

## All-Way Stop Assessments

## All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop and 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 by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour OR the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
103 <sup>rd</sup> Street and Packham Avenue	3 – Criteria NOT met	258 – Criteria NOT met 2,660 – Criteria met	< 30 – Criteria NOT met	No – Criteria NOT met	NA	Criteria NOT met. Do not proceed to Step 2.
105 <sup>th</sup> Street and Joseph Okemasis Drive	0 – Criteria NOT met	902 – Criteria met 9150 – Criteria met	< 30 – Criteria NOT met	No – Criteria NOT met	NA	Criteria met. Continue to Step 2.

Continue to Step 2 if one of the criteria are met.

Step 2:

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

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

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	Results
105 <sup>th</sup> Street and Joseph Okemasis Drive	16% - Condition NOT met	Yes – Condition NOT met	All-Way Stop Not Warranted

# Appendix D

## Collision Analysis

Street 1	Street 2	Ugrid	Total Number of Collisions (2015-2019)	Total					Right Angle, Left Turn & Right Turn Collisions Only (2019)	Right Angle, Left Turn & Right Turn Collisions Only (2015-2019)	Average Number Of Collisions Per Year (2015-2019)	
				2015	2016	2017	2018	2019				
103RD ST	CENTRAL AVE	SKN7-11	22	4	3	5	3	7	22	3	10	4.4
103RD ST E	JESSOP AVE	SKN7-13	8	2	0	2	4	0	8	0	5	1.6
105TH ST	JESSOP AVE	SKN7-15	6	1	3	1	0	1	6	0	2	1.2
103RD ST E	CENTRAL - JESSOP	SKN7-18	4	0	0	2	2	0	4	0	2	0.8
JESSOP AVE	103RD - JESSOP AVE	SKN7-19	3	1	0	1	0	1	3	0	0	0.6
105TH ST E	CENTRAL - JESSOP (WEST OF RR)	SKN7-22	1	0	1	0	0	0	1	0	0	0.2
PACKHAM AVE	103RD - 105TH	SKN7-24	5	0	1	2	0	2	5	1	1	1
105TH ST	PACKHAM AVE	SKN7-26	5	0	1	2	0	2	5	2	3	1
107TH ST	JESSOP AVE	SKN7-29	2	0	1	1	0	0	2	0	0	0.4
105TH ST E	JESSOP - PACKHAM	SKN7-32	6	2	0	2	1	1	6	1	3	1.2
PACKHAM PL	MID BLOCK	SKN7-33	1	1	0	0	0	0	1	0	0	0.2
103RD ST E	JESSOP AVE W	SKN7-35	2	0	1	1	0	0	2	0	0	0.4
105TH ST E	CENTRAL - JESSOP (EAST OF RR)	SKN7-6	16	3	5	5	2	1	16	1	4	3.2
103RD ST E	JESSOP - PACKHAM	SKN8-47	3	1	0	1	1	0	3	0	0	0.6
103RD ST	PACKHAM AVE	SKN8-48	13	3	2	1	4	3	13	2	10	2.6
JESSOP AVE	200	SKN8-69	1	0	1	0	0	0	1	0	0	0.2
MCKERCHER DR	OFF RAMP TO COLLEGE DR	SKO8-30	5	0	1	2	1	1	5	0	0	1
MCKERCHER DR	105TH - W BND EXIT RAMP	SKO8-43	1	0	0	1	0	0	1	0	0	0.2
105TH ST	MCKERCHER DR	SKO8-45	14	6	0	2	4	2	14	0	2	2.8
105TH ST E	500 MCKERCHER DR - PACKHAM	SKO8-49	4	1	1	0	1	1	4	0	0	0.8
ASPEN PL	MIDBLOCK	SKO8-52	2	1	1	0	0	0	2	0	0	0.4
COLLEGE DR OFF RAMP	MCKERCHER DR	SKO8-53	3	0	0	1	0	2	3	1	1	0.6

