College Park and College Park East Neighbourhood Traffic Review

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City of Saskatoon

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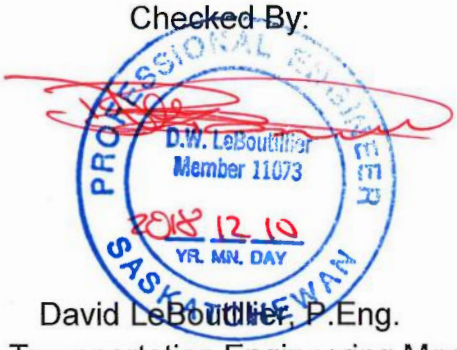

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- College Park and College Park East residents
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Executive Summary

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

A public meeting was held in January 2018 to identify traffic concerns and potential solutions within the College Park and College Park East neighbourhoods. 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 September 2018.

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

The College Park and College Park East Traffic Plan is illustrated in Exhibit ES-1.

Table ES-1: College Park and College Park East Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Cambridge Crescent & Harvard Crescent	Install yield sign	Assign right of way
2	Carleton Drive & Harvard Crescent	Install yield sign	Assign right of way
3	Carleton Drive & Acadia Drive	Active Pedestrian Corridor (APC) east side Curb extension on the northeast and southeast corners	Improve pedestrian safety and reduce speed
		Restrict parking on Acadia Drive at 15 m from the northeast and northwest corners	Improve sightlines
4	Acadia Drive	Restrict parking on Acadia Drive at 10 m from all corners on Dalhousie Crescent and from the southwest corner on McGill Street	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
5	Acadia Drive & Acadia Place	Restrict parking on Acadia Drive at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
6	14th Street & Spinks Drive / Carleton Drive	Rectangular Rapid Flashing Beacon (RRFB) and zebra crosswalk on west side	Improve pedestrian safety
7	14th Street & Acadia Drive	Relocate north leg crosswalk and stop sign further north	Improve pedestrian safety
		Restrict parking on Acadia Drive at 10 m from the northwest and northeast corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
8	Acadia Drive & McKercher Drive	Add to intersection improvement list	Monitor intersection for traffic control upgrade
9	Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Standard crosswalk and curb extensions on west side	Improve pedestrian safety
		Speed display board east of the intersection for eastbound traffic Forward speed data to Saskatoon Police Service	Reduce speed
		Restrict parking on Boychuk Drive at 10 m from the intersection	Restricted in Traffic Bylaw Encourage compliance and improve sightlines

Table ES-1: College Park and College Park East Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
10	Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Median island, curb extensions and zebra crosswalk on east side	Reduce speed and improve pedestrian safety
		Restrict parking on Boychuk Drive at 10 m from the intersection	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
11	Boychuk Drive & Laval Crescent (East)	Median island and curb extensions on west side	Reduce speed
12	Boychuk roundabout	Curb extension for the northbound entrance to the roundabout	Reduce speed
		Relocate traffic signs	Improve guidance
13	Degeer Street & Boychuk Drive	Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
14	Boychuk Drive & Laurentian Drive (South)	Restrict parking on Boychuk Drive at 10 m from northeast and southeast corners	Improve sightlines
15	Balfour Street & Harrington Street	Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
		Make temporary median islands permanent	Reduce speed
		Rectangular Rapid Flashing Beacon (RRFB) and zebra crosswalk on east side	Improve pedestrian safety
		Replace yield signs with stop signs	Improve safety
16	Mount Allison lane	Install posted speed sign (20kph) westbound	Reduce speed
		Add walkway from Mount Allison lane to schools to walkway improvement list	Consider paving walkway to improve pedestrian safety
17	Anderson Crescent lane	Additional posted speed sign (20kph) eastbound	Reduce speed
		Speed bumps	
18	McKercher Drive & Degeer Street	Traffic signal	Improve pedestrian and intersection safety Reduce delays for westbound left turn

Table ES-1: College Park and College Park East Neighbourhood Recommended Improvements

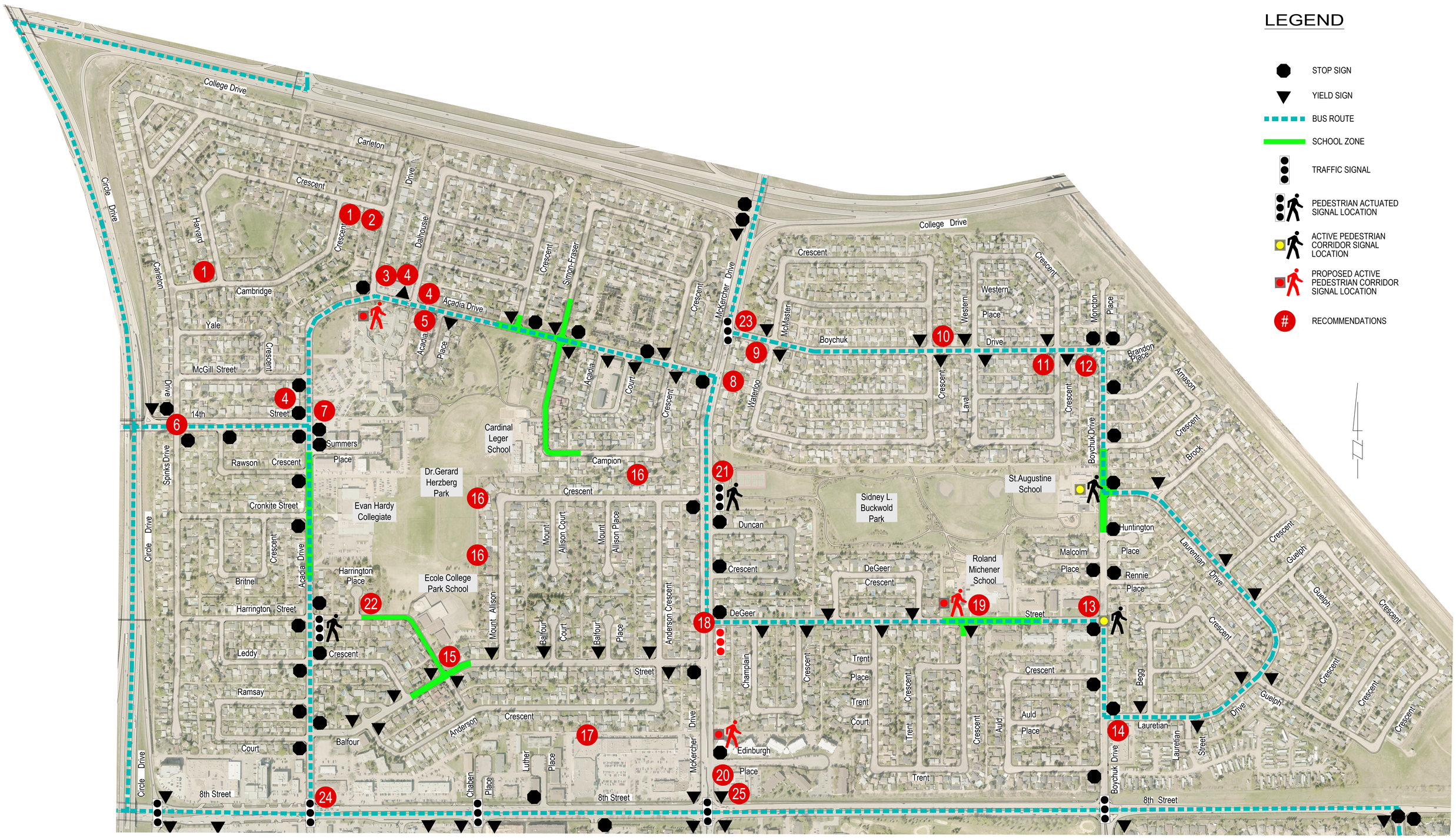
Item	Location	Recommended Improvement	Justification
19	Degeer Street & Trent Crescent	Active Pedestrian Corridor (APC) east side	Improve pedestrian safety
		Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
20	McKercher Drive & Edinburgh Place	Active Pedestrian Corridor (APC) and accessible pedestrian ramps on south side	Improve pedestrian safety
21	McKercher Drive	Speed display board between Mount Allison Crescent and Boychuk Drive (northbound and southbound) Forward speed data to Saskatoon Police Service	Reduce speed
22	Lane connecting Harrington Street to Evan Hardy Collegiate parking lot	Discuss driveway access with Evan Hardy Collegiate	Reduce shortcutting
23	Boychuk Drive & McKercher Drive	Adjust traffic signal timing	Improve efficiency
24	Acadia Drive & 8th Street	Adjust traffic signal timing Add pedestrian signal on west side Overhead lane designation signs for southbound approach	Improve efficiency and pedestrian safety
25	McKercher Drive & 8th Street	Adjust traffic signal timing	Improve efficiency

Exhibit ES-1: College Park and College Park East Traffic Plan

City of Saskatoon

LEGEND

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



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www.saskatoon.ca/NTR

www.saskatoon.ca/engage/college-park-college-park-east

COLLEGE PARK & COLLEGE PARK EAST DRAFT TRAFFIC PLAN

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1. Introduction

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the *City of Saskatoon Traffic Guidelines and Tools* that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative fashion. Accordingly, this report provides the Traffic Plan for the College Park and College Park East neighbourhoods.

The College Park and College Park East neighbourhood is bound by 8th Street to the south, the Canadian Pacific Railway corridor to the east, Circle Drive to the west and College Drive to the north. The land use is primarily residential in the College Park and College Park East neighbourhoods with a small portion of commercial land use. College Park and College Park East also includes four elementary schools, one high school and a senior living complex.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in January 2018 to identify traffic concerns within the College Park and College Park East neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

2.1. Speeding and Shortcutting

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

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

- Acadia Drive
- Boychuk Drive
- Mckercher Drive
- Balfour Street
- Carleton Drive
- Laurentian Drive
- Mount Allison lane
- Anderson Crescent lane
- Lane connecting Harrington Street to Evan Hardy Collegiate Parking lot

The residents proposed the following solutions:

- Police enforcement
- Curb extensions
- Speed display board

2.2. Pedestrian Safety

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

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

> "The installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's *Pedestrian Crossing Control Guide*."

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

- Boychuk Drive & McMaster / Waterloo Crescent
- 14th Street & Spinks Drive / Carleton Drive
- 14th Street & Acadia Drive
- Mount Allison lane
- McKercher Drive & Edinburgh Place
- McKercher Drive & Acadia Drive
- McKercher Drive & Degeer Street
- Balfour Street & Harrington Street

The residents proposed the following solutions:

- Zebra crosswalk
- Active Pedestrian Corridor (APC)
- Better pedestrian signage

2.3. Traffic Control

Traffic control signs are used to assign the right-of-way. City of Saskatoon Council Policy C07-*007 Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used:

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

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

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

- McKercher Drive & Degeer Street
- McKercher Drive & Acadia Drive
- Acadia Drive & 14th Street
- Balfour Street & Acadia Drive

Proposed solution identified by residents:

- Traffic Signal

2.4. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre from a driveway or lane.

Neighbourhood concerns regarding parking were identified at the following locations:

- McKercher Drive
- Degeer Street & Trent Crescent
- Acadia Drive & 14th Street
- Acadia Drive & McGill Street
- Acadia Drive & Carleton Drive
- Acadia Drive & Acadia Place
- Lane behind Duncan Crescent (backing Sidney Buckwold Park)
- Malcolm Place lane

Proposed solutions identified by residents:

- Parking restrictions

2.5. 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:

- McKercher Drive & 8th Street
- 8th Street & Acadia Drive
- McKercher Drive & Boychuk Drive

2.6. 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:

- Trees obstructing signs
  - At existing Active Pedestrian Corridors
  - Multiple street corners
- Ice & drainage issues
  - Laurentian Drive
- Snow clearing issues
  - Acadia Drive
  - Harrington Street
  - Campion Crescent
- Damaged sidewalks
  - Acadia Drive from 14th Street to 8th Street
- Potholes & grading issues
  - Mount Allison lane
- Other:
  - Spinks Drive & Carleton Drive is too dark, improve street lighting

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review includes 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 typically classified 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. Within this NTR, the arterial street McKercher Drive was also included for discussion due to the connection that it provides between the College Park and College Park East neighbourhoods.

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

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

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the College Park and College Park East neighbourhoods 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.

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
14th Street	Circle Drive and Acadia Drive	Collector	6,185	50
Acadia Drive	Carleton Drive and McGill Street	Collector	5,161	50
Acadia Drive	Simon Frazer and Dalhousie Crescent	Collector	3,440	53
Balfour Street	Leddy Crescent and Harrington Street	Collector	1,838	51 43 (school hours)
Balfour Street	McKercher Drive and Acadia Drive	Collector	1,345	53
Boychuk Drive	Laval Crescent (west) and Waterloo Crescent (west)	Collector	5,500	64
Boychuk Drive	Moncton Place and Laurentian Drive	Collector	3,966	56 40 (school hours)
Degeer Street	Trent Crescent and Boychuk Drive	Collector	1,676	49 36 (school hours)
Harrington Street	Harrington Street and Balfour Street	Local	421	35 29 (school hours)
Anderson Crescent lane	Anderson Crescent and 8th Street	Lane	248	37
Champlain Crescent lane	Champlain Crescent and Trent Court	Lane	70	24
Laurentian Drive	Boychuk Drive and Brock Crescent	Collector	1,378	49
McKercher Drive	Mount Allison and 8th Street	Arterial	14,882	50
McKercher Drive	Mount Allison Court and Acadia Drive	Arterial	14,961	63
Mount Allison Crescent	Mount Allison Court and Anderson Crescent	Local	433	45

3.3. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004. The warrant system in this policy assigns points for a variety of conditions including:

- Number of traffic lanes to be crossed;
- presence of a physical median;
- posted speed limit of the street;
- distance the crossing point is to the nearest protected crosswalk point; and
- number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the three peak periods of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 3:00 pm to 6:00 pm.

Pedestrian assessments were verified with the updated version of the policy, adopted by City of Saskatoon Council in September 25, 2018.

Pedestrian crossing devices include:

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

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 3-3 and details are provided in **Appendix C**.

Table 3-3: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Acadia Drive & Carleton Drive	Confirmed	Distance from nearest control >200m Standard crosswalk appropriate (pedestrian corridor existing) Upgraded to Active Pedestrian Corridor due to sightline issues created by horizontal curve on Acadia Drive
Balfour Street & Harrington Street	Confirmed	Distance from nearest control >200m Zebra crosswalk appropriate Upgraded to Rectangular Rapid Flashing Beacon to facilitate crossing of Balfour Street for school children
Boychuk Drive & Waterloo / McMaster Crescent (West)	Confirmed	Distance from nearest control is <200m Connection to bus stop and Sidney Buckwold Park Unmarked crosswalk appropriate Upgraded to standard crosswalk to formalize entry to residential neighbourhood for eastbound Boychuk Drive traffic
Boychuk Drive & Waterloo / McMaster Crescent (East)	Confirmed	Distance from nearest control is >200m Connection to bus stop and Sidney Buckwold Park Standard crosswalk appropriate (existing) Upgraded to zebra crosswalk to improve driver compliance with yielding to pedestrians
Degeer Street & Trent Crescent	Confirmed	Distance from nearest control >200m Zebra crosswalk appropriate Upgraded to Active Pedestrian Corridor (APC) due to anticipated increase in traffic volumes on Degeer Street with installation of traffic signals at McKercher Drive & Degeer Street
McKercher Drive & Edinburgh Place	Confirmed	Distance from nearest control is <200m Unmarked crosswalk appropriate (standard crosswalk existing) Upgraded to Active Pedestrian Corridor (APC) device due to traffic volumes and number of lanes
14th Street & Spinks Drive / Carleton Drive	Confirmed	Distance from nearest control >200m Connection to transit stop and multi-use pathway Rectangular Rapid Flashing Beacon appropriate

3.4. Traffic Signal Assessments

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

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

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

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

A summary of the traffic signal assessments is provided in Table 3-4.

Table 3-4: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
14th Street & Spinks Drive / Carleton Drive	32	Not warranted
Acadia Drive & 14th Street	44	Not warranted
Acadia Drive & Balfour Street	27	Not warranted
Acadia Drive & Carleton Drive	9	Not warranted
Boychuk Drive & Laurentian Drive	23	Not warranted
McKercher Drive & Acadia Drive	81	Not warranted Monitor intersection for traffic control upgrades
McKercher Drive & Degeer Street	82	Not warranted Traffic signals recommended
McKercher Drive & Edinburgh Place	78	Not Warranted

Details of the traffic signal assessments and the design memo for the intersection of McKercher Drive & Degeer Street are provided in **Appendix D**.

3.5. Collision Analysis

The most recently available five-year collision data (2013 to 2017) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections and arterial streets 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. The only intersection with two or more collisions per year within College Park and College Park East was:

- 14th Street & Acadia Drive

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

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the residents at a follow-up public meeting.
- Circulate the draft plan to the civic divisions for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the recommended plan and project process.