# Appendix E

Online Presentation #2 – February 12, 2021



# Sutherland Industrial Neighbourhood Traffic Review





# Study Area

## Boundary

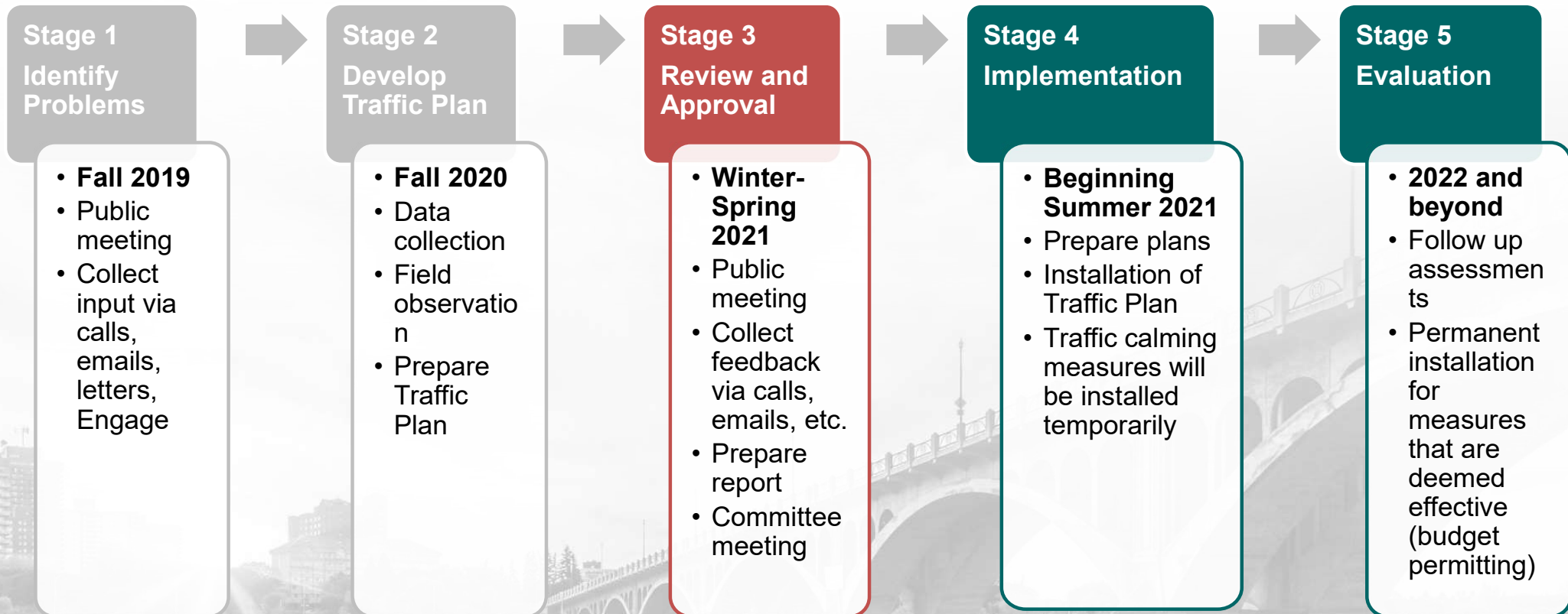
- Central Avenue
- College Drive
- CP Rail Line

## Streets

- 105<sup>th</sup> Street
- McKercher Drive
- 103<sup>rd</sup> Street



# Neighbourhood Traffic Review Schedule



\*Schedule is pandemic dependent

# What We Heard

## **Speeding and Shortcutting Concerns:**

- Speeding on 105<sup>th</sup> Street

# What We Heard

## **Pedestrian Safety Concerns:**

- Lack of sidewalks near Joseph Okemasis Drive
- Lack of sidewalks near 103<sup>rd</sup> Street and Packham Avenue
- Lack of sidewalks throughout the neighbourhood

# What We Heard

## **Intersection Safety and Delay Concerns:**

- McKercher Drive and 105<sup>th</sup> Street
- College Drive and Central Avenue
- 105<sup>th</sup> Street and Joseph Okemasis Drive

# What We Heard

## **Other Concerns:**

- CP Rail Crossing on Central Avenue
- Condition of College Drive
- Snow piles at intersections
- Cycling is difficult

# What We Did

- Field observations
- Data collection:
  - 2 traffic volume / speed studies
  - 2 intersection traffic volume studies
- Collision Analysis

# What We Propose

- New sidewalks
- Parking restrictions
- Speed display devices



# Recommendation #1

## 105<sup>th</sup> Street

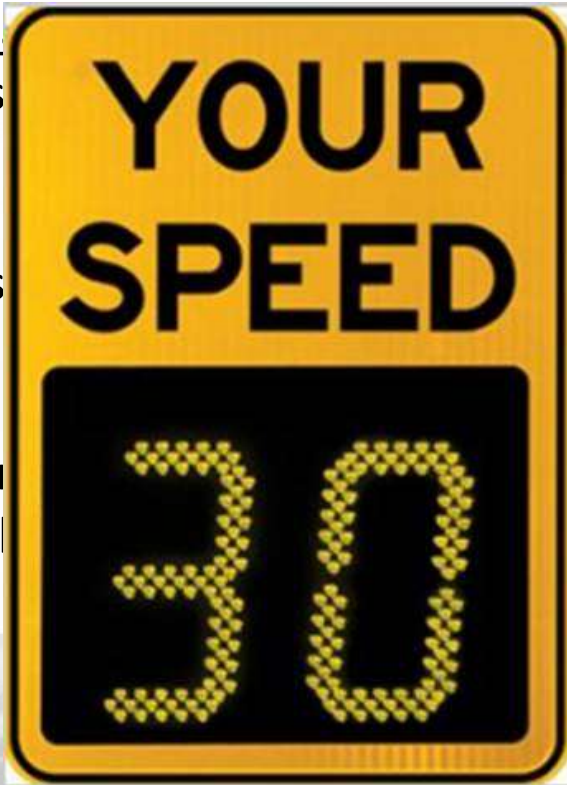
- Install westbound speed display board on the 100 block of 105<sup>th</sup> Street
- Install eastbound speed display board on the 100 block of 105<sup>th</sup> Street
- Forward speed data to the Saskatoon Police Service



# Recommendation #1

105th

- Ins on play board et
- Ins on play board et
- For Pol skatoon



# Recommendation #2

## 103<sup>rd</sup> Street

- Install westbound speed display board on the 300 block of 103<sup>rd</sup> Street
- Install eastbound speed display board on the 300 block of 103<sup>rd</sup> Street
- Forward speed data to the Saskatoon Police Service



# Recommendation #3

## 103<sup>rd</sup> Street & Packham Avenue

- Parking restrictions of 28 m on north side of 103<sup>rd</sup> Street, east of intersection