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

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Carleton Drive & Acadia Drive	Curb extension on the northeast and southeast corners	Reduce speed
Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Curb extension on west side	Reduce speed
	Speed display board east of the intersection for eastbound traffic Forward speed data to Saskatoon Police Service	
Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Median island and curb extensions east side	Reduce speed
Boychuk Drive & Laval Crescent (East)	Median island and curb extensions west side	Reduce speed
Boychuk roundabout	Curb extension for the northbound entrance to the roundabout	Reduce speed
Balfour Street & Harrington Street	Make temporary median islands permanent	Reduce speed
Mount Allison lane	Additional posted speed sign (20kph) westbound	Reduce speed
Anderson Crescent lane	Additional posted speed sign (20kph) eastbound	Reduce speed
	Speed bumps	
McKercher Drive	Speed Display board between Mount Allison Crescent and Boychuk Drive (northbound and southbound) Forward speed data to Saskatoon Police Service	Reduce speed
Lane connecting Harrington Street to Evan Hardy Collegiate parking lot	Discuss driveway access with Evan Hardy Collegiate	Reduce shortcutting

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
Carleton Drive & Acadia Drive	Active Pedestrian Corridor (APC) east side	Improve pedestrian safety
14th Street & Spinks Drive / Carleton Drive	Rectangular Rapid Flashing Beacon (RRFB) and zebra crosswalk on west side	Improve pedestrian safety
14th Street and Acadia Drive	Relocate north leg crosswalk and stop sign further north	Improve pedestrian safety
Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Standard crosswalk and curb extension on west side	Improve pedestrian safety
Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Median island, curb extensions and zebra crosswalk on east side	Improve pedestrian safety
Mount Allison lane	Add walkway from Mount Allison lane to schools to walkway improvement list	Consider paving walkway across lane to improve pedestrian safety
Balfour Street & Harrington Street	Rectangular Rapid Flashing Beacon (RRFB)	Improve pedestrian safety
McKercher Drive & Degeer Street	Traffic signal	Improve pedestrian safety
Degeer Street & Trent Crescent	Active Pedestrian Corridor (APC) east side	Improve pedestrian safety
McKercher Drive & Edinburgh Place	Active Pedestrian Corridor (APC) and accessible pedestrian ramps on south side	Improve pedestrian safety

4.4. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-3.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Cambridge Crescent & Harvard Crescent	Install yield sign	Assign right of way
Carleton Drive & Harvard Crescent	Install yield sign	Assign right of way
Boychuk roundabout	Relocate traffic signs	Improve guidance
Balfour Street & Harrington Street	Replace yield signs with stop signs	Improve safety
McKercher Drive & Degeer Street	Traffic signal	Improve intersection safety Reduce delays for westbound left turn

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
Carleton Drive & Acadia Drive	Restrict parking on Acadia Drive at 15 m from the northeast and northwest corners	Improve sightlines
Acadia Drive	Restrict parking on Acadia Drive at 10 m from all corners on Dalhousie Crescent and from the southwest corner on McGill Street	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
Acadia Drive & Acadia Place	Restrict parking on Acadia Drive at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
14th Street & Acadia Drive	Restrict parking on Acadia Drive at 10 m from the northwest and northeast corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Restrict parking on Boychuk Drive at 10 m from the intersection	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Restrict parking on Boychuk Drive at 10 m from the intersection	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
Degeer Street & Boychuk Drive	Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
Boychuk Drive & Laurentian Drive (South)	Restrict parking on Boychuk Drive at 10 m from northeast and southeast corners	Improve sightlines
Balfour Street & Harrington Street	Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
Degeer Street & Trent Crescent	Restrict parking at 10m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines

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 September 2018. 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 was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

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

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 January 18, 2018 Evan Hardy Collegiate 40 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in **Appendix A**
Meeting #2 September 18, 2018 Cardinal Leger School 36 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in **Appendix F**

Residents and stakeholders in College Park and College Park East were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskaton events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- social media (i.e. Facebook advertising);
- billboards placed on McKercher Drive;
- community posters placed at high traffic zones and community gathering places;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

The Facebook page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. There are 218 members in the Facebook group for the College Park and College Park East Neighbourhood Traffic Review.

There are 36 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

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

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

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's online neighbourhood traffic concerns forums on Facebook and saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix I**.

Photo 1: Meeting #1 Presentation

Photo 2: Meeting #2 Presentation

5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus. The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for College Park and College Park East are likely to begin in spring / summer 2019.

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

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Pedestrian Ramps Cost Estimate
- Table 5-6: Traffic Signal Cost Estimate
- Table 5-7: Total Cost Estimate

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

Location	Device	Cost Estimate	Time Frame
Cambridge Crescent & Harvard Crescent	Yield sign (1)	$250	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Carleton Drive & Harvard Crescent	Yield sign (1)	$250	
Carleton Drive & Acadia Drive	No parking signs (2) Curb extensions (2)	$1,500	
Acadia Drive	No parking signs (5)	$1,250	
Acadia Drive & Acadia Place	No parking signs (4)	$1,000	
14th Street & Acadia Drive	No parking signs (2)	$500	
Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Curb extensions (2) No parking signs (4)	$2,000	
Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Median island (1) Curb extensions (2) No parking signs (4)	$2,500	
Boychuk Drive & Laval Crescent (East)	Median island (1) Curb extensions (2)	$1,500	
Boychuk roundabout	Modified curb extension (1)	$750	
Degeer Street & Boychuk Drive	No parking signs (4)	$1,000	
Boychuk Drive & Laurentian Drive (South)	No parking signs (2)	$500	
Balfour Street & Harrington Street	No parking signs (4)	$1,000	
Mount Allison lane	Speed signs (1)	$250	
Anderson Crescent lane	Speed signs (2) Speed bumps (4)	$2,500	
Degeer Street & Trent Crescent	No parking signs (4)	$1,000	
	Total	**$17,750**	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
Boychuk Drive	Forward peak hour speed data to Saskatoon Police Service for enforcement	$0 (funded by Saskatoon Police Service)	1 to 2 years
McKercher Drive	Forward peak hour speed data to Saskatoon Police Service for enforcement	$0 (funded by Saskatoon Police Service)	
McKercher Drive	Speed display board (1)	$0 (funded through Speed Program)	
	Total	**$0**	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
Carleton Drive & Acadia Drive	Active Pedestrian Corridor (APC)	$20,000	3 to 5 years
14th Street & Spinks Drive / Carleton Drive	Rectangular Rapid Flashing Beacon (RRFB)	$20,000	
Balfour Street & Harrington Street	Rectangular Rapid Flashing Beacon (RRFB)	$20,000	
Degeer Street & Trent Crescent	Active Pedestrian Corridor (APC)	$40,000	
McKercher Drive & Edinburgh Place	Active Pedestrian Corridor (APC)	$50,000	
	Total	**$150,000**	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Balfour Street & Harrington Street	Median islands (2)	$10,000	3 to 5 years
Carleton Drive & Acadia Drive	Curb extensions (2)	$90,000	
Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Curb extensions (2)	$90,000	
Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Median island (1) Curb extensions (2)	$95,000	
Boychuk Drive & Laval Crescent (East)	Median island (1) Curb extensions (2)	$95,000	
Boychuk roundabout	Modified curb extension (1)	$50,000	
Anderson Crescent lane	Speed bumps (4)	$2,000	
	Total	**$432,000**	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
McKercher Drive & Edinburgh Place	Pedestrian ramp (2)	$7,000	5 years plus
	Total	**$7,000**	

Table 5-6: Traffic Signal Cost Estimate

Location	Device	Cost Estimate	Time Frame
McKercher Drive & Degeer Street	Traffic Signal	$250,000	3 to 5 years
Acadia Drive & 8th Street	Pedestrian signal phase	$50,000	
	Total	**$300,000**	

Table 5-7: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	$17,750	-	-
Speed Enforcement	$0	-	-
Pedestrian Safety Devices	-	$150,000	-
Permanent Traffic Calming	-	$432,000	-
Pedestrian Ramps	-	-	$7,000
Traffic Signal	-	$300,000	-
Total	**$17,750**	**$882,000**	**$7,000**

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is $17,750. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks / multi-use paths) is $889,000.

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

The resulting recommended College Park and College Park East Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Table 5-8: College Park and College Park East Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Cambridge Crescent & Harvard Crescent	Install yield sign	Assign right of way
2	Carleton Drive & Harvard Crescent	Install yield sign	Assign right of way
3	Carleton Drive & Acadia Drive	Active Pedestrian Corridor (APC) east side Curb extension on the northeast and southeast corners	Improve pedestrian safety and reduce speed
		Restrict parking on Acadia Drive at 15 m from the northeast and northwest corners	Improve sightlines
4	Acadia Drive	Restrict parking on Acadia Drive at 10 m from all corners on Dalhousie Crescent and from the southwest corner on McGill Street	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
5	Acadia Drive & Acadia Place	Restrict parking on Acadia Drive at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
6	14th Street & Spinks Drive / Carleton Drive	Rectangular Rapid Flashing Beacon (RRFB) and zebra crosswalk on west side	Improve pedestrian safety
7	14th Street & Acadia Drive	Relocate north leg crosswalk and stop sign further north	Improve pedestrian safety
		Restrict parking on Acadia Drive at 10 m from the northwest and northeast corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
8	Acadia Drive & McKercher Drive	Add to intersection improvement list	Monitor intersection for traffic control upgrade
9	Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Standard crosswalk and curb extensions on west side	Improve pedestrian safety
		Speed display board east of the intersection for eastbound traffic Forward speed data to Saskatoon Police Service	Reduce speed
		Restrict parking on Boychuk Drive at 10 m from the intersection	Restricted in Traffic Bylaw Encourage compliance and improve sightlines

Table 5-8: College Park and College Park East Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
10	Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Median island, curb extensions and zebra crosswalk on east side	Reduce speed and improve pedestrian safety
		Restrict parking on Boychuk Drive at 10 m from the intersection	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
11	Boychuk Drive & Laval Crescent (East)	Median island and curb extensions on west side	Reduce speed
12	Boychuk roundabout	Curb extension for the northbound entrance to the roundabout	Reduce speed
		Relocate traffic signs	Improve guidance
13	Degeer Street & Boychuk Drive	Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
14	Boychuk Drive & Laurentian Drive (South)	Restrict parking on Boychuk Drive at 10 m from northeast and southeast corners	Improve sightlines
15	Balfour Street & Harrington Street	Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
		Make temporary median islands permanent	Reduce speed
		Rectangular Rapid Flashing Beacon (RRFB) and zebra crosswalk on east side	Improve pedestrian safety
		Replace yield signs with stop signs	Improve safety
16	Mount Allison lane	Install posted speed sign (20kph) westbound	Reduce speed
		Add walkway from Mount Allison lane to schools to walkway improvement list	Consider paving walkway to improve pedestrian safety
17	Anderson Crescent lane	Additional posted speed sign (20kph) eastbound	Reduce speed
		Speed bumps	
18	McKercher Drive & Degeer Street	Traffic signal	Improve pedestrian and intersection safety Reduce delays for westbound left turn

Table 5-8: College Park and College Park East Neighbourhood Recommended Improvements

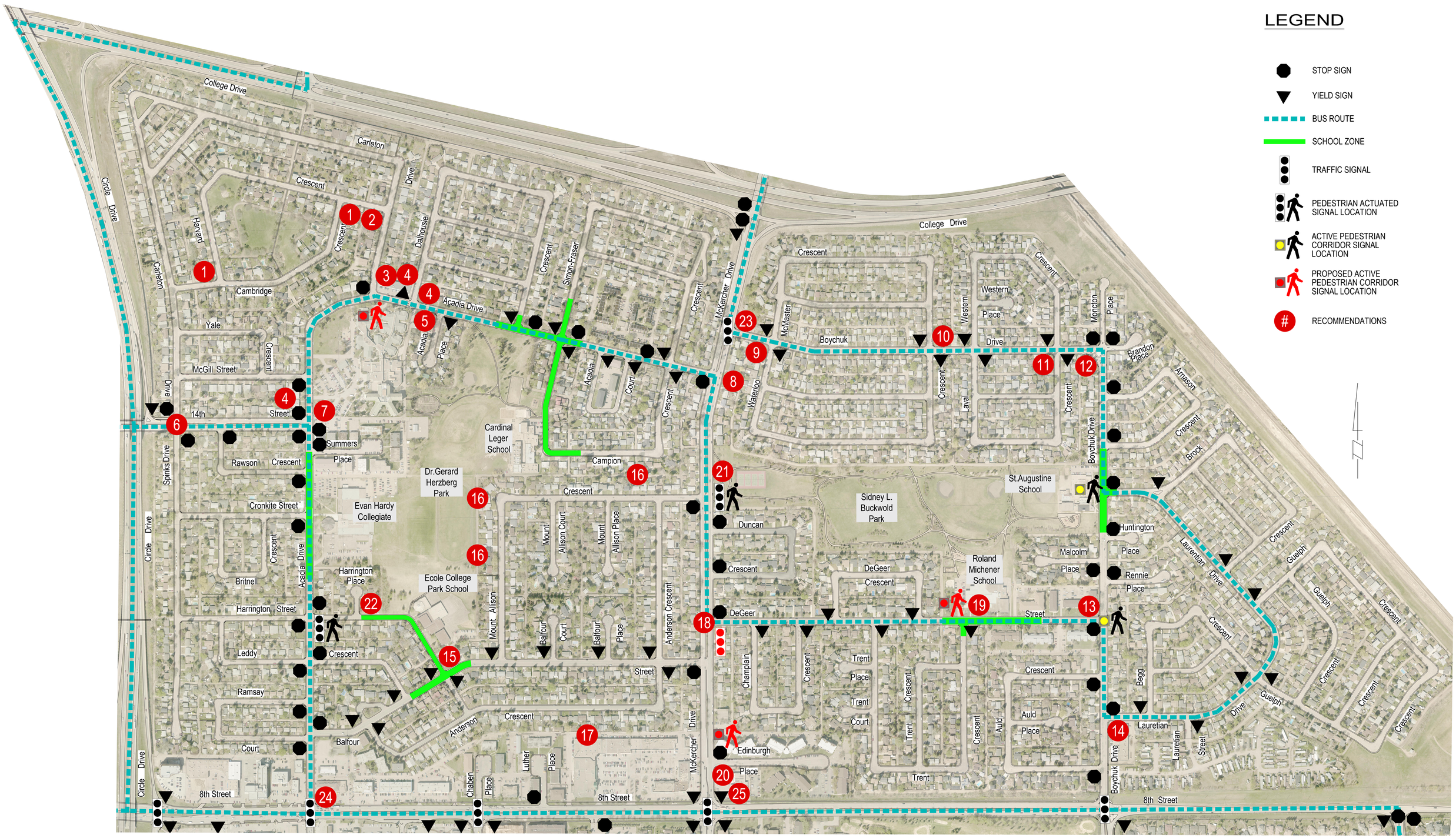
Item	Location	Recommended Improvement	Justification
19	Degeer Street & Trent Crescent	Active Pedestrian Corridor (APC) east side	Improve pedestrian safety
		Restrict parking at 10 m from all corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
20	McKercher Drive & Edinburgh Place	Active Pedestrian Corridor (APC) and accessible pedestrian ramps on south side	Improve pedestrian safety
21	McKercher Drive	Speed Display board between Mount Allison Crescent and Boychuk Drive (northbound and southbound) Forward speed data to Saskatoon Police Service	Reduce speed
22	Lane connecting Harrington Street to Evan Hardy Collegiate parking lot	Discuss driveway access with Evan Hardy Collegiate	Reduce shortcutting
23	Boychuk Drive & McKercher Drive	Adjust traffic signal timing	Improve efficiency
24	Acadia Drive & 8th Street	Adjust traffic signal timing Add pedestrian signal on west side Overhead lane designation signs for southbound approach	Improve efficiency and pedestrian safety
25	McKercher Drive & 8th Street	Adjust traffic signal timing	Improve efficiency

Exhibit 5-1: Recommended College Park and College Park East Neighbourhood Traffic Plan

City of Saskatoon

LEGEND

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



FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/college-park-college-park-east

COLLEGE PARK & COLLEGE PARK EAST DRAFT TRAFFIC PLAN

Appendix A

Public Meeting #1

January 18, 2018

College Park / College Park East Neighbourhood Traffic Review
Tuesday, January 18, 2018, 7:00 – 9:00 P.M.
Evan Hardy Collegiate – 605 Acadia Dr

Facilitators:

- Kathy Dahl (Great Works Consulting), Mitch Riabko (Great Works Consulting)

City of Saskatoon Representatives:

- Yang Li, Nathalie Baudais, Mariniel Flores, Marina Melchiorre, David LeBoutillier, Minqing Deng
- Patrick Barbour, Saskatoon Police Service

Agenda

- Welcome & introductions
- Presentation from the Transportation Division
- Small group discussions
- Small group discussions – report back to large group
- Next Steps
- Questions/Answers

Welcome Remarks

- Councillor Sarina Gersher

Presentation from Transportation Division – College Park / College Park East Neighbourhood Traffic Review

(Presented by Yang Li – Transportation Engineer-in-Training)

See Attachment: Presentation – January 18, 2018

Saskatoon Police Services: 306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.

Small Group Discussions

- Breakout into small groups to discuss traffic concerns in College Park / College Park East and potential solutions

Small group discussions – report back to large group

Group 1: Yang Li

- Spinks Drive & Carleton Drive
    - Pedestrian crossing is unsafe, vehicles do not yield to pedestrians, needs active pedestrian corridor
    - Improve lighting, too dark at night
- 14th Street
    - Speeding

- Spinks Drive back alley
    - Speeding
    - Shortcutting traffic
- Circle Drive on-ramp from 14th Street
    - Too short to accelerate to 90 kph
    - Hard to merge onto Circle Drive
    - Reduce speed limit on Circle Drive
- Acadia Drive & McKercher Drive
    - Difficult to turn left onto McKercher Drive
    - Install traffic signal or roundabout
    - Improve traffic signal coordination on McKercher Drive to slow traffic
- Acadia Drive, McKercher Drive & 8th Street
    - Eastbound left turn phase should be longer and active every cycle
- Pavement marking should be improved on 8th Street, Acadia Drive, McKercher Drive and 14th Street
- Change all pedestrian actuated signals to active pedestrian corridors
- Acadia Drive
    - Vehicles park too close to intersections, crosswalks and driveways, especially along the curve between 14th Street and Dalhousie Crescent
    - Snow windrow makes it too narrow
    - 30 kph along the curve should be enforced
    - Parking should be only permitted on one side
    - Sherbrooke employees should use their off-street parking lot
- Horizontal and vertical deflection devices are unsafe for cyclists, they put cyclists into traffic, bad for snow clearing
- Laurentian Drive
    - Speeding
    - Vibration from bus cracked drywall
    - Need speed display board
- Boychuk Drive & McKercher Drive
    - Westbound left turn traffic runs red light
- McKercher Drive
    - Speeding, high traffic volumes
- Degeer Street
    - Westbound left turn onto McKercher Drive is difficult
- Soundwall along College Drive is too short

Group 2: Nathalie Baudais

- Briarwood traffic shortcuts through the neighbourhood using McKercher Drive and Boychuk Drive
- Busy commuters going through the area
- McGill Street & Carleton Drive
    - Soundwall does not prevent traffic noise
- Anderson Crescent back alley

    - Shortcut between McKercher Drive and Acadia Drive
    - Too much speeding, many near misses
    - Paved lane encourages speeding
    - Difficult to exit from garages / backyards
    - New liquor store at McKercher Drive will aggravate problem
    - Should have more 20 kph signage and enforcement
- Pilot project for speed humps should include back lanes
- McKercher Drive & 8th Street
    - Southbound left turn should be longer during the afternoon peak (4:30-5:30pm)
    - Queue goes beyond turn bay, causes shortcutting on Boychuk Drive and Degeer Street
- Edinburgh Place & McKercher Drive
    - Would like pedestrian device
- Trent Crescent & Degeer Street
    - Would like pedestrian device
- Carleton Drive & Acadia Drive
    - Would like pedestrian active corridor, the crosswalk is just past the 30 kph curve warning sign, it is a lit corridor but there is no pushbutton
    - Speeding around the curve
- Dalhousie Crescent
    - Soundwall is vibrating into backyard, backyard is not enjoyable
- Cycling paths should be provided throughout neighbourhood
- McKercher Drive Corridor
    - Westbound left turn from Degeer Street is a deadly enterprise
    - Parking in northbound lanes too close to the intersection
    - Would like traffic signals
    - Corridor needs to be slowed down
    - Not safe for cyclists
    - Pedestrian crossing needed between McKercher Drive and Mount Allison Crescent
    - Crosswalks are too dark
    - Increased speeds aggravates problem
    - 50 kph sign too far south
- Degeer Street
    - Major speeding problem
    - Degeer Crescent is difficult to turn out
- Roland Michener School
    - Parking covers crosswalk, too close to intersection
    - Malcolm Place back alley has drop off and pick up issues
- All existing crosswalks should be lighted, including Evan Hardy
- Speeding on Acadia Drive, Balfour Street, Boychuk Drive
- Proponent of 40 kph throughout City
- Existing pedestrian active corridors
    - Vehicles pass on the right
    - No curb extension at Degeer Street
    - Signage is often blocked by trees

- McKercher Drive should be included; it is integral to the function of the neighbourhood
- Sound wall at McKercher Drive and Simon Fraser Crescent not finished well
- Acadia Drive & McKercher Drive
    - 3:00 – 6:00 pm difficult to get onto McKercher Drive
- Cardinal Leger school zone signage is poorly marked
- 3100 block of 8th Street
    - Signs on curb impede visibility into and out of the development

Group 3: Marina Melchiorre

- More posted speed signs
- Radar speed boards are effective
- Boychuk Drive roundabout
    - Northbound signage needed because people are not yielding
    - Noisy
- Boychuk Drive eastbound and westbound speeding
    - Nighttime lighting is poor
    - All times of day
    - Need police enforcement
- Boychuk at McMaster Crescent & Waterloo Crescent (east)
    - Crosswalk should be marked better
    - Trees blocking signs
    - Should be pedestrian corridor
- Acadia Drive & McKercher Drive
    - Northbound left turn long waits
    - No crosswalk for pedestrians
- McKercher Drive – speeding
- Acadia Drive around Sherbrooke – speeding
- Alley behind Sherbrooke to Dalhousie Crescent
    - Northbound one way is not signed
    - Semis loading blocking and motorist get stuck (make 3-point turns close to residents)
- Carleton Drive & Acadia Drive
    - Trees blocking sightline at crosswalk
    - Active pedestrian corridor
    - Lane interferes with crossing
- 14th Street & Acadia Drive
    - Westbound stop not signed, 3 way or 4 way?
- McKercher Drive to College Drive – catchbasin in northbound lane, also on is in southbound direction (people swerve to miss the bump)
- McKercher Drive at Edinburgh Place & 7-11
    - Need a pedestrian corridor
- Acadia Drive & 8th Street
    - Southbound phase is too short (especially at school times)
    - People cutting through parking lot
    - Designated southbound right turn lane needed

- McKercher Drive median opening – U turns are dangerous
- McKercher Drive, Boychuk Drive & 8th Street
    - Eastbound and westbound protected left turn
    - Visibility of oncoming traffic is poor for those making left turns
- Snow removal in front of schools is poor

Group 4: Mariniel Flores

- Balfour Street & Harrington Place
    - Lots of traffic, congested with vehicles
    - Children have difficulty crossing
    - Backed up at Balfour Street & Acadia Drive and at Harrington Street & Acadia Drive
    - Vehicles blocking the traffic lane
    - End of summer, vehicles passing and speeding past in the opposing traffic lane
    - Snow windrow makes street too narrow, difficult to see pedestrians
    - Signs on median has been hit, needs repair
    - Install speed display board, speed radar, active pedestrian corridor
    - 30 kph school zone obstructed by trees in eastbound direction, might be too high
    - Kids walk on snow bank
    - Shortcutting when Evan Hardy school hours end from Acadia Drive
    - Speeding eastbound through school zone
- College Drive onto McKercher Drive
    - Difficult to cross two lanes to turn at Boychuk Drive
    - Southbound through traffic are speeding, slow them down or install merge sign for southbound through traffic
- Alley west on Mount Allison Crescent
    - Walkway from both schools, difficult to cross since vehicles speeding
    - Children at play signs were effective but needs more improvement
    - Speed signs were installed but are not effective
    - Restrict access into alley or make it a one-way
    - Enforcement often isn't enough
- Poor bus service, need more bus routes
- Closed back alley (Anderson Crescent)
    - It allowed access for southbound traffic before then it was closed
    - Fence damaged 3 times due to vehicles speeding from the bars
    - Should re-survey about this
    - Jerseys are only temporary, should be permanently closed with permanent barriers (bollards)
- Sherbrooke Nursing Home along Acadia Drrive
    - Wheelchairs on road instead of using sidewalk, being encouraged to do that
- 8th Street & Acadia Drive
    - Vehicles turning left into 7/11 are backing up traffic
    - Restrict left turn into 7/11

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than February 15, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than February 15, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

Question & Answer

Resident: Where can I send cycling comments?

Nathalie: You can send those comments through the NTR comments and we will forward to the Active Transportation Program Manager.

Resident: Where can I send transit comments?

Nathalie: You can send to the transit operations group, their contact information is on city website, or you can send to Councillor Gersher.

Resident: Traffic noise is an issue, will it be covered in the NTR?

Mariniel: Traffic noise issues are resolved through the Traffic Noise Sound Attenuation program.

Resident: Intersection at McKercher Drive & Edinburgh Place needs to be looked, enforcement issue and better lighting

Yang: This intersection is under a review. We will provide updates at the fall meeting.

Resident: McKercher Drive needs to be included in the study. For us, it is our neighbourhood street, it is an arterial between Highway #5 & Taylor Street only. It shouldn't be excluded. The NTR process should be changed to include these streets.

Closing Remarks

- Councillor Gersher
- Staff Sergeant Barbar

College Park / College Park East Neighbourhood Traffic Review

Thursday, January 18, 2018

7:00pm - 9:00pm

Outline

- Neighbourhood Traffic Review (NTR) Process
- College Park / College Park East Schedule
- Sources of Information
- Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- **NTR Introduction**
  - Process developed to address neighbourhood traffic issues holistically rather than case by case
  - **Mandate**: Reduce and calm traffic, improve safety within neighbourhoods
- **Neighbourhood Selection**
  - Number of outstanding concerns
  - Number of collisions
  - Number of existing temporary traffic calming devices
  - Regional representation throughout the City
  - Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

- **2014**
  - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
  - 8 neighbourhood traffic reviews completed per year

- **2018 Selected Neighbourhoods**
  - Fairhaven
  - Westview
  - Massey Place
  - Riversdale
  - River Heights
  - Forest Grove
  - College Park-College Park East
  - Eastview-Nutana Suburban Centre

College Park / College Park East Study Area

- Study Limits:
- Local and collector roads

City of Saskatoon
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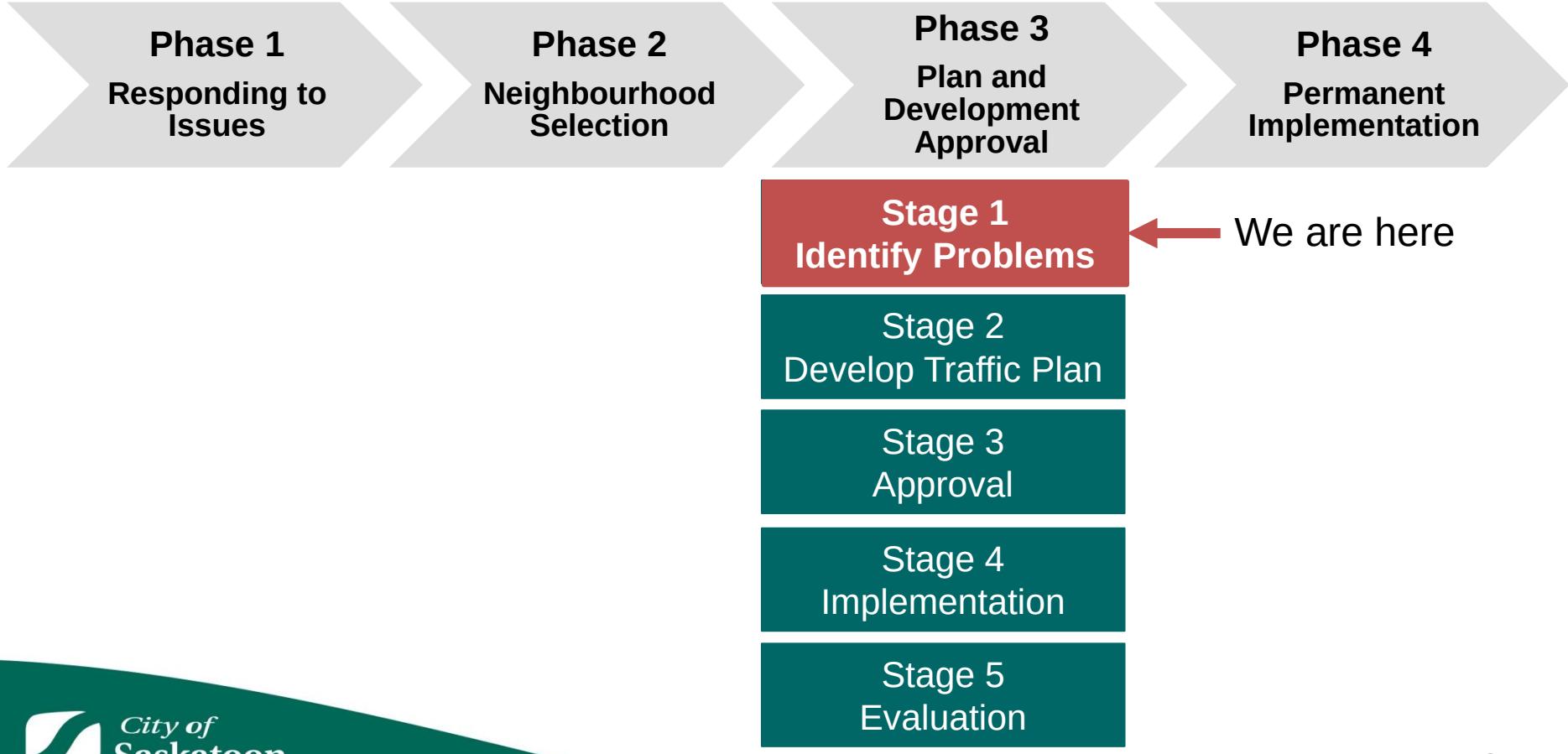
Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule

Stage 1
Identify Problems

- Winter / Spring 2018
- Public meeting
- Collect input via calls, emails, letters, Facebook

Stage 2
Develop Traffic Plan

- Summer 2018
- Data collection
- Field observation
- Prepare Traffic Plan

Stage 3
Review and Approval

- Fall 2018
- Public meeting
- Collect feedback via calls, emails, etc.
- Prepare report
- Council meeting

Stage 4
Implementation

- Beginning Spring 2019
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

Stage 5
Evaluation

- 2020 and beyond
- Follow up assessments
- Permanent installation for measures that are deemed effective

Sources of Information

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

Concerns Received

- Parking Issues
  - Trent Crescent, Harrington Street, McKercher Drive, etc.
  - Back alleys
  - Crosswalks
  - School zones
- Speeding
  - Balfour Street, Laurentian Drive, McKercher Drive, Carleton Drive, etc.
- Pedestrian Safety
  - Acadia Drive & McKercher Drive, DeGeer Street & McKercher Drive, Acadia Drive & Simon Fraser Crescent, etc.
- Intersection Operations & Safety
  - Boychuk Drive & Boychuk Drive (Brandon Place), Acadia Drive & McKercher Drive, DeGeer Street & McKercher Drive, and others.
- Traffic Noise
  - Carleton Drive, Western Crescent
- Sidewalk & Street Maintenance

Additional Studies / Projects

- Bus Rapid Transit (BRT) Planning
  - Public Meeting to be held February 7, 2018.

Traffic Calming Measures Examples

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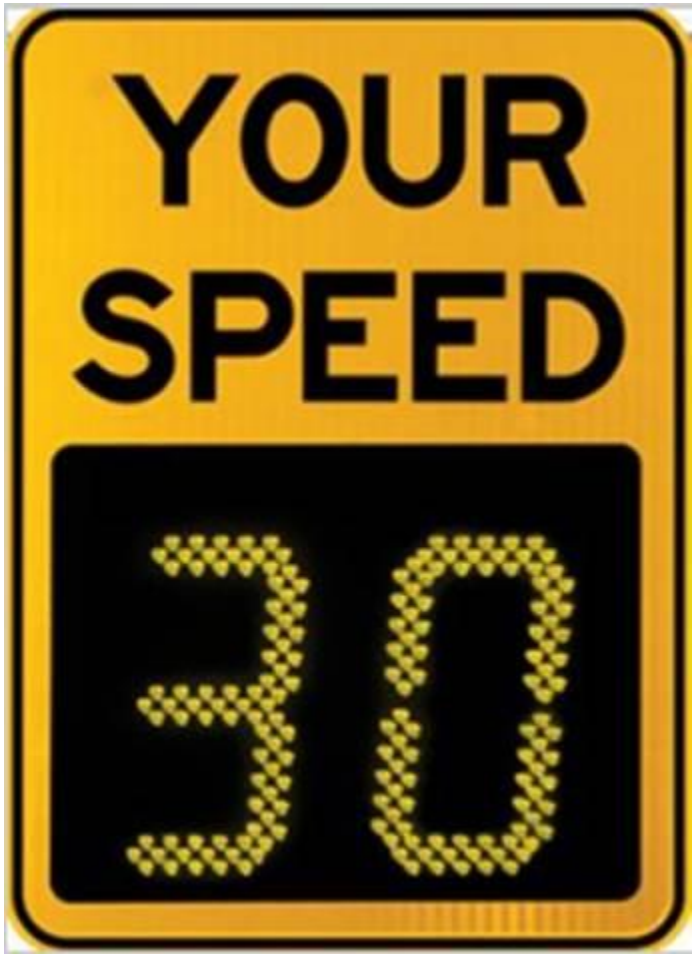
Speed Display Devices

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



Horizontal Deflection Devices

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

Curb Extension

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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

City of Saskatoon
A 21st Century City

Raised Intersection

Speed Humps

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

Obstructions

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

Directional Closure

Diverter

Right In / Right Out Island

Raised Median Through Intersection

Full Closure

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Pedestrian Crossing Devices

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

Standard Crosswalk

Zebra Crosswalk

Active Pedestrian Corridor

City of Saskatoon
A 21st Century City

Pedestrian Actuated Signal

Traffic Issues in College Park / College Park East

Seeking Your **Ideas** and **Solutions**!

City of Saskatoon
A 21st Century City

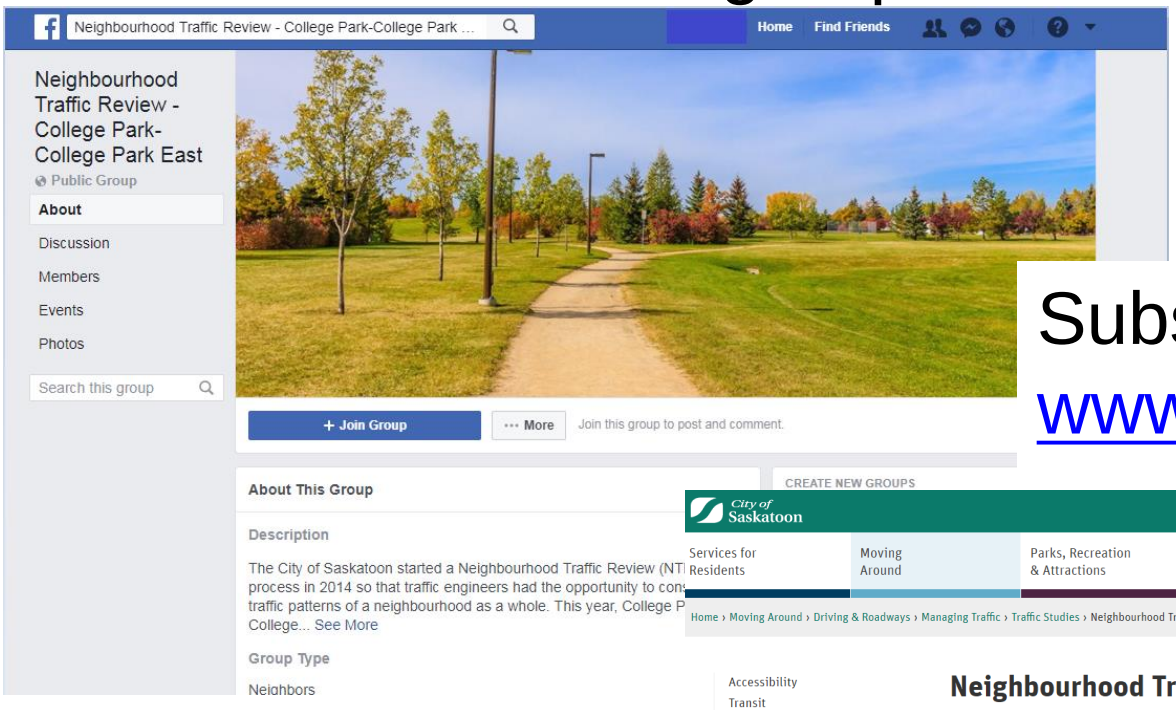
Table Group Discussions

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

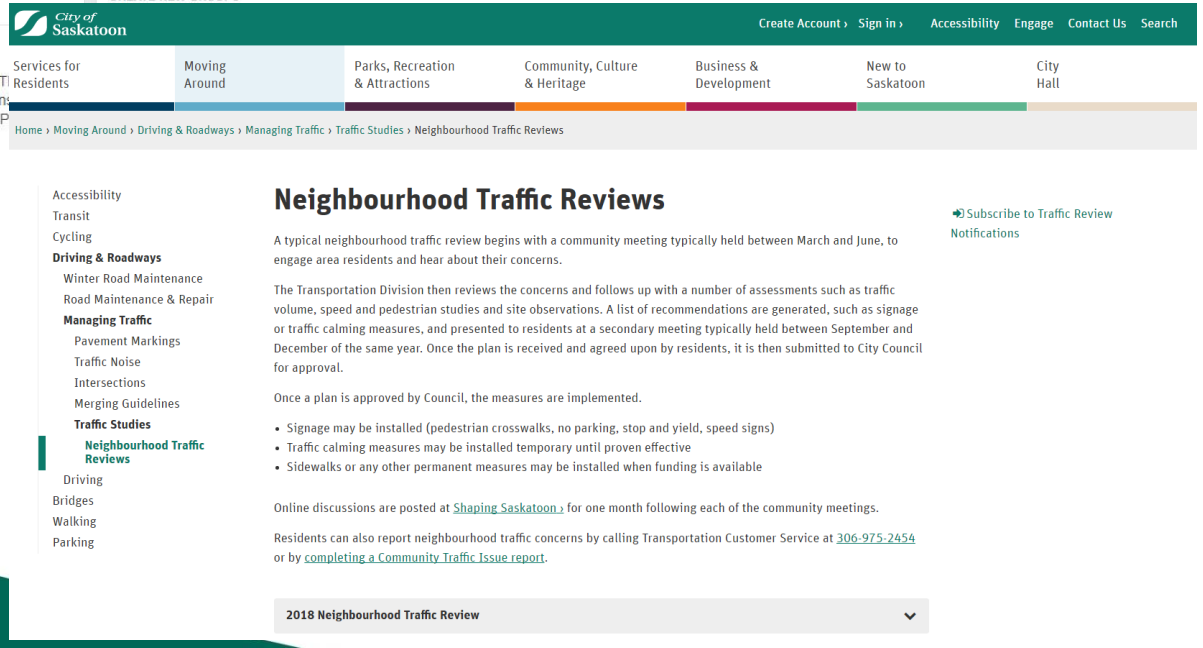
2. Identify additional traffic issues and solutions in College Park / College Park East