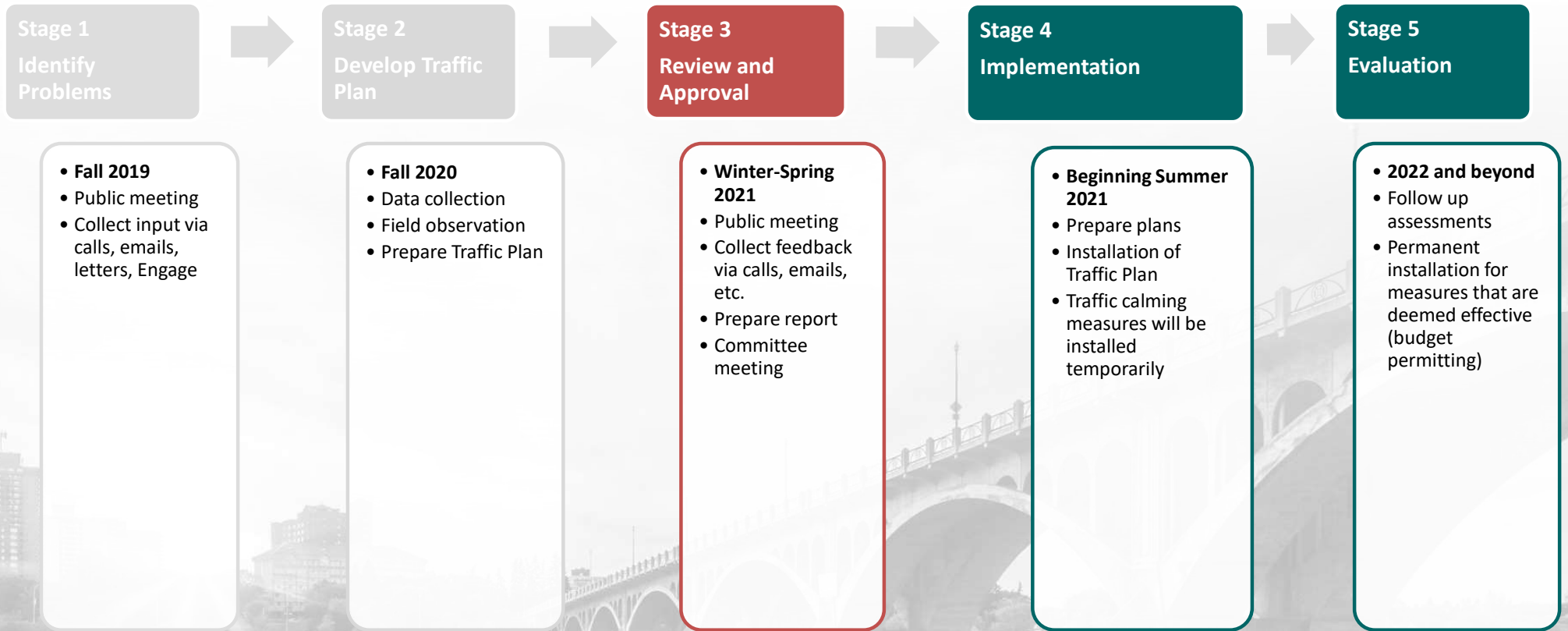


# Recommendation #4

- New Sidewalk and pedestrian ramps
  - Joseph Okemasis Drive
  - 103<sup>rd</sup> Street
  - Packham Avenue
- To be installed as per the Sidewalk Infill Program and Curb Ramp Program



# Next Steps

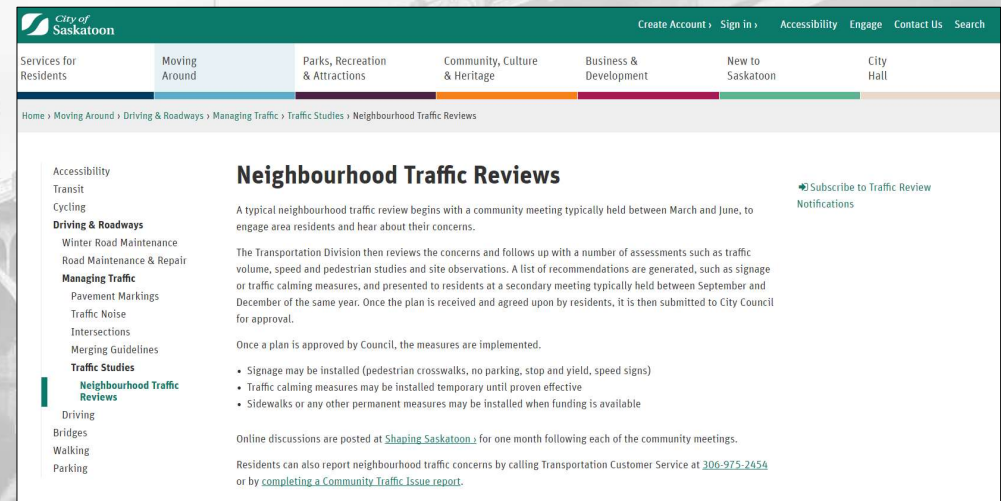
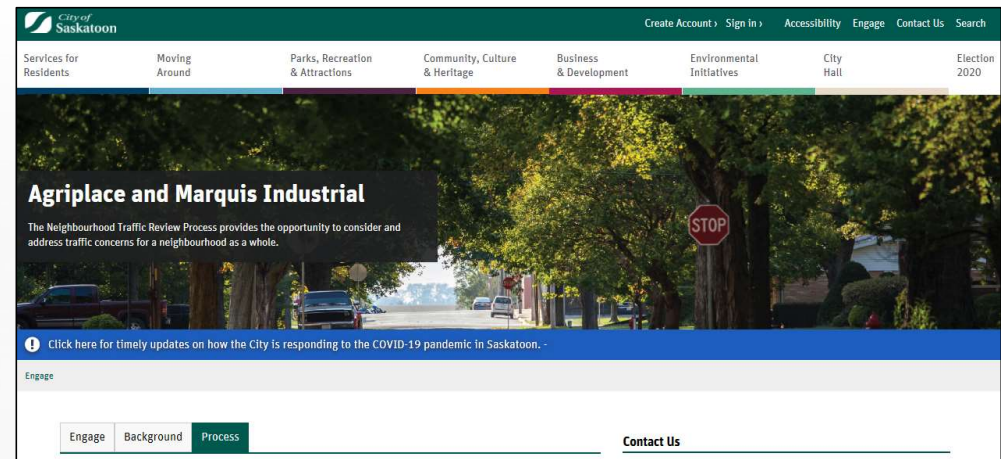