Stay Engaged

Join our Facebook group



Subscribe for updates at www.saskatoon.ca/NTR



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How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

College Park / College Park East Study Area

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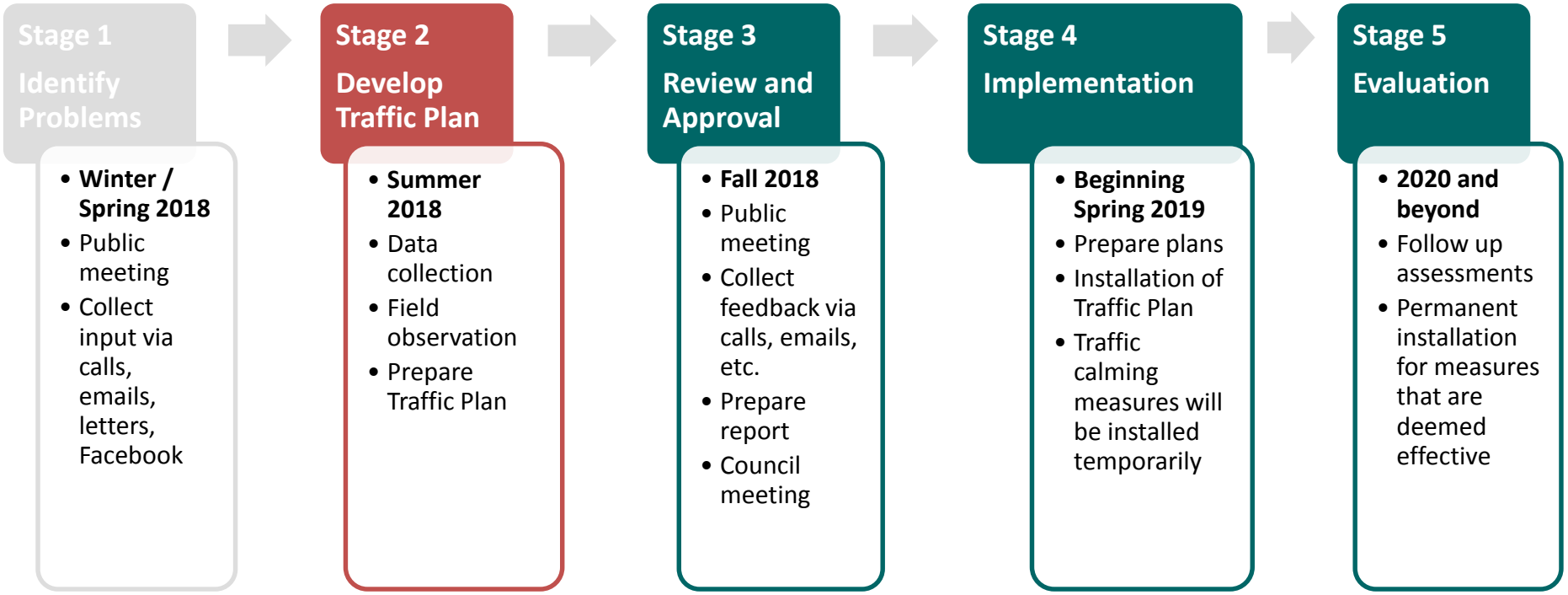
Next Steps


Stage 1
Identify Problems
• Winter / Spring 2018
• Public meeting
• Collect input via calls, emails, letters, Facebook
Stage 2
Develop Traffic Plan
• Summer 2018
• Data collection
• Field observation
• Prepare Traffic Plan
Stage 3
Review and Approval
• Fall 2018
• Public meeting
• Collect feedback via calls, emails, etc.
• Prepare report
• Council meeting
Stage 4
Implementation
• Beginning Spring 2019
• Prepare plans
• Installation of Traffic Plan
• Traffic calming measures will be installed temporarily
Stage 5
Evaluation
• 2020 and beyond
• Follow up assessments
• Permanent installation for measures that are deemed effective

Join the Discussion

- Visit saskatoon.ca/NTR
  - Get updates
  - Link to the Facebook Group
  - Sign up for subscriber updates
- Provide comments by:
  Tuesday, February 15, 2018

City of Saskatoon
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transportation division

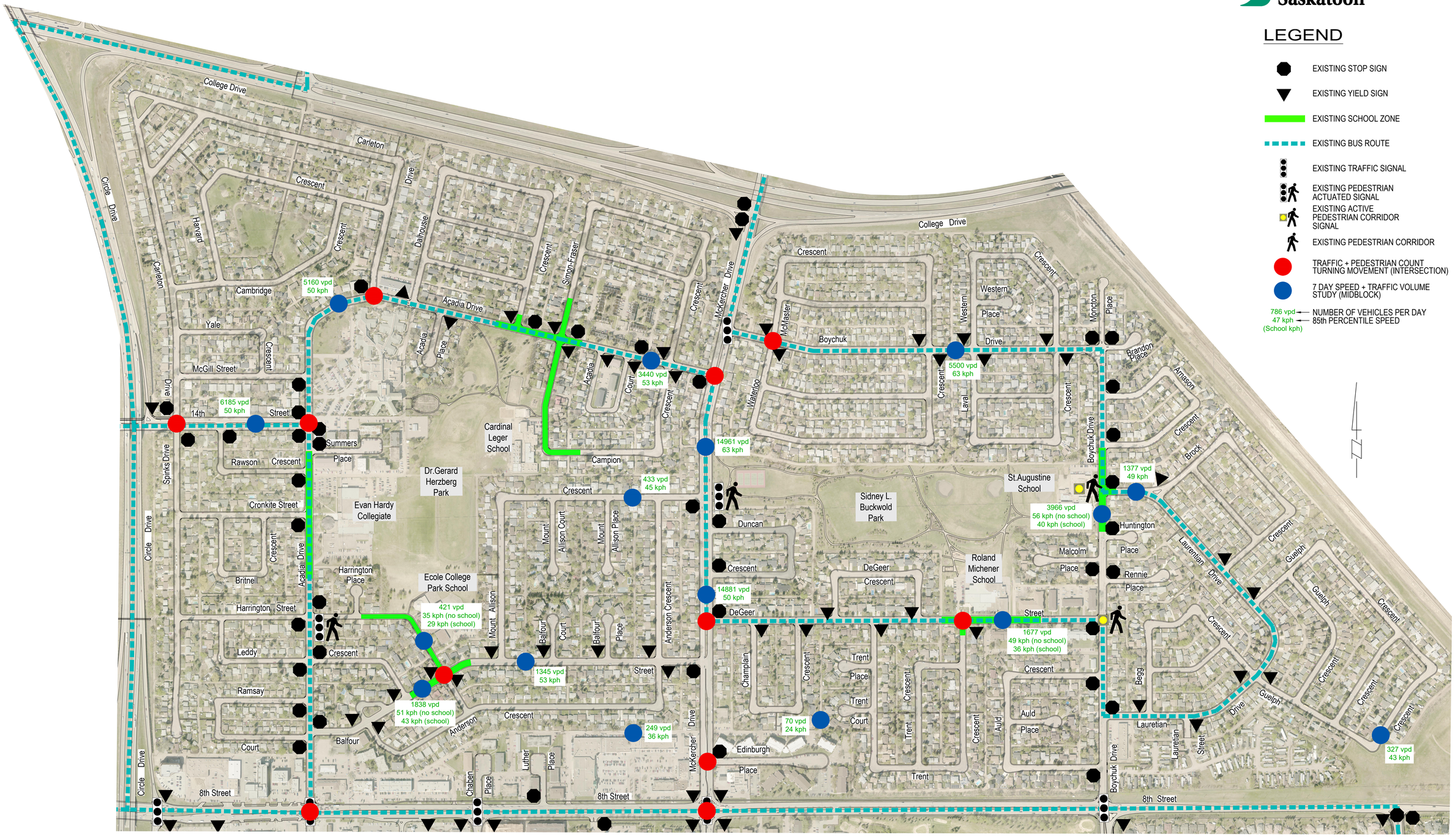
Appendix B

Traffic Data Collection

City of Saskatoon

LEGEND

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



COLLEGE PARK & COLLEGE PARK EAST TRAFFIC DATA

Appendix C

Pedestrian Device Assessments

Results Summary – New Process

Preliminary Assessment Decision Point		Acadia Drive & Carleton Drive Pedestrian Crossing
Traffic Signal Warrant	Points	9
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	7 EAU
	Vehicular Volume	5,161
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	350 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection provides a key connection between the Sherbrooke Community Centre and the commercial shopping strip on the north side of Acadia Drive. The connection at Carleton Drive also provides a pedestrian network connection to the pedestrian overpass at Central Avenue & College Drive. Enhancing this crossing would facilitate pedestrian crossing.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Curb extensions proposed to shorten the crossing distance to 2 lanes for the pedestrian crossing Standard crosswalk appropriate Existing pedestrian corridor (overhead illumination) exists Due to the horizontal curve of Acadia Drive for eastbound traffic approaching the intersection, it is recommend that the device be upgraded to anActive Pedestrian Corridor (overhead with yellow flashers) to meet driver expectation and enhance compliance.

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

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing **Date:** Aug 7th, 2018

ıtion & Roadway Classification: Acadia Dr & Carleton Dr (Collector & Local)
Date of Count: Day of wk: Wednesday Mth, Day, Yr: Wednesday, May 30, 2018
Weather:
Traffic Control Devices: Stop control on North leg of intersection
Current Pedestrian Control: Active Ped Corridor on both East leg of intersection
Other Notes:

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h
☐ **85th percentile (check one)**
☐ **Posted Limit**

Distance to nearest protected crosswalk 340 m
Location: Acadia Dr & 14th St
Type: 4 way stop

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 6 hrs

***Elementary:**	**42**	**Total Warranted PC Points:**		**or**		**/ period**
High School:		**Highest PC point value:**	**966**	**at**		
Adult:		**Active Ped Corridor Points:**				
Senior:		**Pedestrian Actuated Signal Points:**	**30**			
Vehicles passing through crosswalk(s):	**2,008**					

*** All pedestrians were assumed to be children to obtain the highest points possible**

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the East Crosswalk ****
(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00	1	39		17								2
7:15		41		13								2
7:30	2	66		13								
7:45	2	66		12	1							1
8:00	3	67		24	2							1
8:15	1	59		13								2
8:30	7	91		28								
8:45	4	89		43	1							
9:00												
9:15												
9:30												
9:45												
AM Totals	20	518		163	4							8
11:30	3	29		28								2
11:45	3	38		25								2
12:00	3	30		33								4
12:15	1	35		34	1							2
12:30	4	28		26								
12:45	6	32		34								4
13:00	6	47		30								2
13:15	9	38		31								1
Noon Totals	35	277		241	1							17
14:00												
14:15												
14:30												
14:45												
15:00												
15:15												
15:30												
15:45												
16:00	3	36		48								5
16:15	6	36		43								
16:30	4	53		50								1
16:45	4	49		62								
17:00	1	49		60								
17:15	4	37		48								
17:30	5	34		41								3
17:45	7	39		35								3
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	34	333		387								12
Totals	**89**	**1,128**		**791**	**5**							**37**
					West Crosswalk =			**5**	**East Crosswalk =**			**37**

Results Summary – New Process

Preliminary Assessment Decision Point		Balfour Street & Harrington Street Pedestrian Crossing
Traffic Signal Warrant	Points	9
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	28 EAU
	Vehicular Volume	1,838
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	295 m
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Zebra crosswalk appropriate Due to the horizontal curve of Balfour Street for westbound traffic approaching the intersection, it is recommend that the device be upgraded to a Rectangular Rapid Flashing Beacon to meet driver expectation and enhance compliance.

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

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing **Date:** Sept 12th, 2018

ıtion & Roadway Classification: Balfour St & Harrington St
Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, September 04, 2018
Weather:
Traffic Control Devices: Yeild control on North and South leg of intersection
Current Pedestrian Control: Zebra Crosswalk on East and West leg of intersection
Other Notes:

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h
☐ **85th percentile (check one)**
☐ **Posted Limit**

Distance to nearest protected crosswalk 1,000 m
Location: None
Type:

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

***Elementary:**	132	**Total Warranted PC Points:**	17,314	**or**	8,657	**/ period**
High School:	24	**Highest PC point value:**	10,641	**at**		
Adult:	42	**Active Ped Corridor Points:**	2			
Senior:		**Pedestrian Actuated Signal Points:**	37			
Vehicles passing through crosswalk(s):	1,113					

*** All pedestrians were assumed to be children to obtain the highest points possible**

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the East Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00		9		3								
7:15		18	1	2								
7:30		22	1	7								
7:45		39	2	9	1		1					2
8:00	1	29		13								1
8:15		16	1	9		1	1					1
8:30		54		13	9		3			1	2	10
8:45	6	46	2	18	3		1			1	1	21
9:00												
9:15												
9:30												
9:45												
AM Totals	7	233	7	74	13	1				2	3	35
11:30		23		20						3	2	7
11:45	10	31	1	20	1		4			9	5	20
12:00	10	34	3	21	3		2			6		44
12:15	1	15	1	13	1	1	1					
12:30	3	17		16	3							1
12:45	6	11		6								
13:00	1	19		13								
13:15	1	8	1	10								2
Noon Totals	32	158	6	119	8	1				18	7	74
14:00												
14:15												
14:30												
14:45												
15:00	2	14		17						3		
15:15		11	1	18							3	
15:30	10	14	1	29			2			1	2	
15:45	3	17	1	28						2	1	
16:00		12		23							3	
16:15	5	8	1	24								
16:30	1	13		16							2	
16:45	5	13	1	28								1
17:00	1	19	2	23								
17:15	2	15		24								
17:30	4	14		16		1				1		1
17:45	1	12		28								
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	34	162	7	274		1				7	11	2
Totals	**73**	**553**	**20**	**467**	**21**	**3**	**15**			**27**	**21**	**111**
						West Crosswalk =		**39**			**East Crosswalk =**	**159**

Results Summary – New Process

Preliminary Assessment Decision Point		Boychuk Drive & Waterloo Crescent / McMaster Crescent (west intersection) Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	1 EAU
	Vehicular Volume	5,500
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	80 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	It provides a connection to the bus transit stops on both sides of Boychuk Drive and to Sidney Buckwold Park to the south of Boychuk Drive.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Curb extensions recommended to reduce pedestrian crossing distance. Unmarked crosswalk appropriate (existing) Upgraded to standard crosswalk to formalize entry to residential neighbourhood for eastbound Boychuk Drive traffic.

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

Results Summary – New Process

Preliminary Assessment Decision Point		Boychuk Drive & Waterloo Crescent / McMaster Crescent (east intersection) Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	10 EAU
	Vehicular Volume	5,500
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	408 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This location is mid-distance on the Boychuk Drive segment between McKercher Drive and Boychuk Drive. It provides a connection to the bus transit stops on both sides of Boychuk Drive and to Sidney Buckwold Park to the south of Boychuk Drive.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Curb extensions recommended to reduce pedestrian crossing distance. Standard crosswalk appropriate (existing) Upgraded to zebra crosswalk to improve driver compliance with yielding to pedestrians

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

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing **Date:** Aug 8th, 2018

ıtion & Roadway Classification: Boychuk Dr & Waterloo Cres/McMaster Cres (Collector & Local)

Date of Count: **Day of wk:** Tuesday **Mth, Day, Yr:** Tuesday, May 22, 2018

Weather:

Traffic Control Devices: Yield on North and South leg of intersection

Current Pedestrian Control: Standard crosswalk on East and West leg of intersection

Other Notes:

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

☐ **85th percentile (check one)**

☐ **Posted Limit**

Distance to nearest protected crosswalk 408 m

Location: McKercher Dr and Boychuk Dr

Type: signal lights

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 6 hrs

***Elementary:**	**28**	**Total Warranted PC Points:**		**or**	**/ period**
High School:		**Highest PC point value:**	**1,596**	**at**	
Adult:		**Active Ped Corridor Points:**			
Senior:		**Pedestrian Actuated Signal Points:**	**33**		
Vehicles passing through crosswalk(s):	**2,446**				

*** All pedestrians were assumed to be children to obtain the highest points possible**

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the East Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00	1	42	1	9	1							1
7:15	2	70	1	17								2
7:30	1	84	2	20	1							
7:45		89	1	20	1							1
8:00	2	65	1	26								1
8:15		70	2	36								1
8:30	4	65	1	34	2							3
8:45	1	83	2	38								2
9:00												
9:15												
9:30												
9:45												
AM Totals	11	568	11	200	5							11
11:30	1	39	1	32								1
11:45	1	32		39								
12:00	1	23		35								
12:15		37	1	24								4
12:30		31		29								1
12:45	1	40	1	26								
13:00		38	2	23								
13:15		31	1	30								
Noon Totals	4	271	6	238								6
14:00												
14:15												
14:30												
14:45												
15:00												
15:15												
15:30												
15:45												
16:00	2	54		70								
16:15		38	1	77								1
16:30	2	53	1	85	2							2
16:45	1	58		96								
17:00	1	48	3	92								
17:15		61	2	97	1							
17:30	3	72	1	84								
17:45	1	68	3	63								
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	10	452	11	664	3							3
Totals	**25**	**1,291**	**28**	**1,102**	**8**							**20**
					West Crosswalk =			**8**	**East Crosswalk =**			**20**

Results Summary – New Process

Preliminary Assessment Decision Point		Degeer Street & Trent Crescent Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	31 EAU
	Vehicular Volume	1,676
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	278 m
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Zebra crosswalk appropriate Upgraded to Active Pedestrian Corridor (APC) due to anticipated increase in traffic volumes on Degeer Street with installation of traffic signals at McKercher Drive & Degeer Street.