\*Schedule is pandemic dependent

# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Katie at 306-657-8782
- Email us at [ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)
- Send us a letter

Attn: Katie Sapiuha, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5







Item	Location	Recommended Improvement	Justification
1	105 <sup>th</sup> Street	Speed Display Board facing both eastbound and westbound on the 100 Block	Reduce speed
		Forward speed data to Saskatoon Police to consider for enforcement	
2	103 <sup>rd</sup> Street	Speed Display Board facing both eastbound and westbound on the 300 Block	Reduce speed
		Forward speed data to Saskatoon Police Service to consider for enforcement	
3	103 <sup>rd</sup> Street and Packham Avenue	Parking restrictions of 28 m on north side of 103 <sup>rd</sup> Street, east of intersection	Increase sight distance at intersection
4	103 <sup>rd</sup> Street	Sidewalk to be installed as per the Sidewalk Infill Program Pedestrian accessible ramps to be installed as per Curb Ramp Program	Improve pedestrian accessibility and safety
	Packham Avenue East Side		
	Joseph Okemasis Drive East Side		



**LEGEND**

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- ⓧ EXISTING TRAFFIC SIGNAL
- ⓧ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- ① RECOMMENDATIONS
- PROPOSED SIDEWALK LIMITS

FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

[www.saskatoon.ca/engage/sutherland-industrial](http://www.saskatoon.ca/engage/sutherland-industrial)

# SUTHERLAND INDUSTRIAL



# Appendix F

Additional Concerns Received  
After Presentation of Draft Plan

Item	Location	Recommended Improvement	Justification	Comments	Decision
1	105 <sup>th</sup> Street	Speed Display Board facing both eastbound and westbound traffic on the 100 Block	Reduce speed	No comments received	Carried
		Forward speed data to Saskatoon Police to consider for enforcement		No comments received	Carried
2	103 <sup>rd</sup> Street	Speed Display Board facing both eastbound and westbound traffic on the 300 Block	Reduce speed	No comments received	Carried
		Forward speed data to Saskatoon Police Service to consider for enforcement		No comments received	Carried
3	103 <sup>rd</sup> Street and Packham Avenue	Parking restrictions of 28 metres on north side of 103 <sup>rd</sup> Street, east of intersection	Increase sight distance at intersection	No comments received	Carried
4	103 <sup>rd</sup> Street	Sidewalk to be installed as per the Sidewalk Infill Program  Pedestrian accessible ramps to be installed as per Curb Ramp Program	Improve pedestrian accessibility and safety	No comments received	Carried
	Packham Avenue, East side			No comments received	Carried
	Joseph Okemasis Drive, East side			No comments received	Carried