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

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing **Date:** Aug 7th, 2018

ıtion & Roadway Classification: Degeer St & Trent Cres (Collector & Local)

Date of Count: **Day of wk:** Tuesday **Mth, Day, Yr:** Tuesday, May 15, 2018

Weather:

Traffic Control Devices: Yield on South leg of intersection

Current Pedestrian Control: Standard crosswalk on East and West leg of intersection

Other Notes:

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

☐ **85th percentile (check one)**

☐ **Posted Limit**

Distance to nearest protected crosswalk 278 m

Location: Boychuk Dr & Degeer St

Type: stop sign

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

***Elementary:**	**121**	**Total Warranted PC Points:**	**28,019**	**or**	**9,340**	**/ period**
High School:	**3**	**Highest PC point value:**	**11,172**	**at**		
Adult:	**87**	**Active Ped Corridor Points:**	**3**			
Senior:	5	**Pedestrian Actuated Signal Points:**	**34**			
Vehicles passing through crosswalk(s):	**1,338**					

*** All pedestrians were assumed to be children to obtain the highest points possible**

ACTIVE PEDESTRIAN CORRIDOR WARRANTED

PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the West Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00		8	6	10								
7:15		12	3	7			1					
7:30		19	6	14			1					
7:45		15	6	14	1	1	1			1		
8:00		21	6	12	2				2	1		
8:15		26	5	11	3	1	3			1	1	
8:30		34	11	42	15		3			5		12
8:45		37	11	31	2		4			9		13
9:00												
9:15												
9:30												
9:45												
AM Totals		172	54	141	23	2				17	1	25
11:30		7	4	12						2		1
11:45		19	7	24	2		5			6		4
12:00		12	4	31						1		1
12:15		15	7	23			3			2		
12:30		11	7	16						1		
12:45		10	3	9								
13:00		6	2	11					1			
13:15		3	2	14								
Noon Totals		83	36	140	2					12		6
14:00												
14:15												
14:30												
14:45												
15:00		12	6	24					1	3		
15:15		22	7	45	8		4		1	5		4
15:30		37	10	47	34		5			5		10
15:45		21	4	33	4					1		
16:00		17	8	19	1		2			4		1
16:15		13	4	30								
16:30		15	4	34	1		1					
16:45		10	3	36								
17:00		12	7	40	1		1			2		
17:15		24	7	47			1			1		
17:30		25	7	20	1					2		
17:45		23	3	36								
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals		231	70	411	50					23		15
Totals		**486**	**160**	**692**	**75**	**2**	**35**		**5**	**52**	**1**	**46**
							West Crosswalk =	**112**			**East Crosswalk =**	**104**

Results Summary – New Process

Preliminary Assessment Decision Point		McKercher Drive & Edinburgh Place Pedestrian Crossing
Traffic Signal Warrant	Points	78
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	9 EAU
	Vehicular Volume	14,882
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	95 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Higher than existing demand
	Required connection?	This intersection is an important connection to the College Park Mall. Although in close proximity to the intersection of 8th Street & McKercher Drive, pedestrians are avoiding the intersection of 8th Street & McKercher Drive due to the configuration of the intersection.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	12,000 < ADT < 15,000 Unmarked crosswalk appropriate (standard crosswalk existing) Upgraded to Active Pedestrian Corridor (APC) device due to traffic volumes and number of lanes.

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

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing **Date:** Aug 17th, 2018

ıtion & Roadway Classification: McKercher Drive & Edinburgh Place (Arterial & Local)
Date of Count: Day of wk: Wednesday Mth, Day, Yr: Wednesday, May 16, 2018
Weather:
Traffic Control Devices: Stop on East and West leg of intersection
Current Pedestrian Control: Standard crosswalk on North and South leg of intersection
Other Notes:

Number of travel lanes passing through the crosswalk(s) 6 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h
☐ **85th percentile (check one)**
☐ **Posted Limit**

Distance to nearest protected crosswalk 95 m
Location: 8th Street & McKercher
Type: Signal Lights

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 6 hrs

***Elementary:**	54	**Total Warranted PC Points:**	12,896	**or**	12,896	**/ period**
High School:		**Highest PC point value:**	12,896	**at**		
Adult:		**Active Ped Corridor Points:**	1			
Senior:		**Pedestrian Actuated Signal Points:**	59			
Vehicles passing through crosswalk(s):	7,852					

*** All pedestrians were assumed to be children to obtain the highest points possible**

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the North Crosswalk ****
(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					North Crosswalk				South Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00	47	6	74	5								
7:15	88	6	84	2	1							
7:30	97	10	112	2								
7:45	139	2	165	2								
8:00	143	5	160	6	3							2
8:15	158	4	180	1								
8:30	163	12	162	4	2							2
8:45	179	6	157	4								
9:00												
9:15												
9:30												
9:45												
AM Totals	1,014	51	1,094	26	6							4
11:30	136	6	116	8	4							
11:45	126	5	116	8	2							1
12:00	165	10	118	9	1							1
12:15	109	4	103	8								1
12:30	138	5	121	14								
12:45	138	11	175	8	1							
13:00	123	6	123	7								
13:15	123	8	109	6	2							3
Noon Totals	1,058	55	981	68	10							6
14:00												
14:15												
14:30												
14:45												
15:00												
15:15												
15:30												
15:45												
16:00	210	3	163	10	8							2
16:15	262	7	149	2	4							2
16:30	257	9	145	9	3							1
16:45	306	10	166	8								
17:00	276	12	165	5								
17:15	262	13	162	9	2							
17:30	251	13	157	8	3							1
17:45	248	9	187	12	1							1
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	2,072	76	1,294	63	21							7
Totals	**4,144**	**182**	**3,369**	**157**	**37**							**17**
					North Crosswalk =			**37**	**South Crosswalk =**			**17**

Results Summary – New Process

Preliminary Assessment Decision Point		14th Street & Spinks Drive / Carleton Drive Pedestrian Crossing
Traffic Signal Warrant	Points	32
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU[1]s AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	3 EAU
	Vehicular Volume	6,185
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	270 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection is an important connection to the multi-use pathway on the north side of 14th Street. It is also a crossing to the transit stops on both sides of 14th Street.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Rectangular Rapid Flashing Beacon appropriate

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

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing **Date:** Sept 11th, 2018

ıtion & Roadway Classification: 14th St & Spinks Dr/Carleton Dr (Collector & Local)

Date of Count: **Day of wk:** Tuesday **Mth, Day, Yr:** Tuesday, September 04, 2018

Weather:

Traffic Control Devices: Stop control on North and South leg of intersection

Current Pedestrian Control: Standard Crosswalk on East and West leg of intersection

Other Notes:

Number of travel lanes passing through the crosswalk(s) 4 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h

☐ **85th percentile (check one)**

☐ **Posted Limit**

Distance to nearest protected crosswalk 270 m

Location: Acadia Dr & 14th St

Type: 4 way stop

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

***Elementary:**	**18**	**Total Warranted PC Points:**		**or**		**/ period**
High School:		**Highest PC point value:**	**1,638**	**at**		
Adult:		**Active Ped Corridor Points:**				
Senior:		**Pedestrian Actuated Signal Points:**	**28**			
Vehicles passing through crosswalk(s):	**5,440**					

*** All pedestrians were assumed to be children to obtain the highest points possible**

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the West Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts							
					West Crosswalk				East Crosswalk			
	SB	WB	NB	EB	Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child
7:00	10	47	6	18								
7:15	16	67	9	23								
7:30	28	120	18	36	2							
7:45	30	116	10	52								
8:00	30	122	13	55	2							
8:15	31	140	14	65								1
8:30	23	121	19	134								
8:45	25	120	21	83								3
9:00												
9:15												
9:30												
9:45												
AM Totals	193	853	110	466	4							4
11:30	17	35	6	73								
11:45	14	39	5	102	1							
12:00	15	74	8	93	2							
12:15	17	44	7	79								
12:30	13	72	6	74								
12:45	23	60	8	72								
13:00	10	59	8	89								
13:15	14	32	7	56								
Noon Totals	123	415	55	638	3							
14:00												
14:15												
14:30												
14:45												
15:00	11	58	6	93	2							
15:15	19	52	4	94								
15:30	16	83	22	130	1							
15:45	18	70	14	122								1
16:00	13	72	4	130								
16:15	21	71	12	131								2
16:30	16	52	5	121								
16:45	12	63	7	179								
17:00	9	46	9	148								1
17:15	14	65	11	155								
17:30	17	48	4	138								
17:45	19	51	5	127								
18:00												
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
PM Totals	185	731	103	1,568	3							4
Totals	**501**	**1,999**	**268**	**2,672**	**10**							**8**
					West Crosswalk =			**10**	**East Crosswalk =**			**8**

Appendix D

Traffic Signal Warrant Analysis

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	14th Street	Direction (EW or NS)	EW
Side Street (name)	Carleton Dr/Spinks Dr	Direction (EW or NS)	NS
Quadrant / Int #	#####	Comments	CG
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Sep 17, Mon
Count Date:	2018 Sep 04, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
14th Street	WB		1			1		1,000	2
14th Street	EB		1			1		1,000	2
Carleton Dr/Spinks Dr	NB				1				
Carleton Dr/Spinks Dr	SB				1				
Are the Carleton Dr/Spinks Dr NB right turns significantly impeded by through movements? (y/n)							n		
Are the Carleton Dr/Spinks Dr SB right turns significantly impeded by through movements? (y/n)							n		

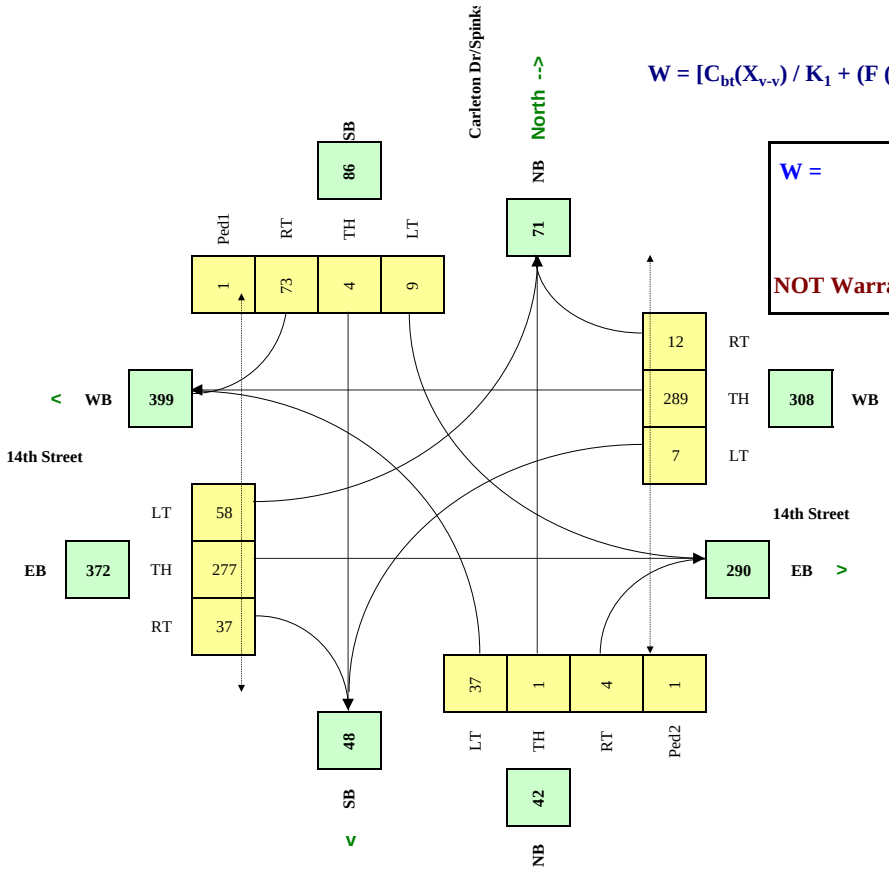
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
14th Street	EW	50	2.0%	y	0.0
Carleton Dr/Spinks Dr	NS		2.0%	n	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	43		2	3	2	84		350	6	6	113	10	2		3	2
8:00 - 9:00	67	3	9	11	4	109	12	503	12	25	272	40	2	4	2	8
11:30 - 12:30	26	1	3	11		63	1	192	11	62	249	36	3		2	2
12:30 - 13:30	29	2	1	6	1	60	1	223	17	49	216	26			4	2
16:00 - 17:00	28	1	6	10	3	62	15	258	15	96	396	69		2	5	4
17:00 - 18:00	29	1		13	13	59	10	210	10	108	417	43		1	7	2
Total (6-hour peak)	222	8	21	54	23	437	39	1,736	71	346	1,663	224	7	7	23	20
Average (6-hour peak)	37	1	4	9	4	73	7	289	12	58	277	37	1	1	4	3

Average 6-hour Peak Turning Movements



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

W =	32	30	2
		Veh	*Ped*

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Acadia Drive	Direction (EW or NS)	NS
Side Street (name)	14th Street	Direction (EW or NS)	EW
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jul 06, Fri
Count Date:	2018 May 15, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Acadia Drive	NB				1			420	1
Acadia Drive	SB				1			193	1
14th Street	WB				1				
14th Street	EB		1				1		
Are the 14th Street WB right turns significantly impeded by through movements? (y/n)							n		
							n		

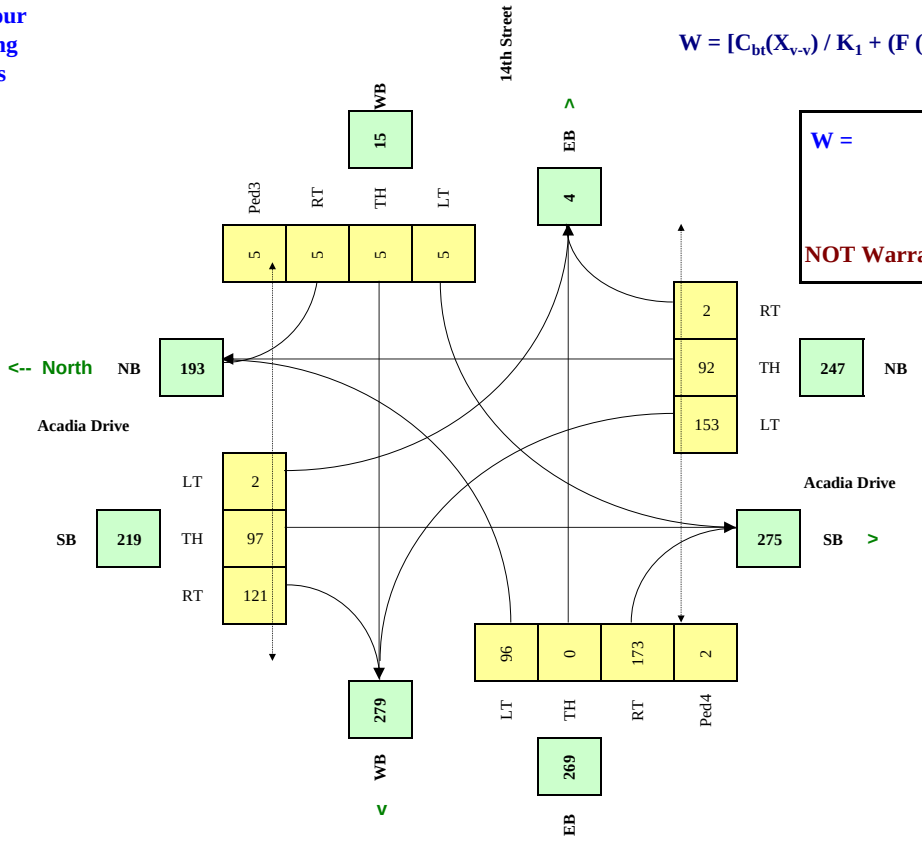
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Acadia Drive	NS	50	2.0%	y	0.0
14th Street	EW		2.0%	y	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	203	55	2	2	78	146	5	5	5	51		71	2	2	2	1
8:00 - 9:00	229	100	2	2	147	189	5	5	5	88		162	26	4	4	2
11:30 - 12:30	90	77	2	2	74	79	5	5	5	64		124	3	5	5	2
12:30 - 13:30	109	94	2	2	102	80	5	5	5	79		132	10	4	2	2
16:00 - 17:00	139	112	2	2	82	126	5	5	5	146		277	7	4	4	2
17:00 - 18:00	147	115	2	2	96	104	5	5	5	149		272	9	3	10	2
Total (6-hour peak)	917	553	12	12	579	724	30	30	30	577	0	1,038	57	22	27	11
Average (6-hour peak)	153	92	2	2	97	121	5	5	5	96	0	173	10	4	5	2

Average 6-hour Peak Turning Movements



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

W =	44	41	3
		Veh	Ped

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

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

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jul 24, Tue
Count Date:	2018 May 30, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Acadia Drive	NB		1				1	242	1
Acadia Drive	SB		1					160	1
Balfour Street	WB				1				
Balfour Street	EB								
Are the Balfour Street WB right turns significantly impeded by through movements? (y/n)							n		
							n		

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

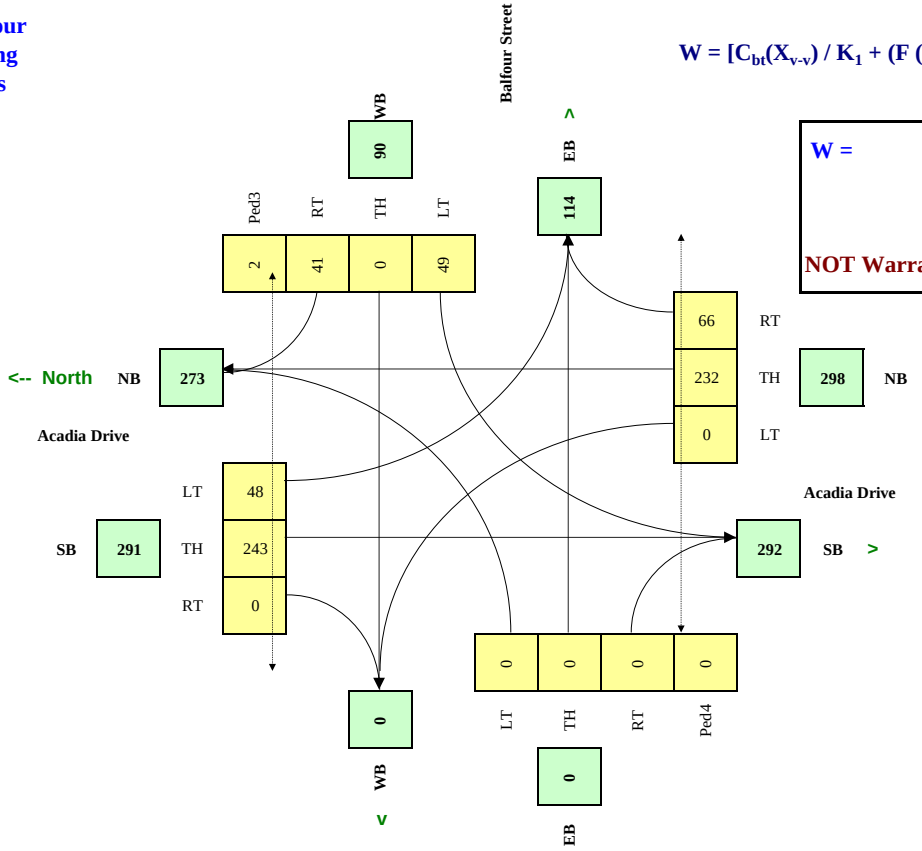
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Acadia Drive	NS	50	2.0%	y	0.0
Balfour Street	EW		2.0%	n	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		165	34	19	141		45		46					1		1
8:00 - 9:00		333	80	60	272		68		78					35	8	
11:30 - 12:30		159	59	39	199		42		31					8	4	
12:30 - 13:30		223	54	32	233		51		27					50	1	
16:00 - 17:00		247	90	72	321		46		34					24		1
17:00 - 18:00		265	76	67	292		44		29					12		
Total (6-hour peak)	0	1,392	393	289	1,458	0	296	0	245	0	0	0	0	130	13	2
Average (6-hour peak)	0	232	66	48	243	0	49	0	41	0	0	0	0	22	2	0

Average 6-hour Peak Turning Movements

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



W =	27	25	2
		Veh	Ped

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

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

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jul 11, Wed
Count Date:	2018 May 30, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Acadia Drive	WB					1		745	1
Acadia Drive	EB		1					705	1
Carleton Drive	NB								
Carleton Drive	SB				1				
							n		

Are the Carleton Drive SB right turns significantly impeded by through movements? (y/n) n

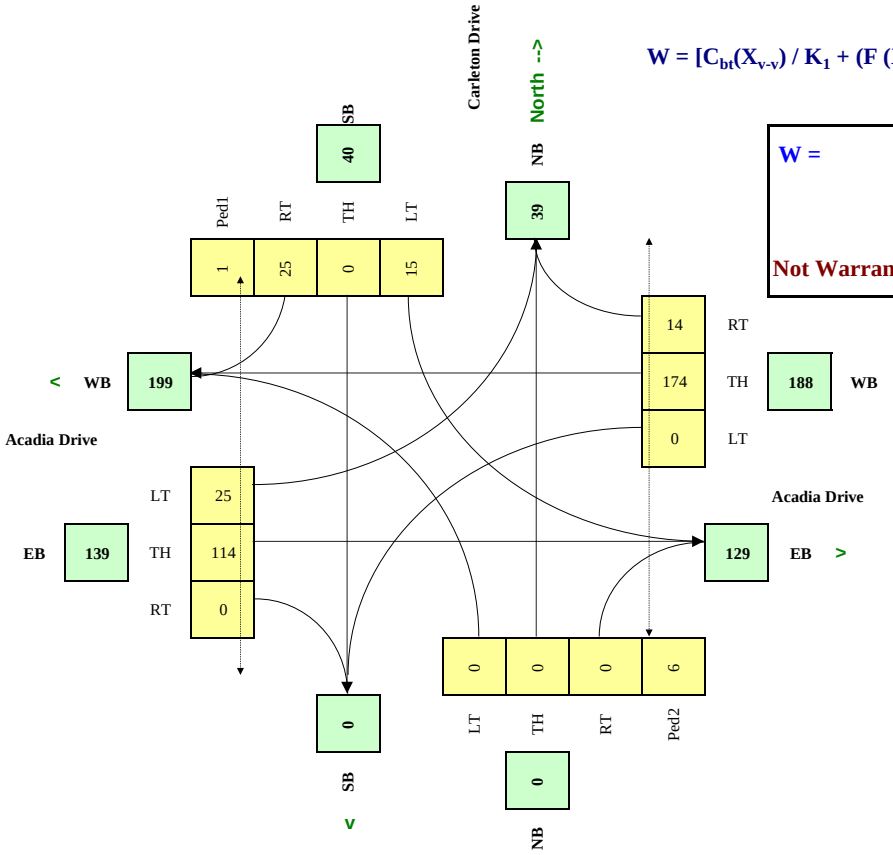
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Acadia Drive	EW	50	2.0%	y	0.0
Carleton Drive	NS		2.0%	y	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00				5		13		205	7	9	55		1	5	3	
8:00 - 9:00				15		25		294	12	10	108		3	3	4	
11:30 - 12:30				10		18		118	14	20	12		1	10	2	
12:30 - 13:30				25		27		131	14	32	121			7		
16:00 - 17:00				17		29		153	21	44	203			6	4	
17:00 - 18:00				17		36		142	17	33	184			6	12	
Total (6-hour peak)	0	0	0	89	0	148	0	1,043	85	148	683	0	5	37	25	0
Average (6-hour peak)	0	0	0	15	0	25	0	174	14	25	114	0	1	6	4	0

Average 6-hour Peak Turning Movements



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

W =	9	6	3
		Veh	Ped

Not Warranted - Vs<75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

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

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jul 24, Tue
Count Date:	2018 May 15, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Boychuk Drive	NB					1		1,000	1
Boychuk Drive	SB		1					180	1
Laurentian Drive	WB				1				
Laurentian Drive	EB								
Are the Laurentian Drive WB right turns significantly impeded by through movements? (y/n)							n		
							n		

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

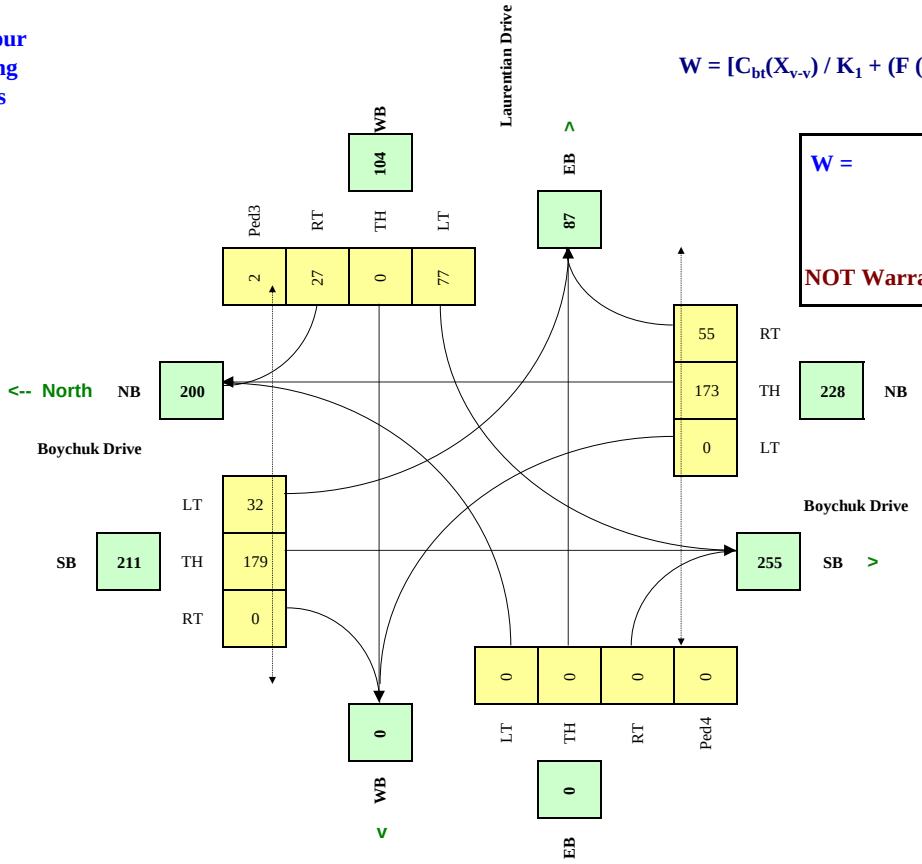
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Boychuk Drive	NS	50	2.0%	y	0.0
Laurentian Drive	EW		2.0%	y	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		125	21	8	122		90		20					2	1	
8:00 - 9:00		205	29	22	195		88		28					5	3	
11:30 - 12:30		122	48	27	119		54		22					2	1	1
12:30 - 13:30		116	47	18	128		60		22							
16:00 - 17:00		222	96	42	230		77		33					4	3	1
17:00 - 18:00		246	88	75	278		91		36					3	1	
Total (6-hour peak)	0	1,036	329	192	1,072	0	460	0	161	0	0	0	0	16	9	2
Average (6-hour peak)	0	173	55	32	179	0	77	0	27	0	0	0	0	3	2	0

Average 6-hour Peak Turning Movements

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



W =	23	22	1
		Veh	*Ped*

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Mckercher Dr.	Direction (EW or NS)	NS
Side Street (name)	Acadia Dr.	Direction (EW or NS)	EW
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jun 25, Mon
Count Date:	2018 May 30, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Mckercher Dr.	NB	1		2			0	95	2
Mckercher Dr.	SB			1		1	0	255	2
Acadia Dr.	WB						0		
Acadia Dr.	EB				1		0		
							n		

Are the Acadia Dr. EB right turns significantly impeded by through movements? (y/n)

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	257,300
Central Business District	(y/n)	n

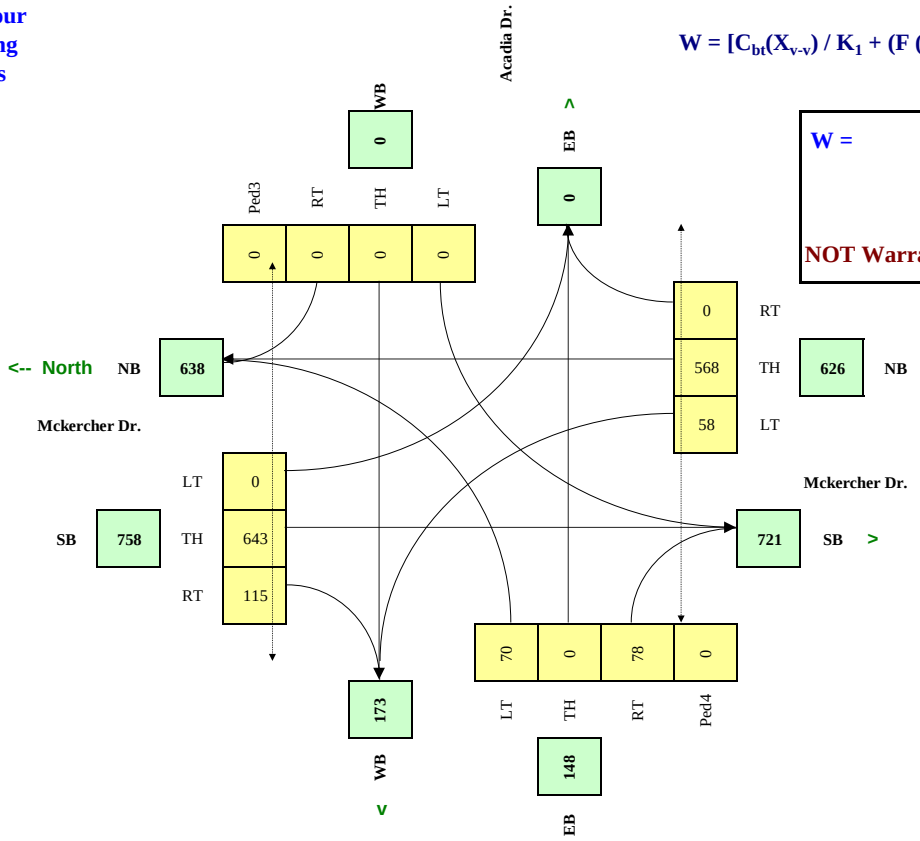
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Mckercher Dr.	NS	50	1.0%	y	4.2
Acadia Dr.	EW	50	1.0%	y	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	41	553	0	0	375	87	0	0	0	56	0	42	0	0	0	0
8:00 - 9:00	112	640	0	0	540	162	0	0	0	74	0	99	0	0	0	0
11:30 - 12:30	40	443	0	0	573	79	0	0	0	71	0	51	0	0	0	0
12:30 - 13:30	61	581	0	0	534	82	0	0	0	67	0	80	1	0	0	1
16:00 - 17:00	45	617	0	0	941	151	0	0	0	85	0	100	1	0	0	0
17:00 - 18:00	49	572	0	0	896	128	0	0	0	68	0	97	0	0	0	0
Total (6-hour peak)	**348**	**3,406**	**0**	**0**	**3,859**	**689**	**0**	**0**	**0**	**421**	**0**	**469**	**2**	**0**	**0**	**1**
Average (6-hour peak)	**58**	**568**	**0**	**0**	**643**	**115**	**0**	**0**	**0**	**70**	**0**	**78**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements

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



W =	81	81	0
		Veh	*Ped*

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Dr.	Direction (EW or NS)	NS
Side Street (name)	Degeer Street	Direction (EW or NS)	EW
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jun 26, Tue
Count Date:	2018 May 15, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
McKercher Dr.	NB			1		1		601	2
McKercher Dr.	SB	1		2				394	2
Degeer Street	WB		1			1			
Degeer Street	EB								
Are the Degeer Street WB right turns significantly impeded by through movements? (y/n)							n		

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	210,000
Central Business District	(y/n)	n

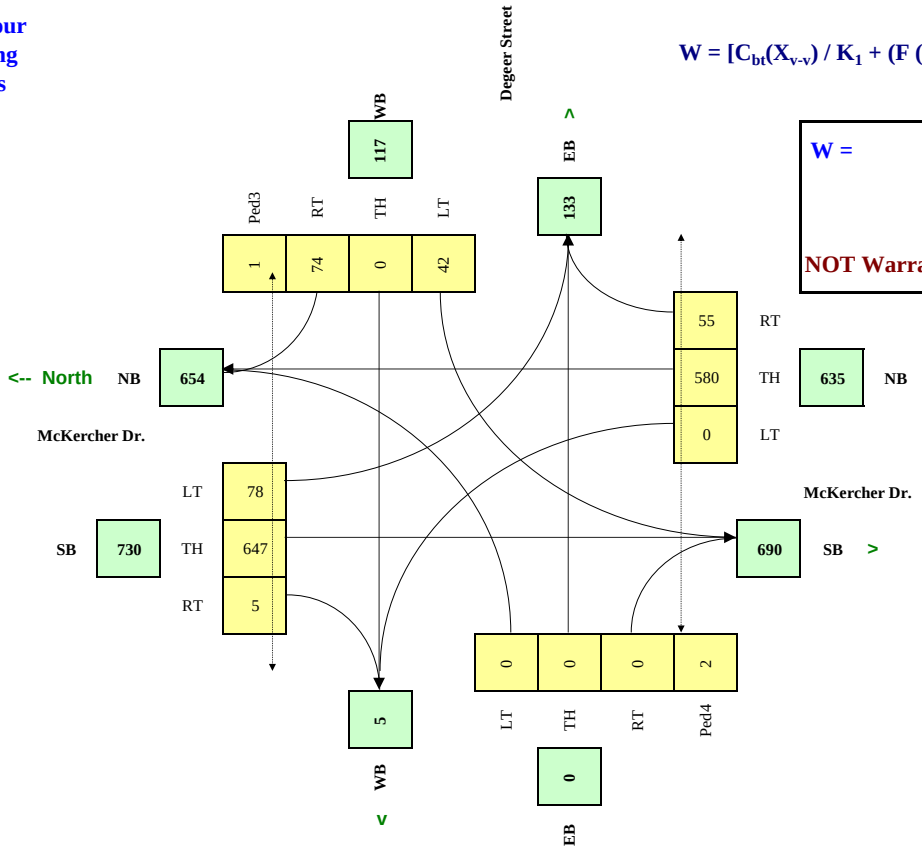
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Dr.	NS	50	5.0%	y	4.2
Degeer Street	EW		3.0%	y	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	0	489	30	25	353	5	32		92					2	0	1
8:00 - 9:00	0	653	53	83	631	0	64		110					1	1	4
11:30 - 12:30	0	482	72	57	606	4	41		53					0	1	1
12:30 - 13:30	0	560	37	45	533	1	44		40					3	2	3
16:00 - 17:00	0	633	61	123	899	10	28		66					7	0	2
17:00 - 18:00	0	662	78	132	861	9	45		84					6	1	2
Total (6-hour peak)	**0**	**3,479**	**331**	**465**	**3,883**	**29**	**254**	**0**	**445**	**0**	**0**	**0**	**0**	**19**	**5**	**13**
Average (6-hour peak)	**0**	**580**	**55**	**78**	**647**	**5**	**42**	**0**	**74**	**0**	**0**	**0**	**0**	**3**	**1**	**2**

Average 6-hour Peak Turning Movements

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



W =	82	77	5
		Veh	*Ped*

NOT Warranted

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

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

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Aug 16, Thu
Count Date:	2018 May 16, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
McKercher Drive	NB	1		1		1		543	2
McKercher Drive	SB		1	1		1		100	3
Edinburgh Place	WB				1				
Edinburgh Place	EB		1				1		
Are the Edinburgh Place WB right turns significantly impeded by through movements? (y/n)							y		
							n		

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

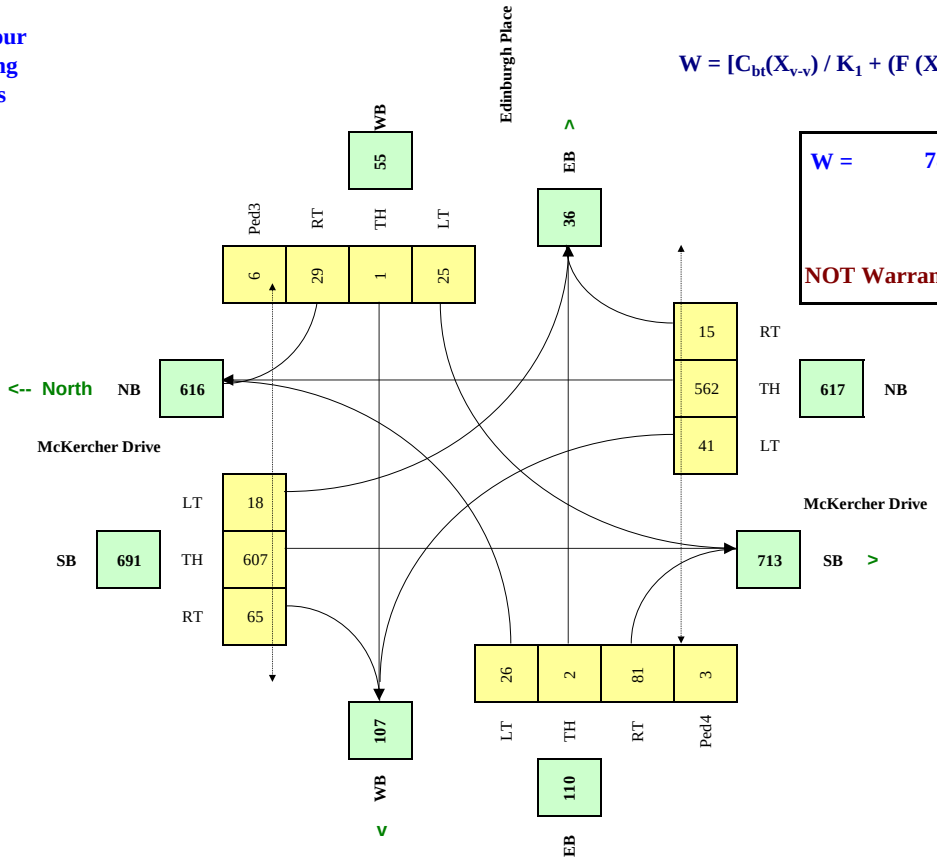
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Drive	NS	50	2.0%	y	0.0
Edinburgh Place	EW		2.0%	n	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	23	435	8	7	335	29	11		24	11		11	1	4	1	
8:00 - 9:00	28	659	15	14	586	43	16	2	27	15	2	23	3	2	5	4
11:30 - 12:30	48	453	11	15	462	59	32	4	15	33		80	1	2	7	3
12:30 - 13:30	41	528	15	17	444	61	37	1	30	35	3	83		18	3	3
16:00 - 17:00	57	623	21	29	903	103	30		29	29	7	143	8	3	15	5
17:00 - 18:00	47	671	21	28	913	96	21	1	47	34	1	148	7	2	6	2
Total (6-hour peak)	244	3,369	91	110	3,643	391	147	8	172	157	13	488	20	31	37	17
Average (6-hour peak)	41	562	15	18	607	65	25	1	29	26	2	81	3	5	6	3

Average 6-hour Peak Turning Movements

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



W =	78	65	13
		Veh	Ped

NOT Warranted

RESET SHEET

Transportation & Utilities

To: David LeBoutillier, P. Eng
Acting Transportation Engineering Manager

Nathalie Baudais, P.Eng
Sr. Transportation Engineer

From: Lanre Akindipe, P. Eng
Transportation Engineer

Date: December 5, 2018

Phone: 306-975-3657

Our File:

Your File:

Re: McKercher Drive & Degeer Street Traffic Signal Review

Existing Conditions

McKercher Drive is a major arterial street with two travel lanes and one parking lane for each direction of travel. Degeer Street is a collector street with one travel lane and one parking lane for each direction of travel. Both streets have a posted speed limit of 50 kph.