## **Appendix G**

### Additional Concerns Received After Presentation of Draft Plan

Location	Comments	Decision
Joseph Okemasis Drive	Trailers are being left over night on Joseph Okemasis Drive. Would like to see no parking between 6 pm and 6 am.	According to the Traffic Bylaw 7200, section 21(4) states that "A person shall not park or leave parked at any time, a trailer which is detached from the vehicle used for moving the same, unless the trailer is a recreational vehicle to which Subsection 21(3) applies." Parking restrictions are not recommended. Parking enforcement services can be contacted for non-compliance concerns.
McKercher Drive & 105 <sup>th</sup> Street	Westbound traffic turning left do not have enough time to make the turn due to the amount of eastbound traffic turning right. Would like to see a longer left turn arrow.	<p>The operations of the traffic signal were observed and found that the west bound left turn (WBLT) arrow was operating and actuating properly.</p> <p>The WBLT detector is about 25m from stop bar, it will trigger a WBLT signal if a vehicle sits above it for over 2 seconds. The minimum green time for the left turn arrow is 10 seconds, up to a maximum of 20 seconds as required.</p>

# Appendix H

## Stakeholder Comments

Do you have traffic concerns in the Sutherland Industrial neighbourhood?	Why do you travel to this neighbourhood? (Check all that apply.)	The NTR addresses a variety of traffic related issues. Please identify which types of concerns you have with this neighbourhood. (Check all that apply.)	Please help us understand why you selected your choices above by adding a description of your concerns. Please identify the location using an intersection, street name, address, or other indicator. <sup>7</sup>
Yes	Work;	Traffic safety;	The state of College Drive Eastbound from Central Ave to McOrmond Drive is awful.
Yes	Child's school;	Train crossing;	The train crossing (at various locations) at peak times is laughable for a city our size.
			When traveling eastbound on College Drive and wanting to turn northbound onto Central Avenue, there are two dedicated lanes to turn off College Drive. When traveling southbound on Central Ave there is one dedicated lane to turn eastbound onto College Drive. The traffic light pattern is the exact same every single time, even when there is NO traffic wanting to turn off Central and onto College (eastbound).
Yes	Recreation;	Traffic control (e.g., stop and yield signs);	Why doesn't the traffic signal bypass the dedicated Central-to-College (eastbound) turn signal when there is not any traffic in it?
Yes	Shopping;Recreation;	Traffic control (e.g., stop and yield signs);	Why did they put traffic signals at the intersection of McKercher Drive and 105th Street? In my experience as both a driver and a cyclist I have never seen a volume of traffic that justified having signals at this intersection. The stop and yield signs that were there previously were working adequately.
Yes	Recreation;	cycling;	
Yes	Resident;Work;	Speeding;Traffic control (e.g., stop and yield signs);	<p>1. Ongoing speeding issue on 105th Street West between Central &amp; Egbert, especially in the school zone in front of Bishop Filevich School, and very often, during school hours. Additional curb extensions would help narrow the road (in addition to the medians already installed).</p> <p>2. There should be a right-turn arrow for east-bound traffic at the new traffic lights at McKercher &amp; 105th Street. Many drivers come to a full</p>



			stop and wait for the light to turn green,, despite NO traffic travelling westbound on 105th Street.
Yes	Shopping;Recreation;	Pedestrian safety;Speeding;	
		very narrow road for level of traffic;;Traffic control (e.g., stop and yield signs);	add a south entrance to forest grove neighbourhood from college drive
Yes	Work;		
Yes	Shopping;	Traffic control (e.g., stop and yield signs);	
		Pedestrian safety;Speeding;Traffic safety;Traffic control (e.g., stop and yield signs);	Central Ave is often very busy
Yes	Visiting friends;		
Yes	Recreation;	Traffic control (e.g., stop and yield signs);	The railroad system should be more well managed
Yes	Recreation;	Pedestrian safety;	
			I live on 108th street near the overpass of college drive, it is quite noisy and a lot of traffic seems to speed on this road. At night it is the hardest for pedestrians to get off the bus stop because a lot of drivers do not see us when they are coming from the central avenue junction.
Yes	Resident;	Speeding;	
	commuting through area;	Traffic control (e.g., stop and yield signs);	railway is at grade to road, congestion gets really backed up. Also traffic volume is too high for the size of road infrastructure.
Yes		Pedestrian safety;Speeding;Traffic control (e.g., stop and yield signs);	While the are is industrial right now the new clinic will increase the amount of traffic that will be travelling through the area as well as how many pedestrians. I think there needs to be a focus on pedestrian safety moving forward.
Yes	Recreation;		train crossings that pause but leave lights ringing on or off the tracks around Central Ave and 115th st
Yes	family;	trains;	

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Tuesday, March 2, 2021 9:44 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Cc:** Sapieha, Katie  
**Subject:** Sutherland Industrial NTR Call with [REDACTED]

[REDACTED] called on March 1, returned his call on March 2.

Concerned with the following:

- Trailers being left parked on **Joseph Okemasis Drive** overnight. Would like something similar to what was previously on Aspen Place ( ex: No Parking 6pm-6am)
- **Traffic signal at McKercher Drive & 105<sup>th</sup> Street.** – The staff leaving Aspen Place during peak hours have a hard time making a left turn. He said if five cars are waiting to turn left typically only two will be able to do so and since this is a problem with ~ 20 out of 200 staff working right now (Covid) he is concerned this issue will only get worse. He would like to see a left turn arrow for westbound traffic.
- To him missing sidewalks seem to be a concern throughout the neighbourhood.

### **Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[katie.sapieha@saskatoon.ca](mailto:katie.sapieha@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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## Sapieha, Katie

---

**From:** Lanning, Chelsea  
**Sent:** Wednesday, February 17, 2021 8:58 AM  
**To:** [REDACTED] Sapieha, Katie; Petras, Julian  
**Subject:** RE: Neighbourhood Traffic Review Process - public engagement

Hello [REDACTED]

Thank-you for your interest in the Neighbourhood Traffic Review (NTR) program. The second round of engagement is just beginning for the 2020/2021 program.

There are several ways that the appropriate project manager can be contacted including letter, phone call, email, the Report a Traffic Issue app and the Engage page comments section. The Engage page comment section should be live for each of these projects now. I apologize for the short lag between when materials were posted and opening of the comment section. Ideally they would be done at the same moment. Thank-you for bringing this issue to our attention.

The engagement method for the NTR program was developed at the programs initiation in 2014 and has been refined throughout the years. Since the start of the COVID-19 pandemic our engagement plan has had to transform to an online platform rather than in-person engagement.

I hope I have answered your questions about the NTR program. If you have any additional questions please let me know. If you have questions about a particular neighbourhood the project manager for that neighbourhood would be the best person to ask.

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Métis  
chelsea.lanning@saskatoon.ca  
www.saskatoon.ca

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

From [REDACTED]  
Sent: Tuesday, February 16, 2021 8:46 PM  
To: Lanning, Chelsea <Chelsea.Lanning@Saskatoon.ca>; Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>; Petras, Julian <Julian.Petras@Saskatoon.ca>  
Subject: Neighbourhood Traffic Review Process - public engagement

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

Hello everyone,

I see that there are three recent open engagements for the Neighbourhood Traffic Review Processes (with three separate contact people). Evergreen has an online meeting on March 4th to discuss the Draft Traffic Plan. CN Industrial and Sutherland Industrial each request feedback by March 12th (by emailing the contact person, I assume). All three engagements have their comments section turned off. How is the type of public engagement determined? Thank you.



## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Wednesday, February 24, 2021 12:23 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Sutherland Roadways

Good Afternoon [REDACTED]

Thank you for providing your comments regarding the intersection of CP rail crossing at Central Avenue. On January 25<sup>th</sup>, 2021 the "[Rail Relocation vs Grade Separation Feasibility Study](#)" was presented to council. The CP rail crossing at Central Avenue was not one of the locations recommended for further planning due to the impact on adjacent private property and development.

We will continue to receive comments until March 12, 2021. If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [Saskatoon.ca/NTR](http://Saskatoon.ca/NTR).