The average daily traffic for this segment of McKercher Drive is 14,882 vehicles per day. The average daily traffic for Degeer Street is 1,577 vehicles per day.

The intersection is a T-intersection with stop traffic control for Degeer Street. Zebra pedestrian crosswalks are provided in the east-west direction to facilitate pedestrian crossings on McKercher Drive.

Collision History

There have been 12 collisions at this intersection in the last 5 years with an average of 2 collisions per year. One of the collisions involved a fatality (motorcycle collided with a vehicle) and two of the collisions resulted in injuries (one involving a pedestrian). Two of the collisions were right angle and left turning and right turning collisions which can be reduced with the installation of a traffic signal at this intersection.

Street 1	Street 2	All collisions (2013 - 2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)
McKercher Drive	DeGeer Street	12	2

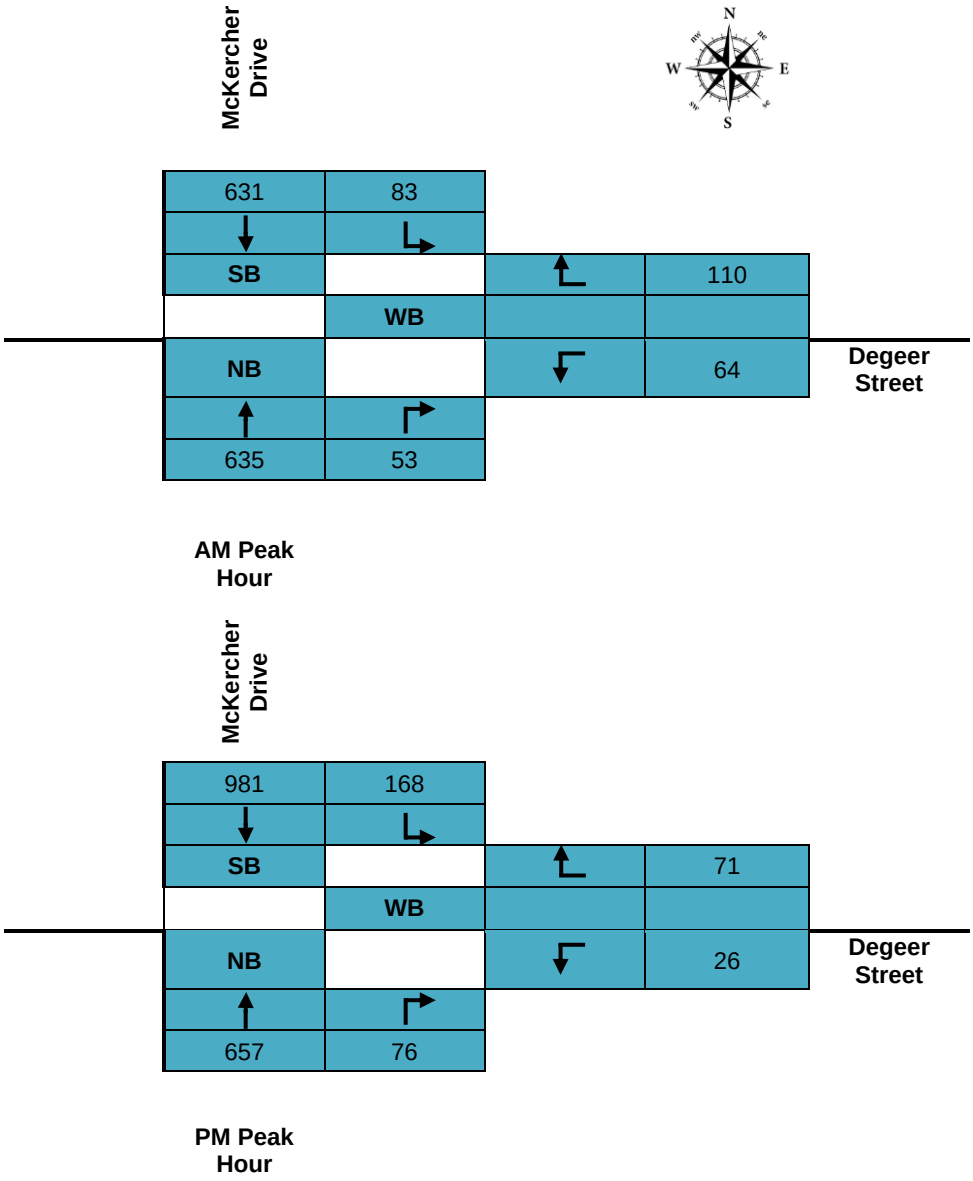
The collision diagram for the McKercher Drive & Degeer Street intersection is attached.

Traffic Volumes

Traffic and pedestrian counts were collected at this intersection on May 15, 2018 during the weekday peak hours (7:00 a.m to 9:00 a.m; 11:30 a.m to 1:30 p.m; 3:00 p.m to 6:00 p.m). The counts were used to complete the warrants for traffic signals and pedestrian

devices. The turning movement counts for the AM and PM peak hours are shown in Figure 1.

Figure 1: McKercher Drive & Degeer Street AM Peak Hour and PM Peak Hour Turning Movements



Traffic Signal Warrant Analysis

A traffic signal warrant analysis was undertaken according to the matrix procedures outlined in the Transportation Association of Canada *Canadian Matrix Traffic Signal Warrant Handbook 2014*. The satisfaction of a warrant is not in itself justification for the installation of a traffic signal. A traffic engineering study must also be conducted to determine if the traffic signal should be installed.

Based on the traffic signal warrant analysis, this intersection has 82 warrant points which is less than the minimum 100 warrant points required. The traffic signal warrant analysis is attached.

Intersection Capacity Analysis

Intersection capacity analysis was undertaken for the study intersection by using Synchro 10.0, a traffic analysis software package based on the methods outlined in the Highway Capacity Manual (HCM) 2000. This model uses standard procedures to determine the Volume to Capacity Ratio (v/c) and the corresponding delay-based traffic Level of Service (LOS) for movements at each intersection in the study network.

In general terms, for design purposes, the City of Saskatoon generally accepts a LOS D or better for all movements. If the LOS is worse than D, then mitigation measures may have to be recommended; however, individual approaches and/or turning movements experiencing LOS E or F may be considered acceptable depending on their respective v/c ratios, traffic volumes, queue lengths and overall intersection LOS.

For unsignalized intersections, the LOS methodology considers intersection geometry, traffic volumes, speed limit, and type of intersection control. For signalized intersections, the LOS methodology considers intersection geometry, traffic volumes, speed limit, and signal timing plan. Delays range from LOS 'A' conditions with minimal delay to LOS 'F' representing longer delay. The LOS criteria for unsignalized and signalized intersections are summarized in Table 1.

Table 1: Level of Service Criteria for Unsignalized and Signalized intersections

Level of Service (LOS)	Average Delay for Unsignalized Intersection (seconds per vehicle)	Average Delay for Signalized Intersection (seconds per vehicle)
A	0 -10	0 -10
B	> 10 - 15	> 10 - 20
C	> 15 - 25	> 20 - 35
D	> 25 - 35	> 35 - 55
E	> 35 - 50	> 55 - 80
F	> 50	> 80

The v/c ratio provides a quantitative value as to how much of the intersection's capacity is used to move traffic under the given traffic condition. If the ratio is greater than one, the available capacity has been exceeded and traffic conditions begin to break down. Typically, a v/c ratio of 0.9 or lower for all intersection movements is accepted in urban areas.

The results of the intersection capacity analysis for McKercher Drive & Degeer Street as an unsignalized intersection are summarized in Table 2.

Table 2: McKercher Drive & Degeer Street Unsignalized Intersection Capacity Analysis

Intersection	Movement		AM Peak Hour			PM Peak Hour		
			v/c Ratio	Delay (seconds)	LOS	v/c Ratio	Delay (seconds)	LOS
McKercher Drive & Degeer Street	WB	LT	0.68	41	E	0.51	39	E
		RT	-	-	-	-	-	-
	NB	TH	-	-	-	-	-	-
		RT	-	-	-	-	-	-
	SB	LT	0.11	10	A	0.21	11	B
		TH	-	-	-	-	-	-

There are significant delays for pedestrians and left turning traffic at this intersection especially during the peak periods which sometimes leads to frustration and poor driving behaviours. There has been an increase in traffic volume on McKercher Drive in the last few years and this has resulted in traffic delays for motorists and pedestrians on Degeer Street trying to find gaps, especially during peak periods.

With the current traffic control at this intersection, vehicles on Degeer Street experience an average delay of 41 seconds (LOS E) during the morning peak period and an average delay of 39 seconds (LOS E) during the afternoon peak period.

The results of the intersection capacity analysis for McKercher Drive & Degeer Street as a signalized intersection are summarized in Table 3.

Table 3: McKercher Drive & Degeer Street Signalized Intersection Capacity Analysis

Intersection	Movement		AM Peak Hour			PM Peak Hour		
			v/c Ratio	Delay (seconds)	LOS	v/c Ratio	Delay (seconds)	LOS
McKercher Drive & Degeer Street	WB	LT	0.48	12.2	B	0.39	14.3	B
		RT	-	-	-	-	-	-
	NB	TH	0.68	4.7	A	0.29	3.0	A
		RT	-	-	-	-	-	-
	SB	LT	0.68	6.2	A	0.33	5.5	A
		TH	0.68	4.7	A	0.38	3.5	A
Intersection Summary			0.48	5.6	A	0.39	4.0	A

The installation of a traffic signal at this location is expected to reduce the traffic delay on Degeer Street to less than 15 seconds for all movements during the peak periods. Traffic operations are expected to operate with a LOS B for westbound traffic and an overall intersection LOS A. This signifies efficient operations with minimal delays.

Pedestrian Safety

To provide safe pedestrian crossing opportunities for an arterial road with average daily traffic volumes higher than 12,000 vehicles per day, an actuated device is recommended at key locations to provide network connectivity. There are pedestrian crossing opportunities with an actuated device or traffic signal at:

- McKercher Drive & 8th Street
- McKercher Drive & Mount Allison Crescent
- McKercher Drive & Boychuk Drive

The intersection of McKercher Drive & Degeer Street is approximately 254 metres from the existing actuated device at the intersection of McKercher Drive & Mount Allison Crescent and approximately 288 metres from the proposed device at McKercher Drive & Edinburgh Place. Providing an additional device at the intersection of McKercher Drive & Degeer Street would improve pedestrian connectivity between College Park and College Park East.

A traffic signal at the intersection of McKercher Drive & Degeer Street will provide a fully protected pedestrian crossing with the use of a push button to give the right of way to pedestrians when crossing McKercher Drive from Degeer Street.

Conclusion

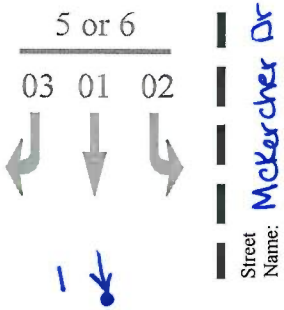
A traffic signal at McKercher Drive & Degeer Street is recommended to balance the following goals:

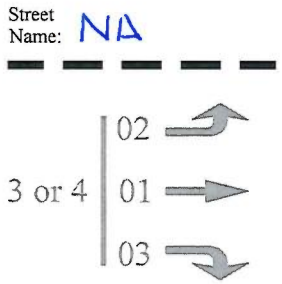
- Reducing crash types which could result in severe injuries and fatalities;
- Minimizing delay for vehicles and pedestrians;
- Improving pedestrian safety and connectivity;
- Maximizing capacity for each intersection approach;
- Meeting road user expectations; and
- Moving traffic in an orderly fashion.

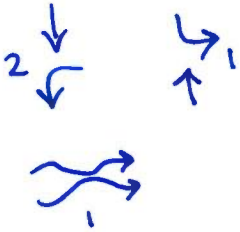
This recommendation will be incorporated into the College Park / College Park East Neighbourhood Traffic Review, to be brought to Standing Policy Committee on Transportation in 2019.

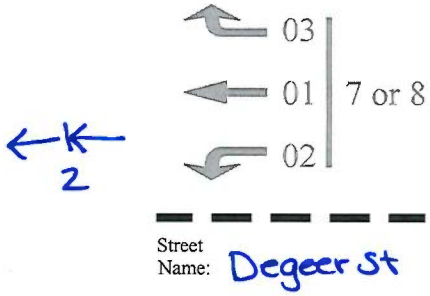
Legend

Fixed / Movable Object On Roadway 1	Lost Control Left Ditch 2
Lost Control Right Ditch to Left Ditch 3	Lost Control Right Ditch 4
Rear End Also Applies to Intersections 5	Sideswipe Same Direction 6
Sideswipe Opposite Direction 7	Head On or On Opposite Side of Road 8
Right Angle 9	Right Turn Same Direction 10
Left Turn / Straight 11	Left Turn / Straight Same Direction 12
Left Turn / Straight Opposite Direction 13	Left Turn Passing 14
Right Turn Passing 15	OTHER Attached Diagram 16

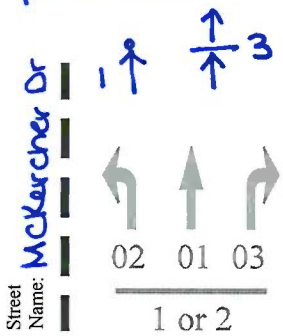








* (no directions provided)



PLAN DESCRIPTION/REVISIONS			
4			
3			
2			
1			

DRAWN BY JMR
DATE 2018-OCT-24
SCALE : HOR. NTS VERT.

City of Saskatoon
Transportation & Utilities Department

COLLISION DIAGRAM

APPROVED

ENGINEER

ENGINEER

PLAN NO. 210-0029-047r001

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	McKercher Dr.	Direction (EW or NS)	NS
Side Street (name)	Degeer Street	Direction (EW or NS)	EW
Quadrant / Int #		Comments	LA
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Jun 26, Tue
Count Date:	2018 May 15, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
McKercher Dr.	NB			1		1		601	2
McKercher Dr.	SB	1		2				394	2
Degeer Street	WB		1			1			
Degeer Street	EB								
Are the Degeer Street WB right turns significantly impeded by through movements? (y/n)							n		

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	210,000
Central Business District	(y/n)	n

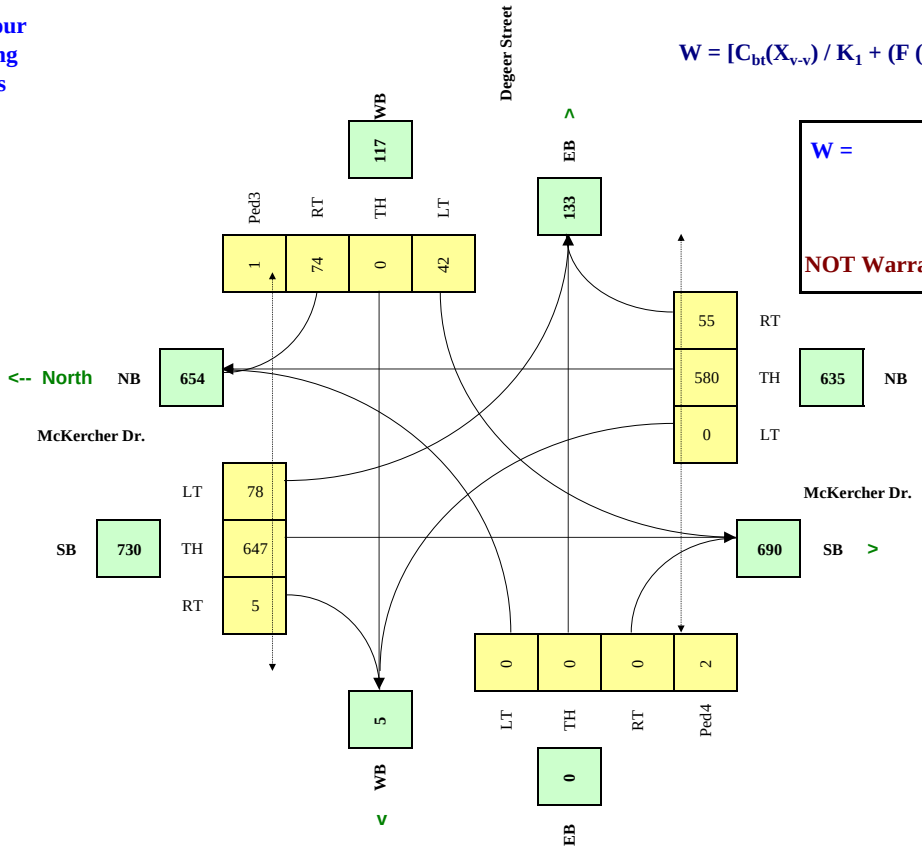
Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
McKercher Dr.	NS	50	5.0%	y	4.2
Degeer Street	EW		3.0%	y	