Thank you again for your email.  
Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[katie.sapieha@saskatoon.ca](mailto:katie.sapieha@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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---

**From:** [REDACTED]  
**Sent:** Tuesday, February 23, 2021 2:13 PM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Subject:** Sutherland Roadways

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

Katie,

As a 5 year kid, I rode into Saskatoon via the old Highway No.5 now known as 115<sup>th</sup> Street East. I recall almost every time we came to town, we would be stopped on Central Avenue by the CP train crossing. Today, a lot of years later, I am still disappointed that nothing has been done to eliminate this terrible crossing. I acknowledge that the City has built a number of roads around the area to try and alleviate this problem, but nothing has been done to remove this crossing. In my opinion this should be considered as a major item to correct.

[REDACTED]

Do you have traffic concerns in the Sutherland Industrial neighbourhood?	Why do you travel to this neighbourhood? (Check all that apply.)	The NTR addresses a variety of traffic related issues. Please identify which types of concerns you have with this neighbourhood. (Check all that apply.)	Please help us understand why you selected your choices above by adding a description of your concerns. Please identify the location using an intersection, street name, address, or other indicator. <sup>7</sup>
Yes	Work;	Traffic safety;	The state of College Drive Eastbound from Central Ave to McOrmond Drive is awful.
Yes	Child's school;	Train crossing;	The train crossing (at various locations) at peak times is laughable for a city our size.
			When traveling eastbound on College Drive and wanting to turn northbound onto Central Avenue, there are two dedicated lanes to turn off College Drive. When traveling southbound on Central Ave there is one dedicated lane to turn eastbound onto College Drive. The traffic light pattern is the exact same every single time, even when there is NO traffic wanting to turn off Central and onto College (eastbound).
Yes	Recreation;	Traffic control (e.g., stop and yield signs);	Why doesn't the traffic signal bypass the dedicated Central-to-College (eastbound) turn signal when there is not any traffic in it?
Yes	Shopping;Recreation;	Traffic control (e.g., stop and yield signs);	Why did they put traffic signals at the intersection of McKercher Drive and 105th Street? In my experience as both a driver and a cyclist I have never seen a volume of traffic that justified having signals at this intersection. The stop and yield signs that were there previously were working adequately.
Yes	Recreation;	cycling;	
Yes	Resident;Work;	Speeding;Traffic control (e.g., stop and yield signs);	<p>1. Ongoing speeding issue on 105th Street West between Central &amp; Egbert, especially in the school zone in front of Bishop Filevich School, and very often, during school hours. Additional curb extensions would help narrow the road (in addition to the medians already installed).</p> <p>2. There should be a right-turn arrow for east-bound traffic at the new traffic lights at McKercher &amp; 105th Street. Many drivers come to a full</p>

			stop and wait for the light to turn green,, despite NO traffic travelling westbound on 105th Street.
Yes	Shopping;Recreation;	Pedestrian safety;Speeding;	
		very narrow road for level of traffic;;Traffic control (e.g., stop and yield signs);	
Yes	Work;		add a south entrance to forest grove neighbourhood from college drive
Yes	Shopping;	Traffic control (e.g., stop and yield signs);	
		Pedestrian safety;Speeding;Traffic safety;Traffic control (e.g., stop and yield signs);	
Yes	Visiting friends;		Central Ave is often very busy
Yes	Recreation;	Traffic control (e.g., stop and yield signs);	The railroad system should be more well managed
Yes	Recreation;	Pedestrian safety;	
			I live on 108th street near the overpass of college drive, it is quite noisy and a lot of traffic seems to speed on this road. At night it is the hardest for pedestrians to get off the bus stop because a lot of drivers do not see us when they are coming from the central avenue junction.
Yes	Resident;	Speeding;	
	commuting through area;	Traffic control (e.g., stop and yield signs);	railway is at grade to road, congestion gets really backed up. Also traffic volume is too high for the size of road infrastructure.
Yes	Recreation;	Pedestrian safety;Speeding;Traffic control (e.g., stop and yield signs);	While the are is industrial right now the new clinic will increase the amount of traffic that will be travelling through the area as well as how many pedestrians. I think there needs to be a focus on pedestrian safety moving forward.
Yes	family;	trains;	train crossings that pause but leave lights ringing on or off the tracks around Central Ave and 115th st