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	0	489	30	25	353	5	32		92					2	0	1
8:00 - 9:00	0	653	53	83	631	0	64		110					1	1	4
11:30 - 12:30	0	482	72	57	606	4	41		53					0	1	1
12:30 - 13:30	0	560	37	45	533	1	44		40					3	2	3
16:00 - 17:00	0	633	61	123	899	10	28		66					7	0	2
17:00 - 18:00	0	662	78	132	861	9	45		84					6	1	2
Total (6-hour peak)	**0**	**3,479**	**331**	**465**	**3,883**	**29**	**254**	**0**	**445**	**0**	**0**	**0**	**0**	**19**	**5**	**13**
Average (6-hour peak)	**0**	**580**	**55**	**78**	**647**	**5**	**42**	**0**	**74**	**0**	**0**	**0**	**0**	**3**	**1**	**2**

Average 6-hour Peak Turning Movements

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



W =	82	77	5
		Veh	*Ped*

NOT Warranted

RESET SHEET

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	110	653	53	83	631
Future Vol, veh/h	64	110	653	53	83	631
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	120	710	58	90	686

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1262	384	0	0	768	0
Stage 1	739	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	162	614	-	-	842	-
Stage 1	433	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	145	614	-	-	842	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41	0	1.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	280	842	-
HCM Lane V/C Ratio	-	-	0.675	0.107	-
HCM Control Delay (s)	-	-	41	9.8	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	4.5	0.4	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	71	657	76	156	981
Future Vol, veh/h	26	71	657	76	156	981
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	305	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	77	714	83	170	1066

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1629	399	0	0	797	0
Stage 1	756	-	-	-	-	-
Stage 2	873	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	93	601	-	-	821	-
Stage 1	424	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	74	601	-	-	821	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	369	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.2	0	1.4
HCM LOS	E		

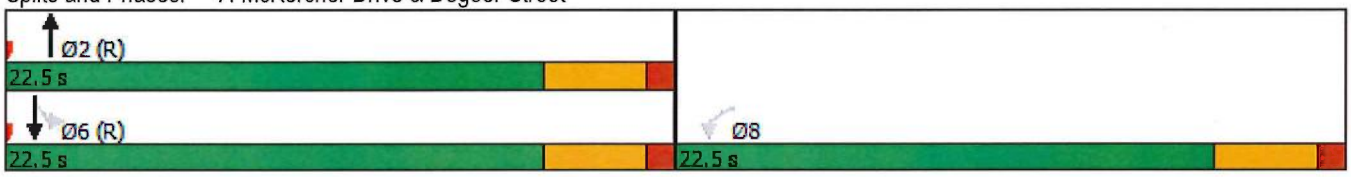
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	207	821	-
HCM Lane V/C Ratio	-	-	0.509	0.207	-
HCM Control Delay (s)	-	-	39.2	10.5	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.6	0.8	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	110	653	53	83	631
Future Volume (vph)	64	110	653	53	83	631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7
Grade (%)	0%		0%			0%
Storage Length (m)	0.0	0.0		0.0	30.5	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				7.6	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.915		0.989			
Flt Protected	0.982				0.950	
Satd. Flow (prot)	1692	0	3539	0	1789	3579
Flt Permitted	0.982				0.359	
Satd. Flow (perm)	1692	0	3539	0	676	3579
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	104		22			
Link Speed (k/h)	50		50			50
Link Distance (m)	146.9		165.9			147.5
Travel Time (s)	10.6		11.9			10.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	70	120	710	58	90	686
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	0	768	0	90	686
Turn Type	Perm		NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8				6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None		C-Max		C-Max	C-Max
Act Effct Green (s)	8.2		30.7		30.7	30.7

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Actuated g/C Ratio	0.18		0.68		0.68	0.68
v/c Ratio	0.48		0.32		0.20	0.28
Control Delay	12.2		4.7		6.2	4.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	12.2		4.7		6.2	4.7
LOS	B		A		A	A
Approach Delay	12.2		4.7			4.8
Approach LOS	B		A			A
Stops (vph)	76		280		41	249
Fuel Used(l)	6		20		2	17
CO Emissions (g/hr)	108		372		46	310
NOx Emissions (g/hr)	21		72		9	60
VOC Emissions (g/hr)	25		86		11	72
Dilemma Vehicles (#)	0		0		0	0
Queue Length 50th (m)	6.0		11.4		2.4	10.1
Queue Length 95th (m)	16.7		24.6		9.6	22.1
Internal Link Dist (m)	122.9		141.9			123.5
Turn Bay Length (m)					30.5	
Base Capacity (vph)	739		2422		461	2443
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.26		0.32		0.20	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 45			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay: 5.6		Intersection LOS: A	
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: McKercher Drive & Degeer Street

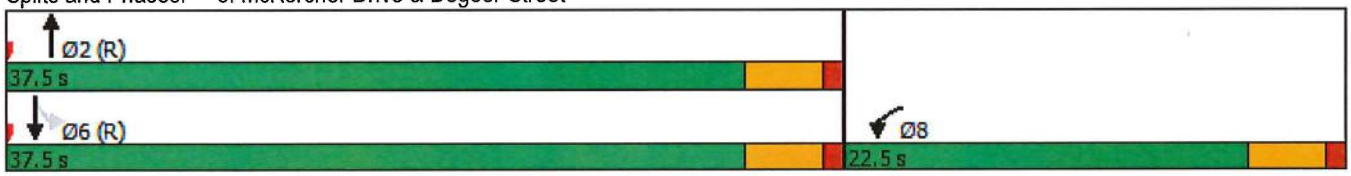


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	71	657	76	156	981
Future Volume (vph)	26	71	657	76	156	981
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	30.5	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				7.6	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt	0.901		0.984			
Flt Protected	0.987				0.950	
Satd. Flow (prot)	1675	0	3521	0	1789	3579
Flt Permitted	0.987				0.350	
Satd. Flow (perm)	1675	0	3521	0	659	3579
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	77		33			
Link Speed (k/h)	50		50			50
Link Distance (m)	222.5		211.0			173.8
Travel Time (s)	16.0		15.2			12.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	77	714	83	170	1066
Shared Lane Traffic (%)						
Lane Group Flow (vph)	105	0	797	0	170	1066
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	4.9		4.9			4.9
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (m)	6.1		30.5		6.1	30.5
Trailing Detector (m)	0.0		0.0		0.0	0.0
Detector 1 Position(m)	0.0		0.0		0.0	0.0
Detector 1 Size(m)	6.1		1.8		6.1	1.8
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		37.5		37.5	37.5
Total Split (%)	37.5%		62.5%		62.5%	62.5%
Maximum Green (s)	18.0		33.0		33.0	33.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	4.5		4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		C-Max		C-Max	C-Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	7.1		46.8		46.8	46.8
Actuated g/C Ratio	0.12		0.78		0.78	0.78
v/c Ratio	0.39		0.29		0.33	0.38
Control Delay	14.3		3.0		5.5	3.5
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	14.3		3.0		5.5	3.5
LOS	B		A		A	A
Approach Delay	14.3		3.0			3.8
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay: 4.0		Intersection LOS: A	
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 6: McKercher Drive & Degeer Street



Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2013 - 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)	Right Angle, Left Turn & Right Turn Collisions (2017)	Average # of Collisions Per Year (2013-2017)	Comments
14th St	Circle Dr on ramp	SKM9-27	2	0	1	0	0	
14th St	Rawson Cres	SKM9-29	1	0	0	0	0	
14th St	Acadia Dr	SKN9-3	11	4	2	1	2	
Carleton Dr	McGill St	SKM8-13	1	0	0	0	0	
Carleton Dr	Cambridge Cres	SKM8-18	1	0	0	0	0	
Carleton Dr	Harvard Cres	SKN8-25	2	1	1	0	0	
Dalhousie Cres	Dalhousie Cres (northwest)	SKN8-37	1	1	0	0	0	
Acadia Dr	Main St	SKN9-26	3	0	1	0	1	
Acadia Dr	Ramsay Crt	SKN9-17	1	0	1	0	0	
Acadia Dr	Harrington St	SKN9-5	4	1	1	1	1	
Acadia Dr	Cronkite St	SKN9-12	2	0	1	0	0	
Acadia Dr	Summers Pl	SKN9-20	2	0	0	0	0	
Acadia Dr	McGill St	SKN8-30	3	1	1	0	1	
Acadia Dr	Carleton Dr	SKN8-10	3	1	1	0	1	
Acadia Dr	Dalhousie Cres (east)	SKN8-14	2	0	1	0	0	
Acadia Dr	Simon Fraser Cres (east)	SKN8-18	1	0	0	0	0	
Acadia Dr	Acadia Crt (east)	SKN8-39	1	0	0	0	0	
Acadia Dr	McKercher Dr	SKO8-3	19	6	10	5	4	arterial
Boychuk Dr	McKercher Dr	SKO8-7	2	1	2	1	0	
Boychuk Dr	Waterloo Cres (west)	SKO8-14	3	0	0	0	0	
Boychuk Dr	Waterloo Cres (west)	SKO8-12	1	1	1	1	0	
Boychuk Dr	Laval Cres (east)	SKO8-38	1	0	0	0	0	
Boychuk Dr	Boychuk Dr	SKP8-2	4	2	0	0	1	
Boychuk Dr	Arnason Cres (north)	SKP8-1	1	1	0	0	0	
Boychuk Dr	Laurentian Dr (north)	SKP9-5	1	0	0	0	0	
Boychuk Dr	DeGeer St	SKP9-9	3	1	1	0	1	
Boychuk Dr	Laurentian Dr (south)	SKP9-3	3	0	1	0	1	
Boychuk Dr	Auld Cres (south)	SKP9-27	2	0	0	0	0	
Laurentian Dr	Guelph Cres (north)	SKP9-46	2	0	1	0	0	

Street 1	Street 2	Ugrid	All collisions (2013 - 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)	Right Angle, Left Turn & Right Turn Collisions (2017)	Average # of Collisions Per Year (2013-2017)	Comments
Balfour St	Anderson Cres (west)	SKN9-29	6	1	1	0	1	
Balfour St	Harrington St	SKN9-22	6	1	2	0	1	
McKercher Dr	Edinburgh Pl	SKN9-76	22	5	11	0	4	arterial
McKercher Dr	DeGeer St	SKN9-45	12	5	2	0	2	arterial
McKercher Dr	Mount Allison Cres	SKN9-63	3	1	0	0	1	arterial
McKercher Dr	Boychuk Dr	SKO8-7	30	7	10	4	6	arterial
McKercher Dr	On/Off ramp College Dr	SKO8-27	12	3	0	0	2	arterial
DeGeer St	Champlin Cres (west)	SKO9-23	1	0	0	0	0	
DeGeer St	Trent Cres (west)	SKO9-8	2	0	0	0	0	

Appendix F

Public Meeting #2 – September 18, 2018

CITY OF SASKATOON

College Park and East College Park Neighbourhood Traffic Review Minutes

Date: Tuesday, September 18, 2018

Time: 7:00 – 9:00 pm

Location: Cardinal Leger School (141 Campion Crescent, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Lanre Akindipe	City of Saskatoon Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Minqing Deng	City of Saskatoon Transportation Engineer
Sheliza Kelts	City of Saskatoon Transportation Engineer
Councillor Sarina Gersher	Ward 8 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Lanre Akindipe – Transportation Engineer)

See Attachment: Presentation – September 18, 2018

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

Small Group Discussions

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

Group 1: Mariniel Flores

- Carleton Drive and Acadia Drive
    - With the recommendation for curb extensions at this location, consideration should be given to seniors and people on wheel chairs.

- Boychuk Drive and McMaster Crescent / Waterloo Crescent (East)
    - More police enforcement suggested. Speed data should be sent to the police for enforcement just like the recommendation for McKercher Drive.
    - Group was interested to see the speed study for Boychuk Drive.

- Boychuk Roundabout
    - Eastbound traffic experiences a sharp turn onto Boychuk Drive at the roundabout. The curb should be modified to prevent speeding.

- Balfour Street and Harrington Place
    - With the 10m parking restrictions, consideration should be given to parents dropping off and picking up their children.
    - Do not remove the 30km/hr school zone from Balfour Street. Instead, extend the school zone to Mount Allison Crescent and Acadia Drive.
    - Will the Rectangular Rapid Flashing Beacon (RRFB) be warranted at this location as well?
- Vehicles park in the back alley of Roland Michener School.
- McKercher Drive and 8th Street
    - The left turn arrow should be consistently turned on all through the day for eastbound traffic at this intersection.
- Acadia Drive and 8th Street
    - The left turn arrow should be consistently turned on all through the day for all approaches at this intersection. Split phasing is suggested.
    - Traffic shortcut through 7 – 11 driveway accesses.

- Zebra crosswalk suggested at the intersection of Balfour Street and Acadia Drive
- Relocate or close the U-turn further east at 8th Street and Luther Place. Vehicles have hit the pole there.
- Curb extensions suggested at Boychuk Drive and Degeer Street. People park too close and there are lots of speeding.
- Police presence is needed on Degeer Street to prevent speeding
- The U –turn on 8th street at the Wildwood golf course should be discouraged. It causes congestion.

Group 2: Nathalie Baudais

- Acadia Drive and Carleton Drive
    - There should be no curb extension installed at this intersection. There will issues with snow removal if this is installed and also issues with wheel chair access.
    - The Acadia Shopping Centre Billboard signage is across the sidewalk.

- Acadia Drive and 14th Street
    - The power boxes at this intersection affect visibility.

- Mckercher Drive and Acadia Drive
    - People avoid the left turns here.

- Boychuk Drive and Waterloo Crescent / McMaster Crescent
    - There are accessibility concerns with the proposed curb extension particularly with snow removal.
- Mount Allison back alley
    - The recommended 20 kph signs are not going to make a difference. Everyone speeds and there are lots of close calls. It has a blind spot for kids with fences. Possibly a pedestrians flashing device? Speed bumps and paved alley near walkway at least?

- Mckercher Drive and Edinburgh Place
    - Suggestion to remove the crosswalk and close the median. Pedestrians can walk to 8th street to use the pedestrian device there.

- Mckercher Drive and Degeer Street
    - The proposed traffic signal may help with reducing speeding on McKercher Drive.

- Acadia Drive and 8th Street
    - Vehicle detectors should be removed and protected left turns should be installed for every phase. Left turns should be isolated from other movements.
    - Drive way closures should be considered on Acadia Drive near 8th Street to improve traffic flow at the intersection.

- McKercher Drive and 8th Street
    - Vehicle detectors should be removed and protected left turns should be installed for every phase. Left turns should be isolated from other movements.

- Acadia Drive and Balfour Street
    - There should be a pedestrian crossing device for the crosswalk. The bus stop affects visibility and there is a lack of compliance because motorists don't stop for pedestrians.

- Circle Drive at College Drive
    - The Eastbound ramp is too short. There is a lot of weaving between the interchange and Central Avenue. The space is too short and congestion is bad.
- Curb extensions can create concerns for people with mobility issues particularly with snow removal.

Group 3: Sheliza Kelts

- Acadia Drive and McKercher Drive
    - Can we use the traffic signal at Boychuk Drive and McKercher Drive to create a gap in traffic at this intersection to ease the eastbound left turns?
- Boychuk Drive and Waterloo Crescent / McMaster Crescent
    - Install a 'No Parking" restriction 10m from the intersection
    - Install a flashing pedestrian device

- Mount Allison back alley
    - The recommended 20 kph signs are not going to help
    - Recommends closing some alleys. There are lots of traffic and pedestrians using this alley.
    - A pedestrian device should be installed.

- McKercher Drive and Degeer Street
    - Ensure the recommended full traffic signal is coordinated with the traffic signal at McKercher and Boychuk Drive.

- 14th Street and Spinks Drive / Carleton Drive
    - Enhancing the pedestrian control at this intersection seems odd. There is a bike path crossing the west side of this location.

- Install School zone signs at Mount Allison Crescent
- It is difficult to turn left from Balfour Street unto Acadia Drive especially during school morning and afternoon peak periods.
- Acadia Drive and 8th Street
    - Extend the pedestrian timing at this location when crossing 8th Street
    - Shortcutting through 7 – 11 and Petro Canada parking lots is an issue.

Group 4: Minqing Deng

- Carleton Drive and Acadia Drive
  - Do not replace the existing pedestrian device at this location if there is an existing one on Dalhousie Crescent. Only one device is needed or else they will be too close and result in driver's frustration.

- Acadia Drive and McGill and Acadia Drive
  - No parking restriction could take out too much residential parking.

- Acadia Drive and Dalhousie Crescent
  - No parking restriction could take out too much residential parking.

- Boychuk Drive
  - Too many median islands and curb extensions one after another. They are not needed on the roadway. Most of it should be taken out except the one recommended at the intersection of Boychuk Drive and Waterloo Crescent (east) since it's close to a school's pathway.
  - There is no need for so many recommendations on this stretch of road, unless traffic data justifies it.

- Mount Allison Back Alley
  - The 20kph recommended signs are not needed. Back lanes speeds should be 20kph. If installed, they should be installed to face both directions.

- Anderson Crescent Back Alley
  - The preference is to have this back alley closed properly. It is not currently closed properly.

- Mckercher Drive and Degeer Street
  - This is a good idea but residents should be notified before the installation of a traffic signal. If traffic signal will be installed here, then the City should remove the pedestrian device at McKercher Drive and Mount Allison Crescent because there will be too much stopping and drivers will get frustrated.

- Acadia Drive and 8th Street
  - There is no pedestrian crossing at the west side of this intersection; adding pedestrian lights on west side will make traffic less safe for both motorists and pedestrians. Currently, pedestrian uses the "do not cross" side to cross the street, because there are too much traffic making right turns on the east side. West side should not have pedestrian signals.
  - East side should have the pedestrian signals extended longer

  - The solution here should be building an exclusive right turning lane, and the other lane has the left and through lanes share together, that is the more practical solution at this crossing for both motorists and pedestrians.

- The City should have bylaws on prohibiting signs from Corporates, garage sales, commercial prompts, to put up in the middle of the road. No one should be allowed to place signs in the middle of the road (except City's signs)

Group 5: Lanre Akindipe

- Acadia Drive and Acadia Place
  - There are visibility concerns when existing Acadia place with cars parked so close to this intersection. Parking restrictions is needed.

- Boychuk Drive
  - Speed humps will be ideal for Boychuk Drive because of the increase in speeding

- Balfour Street and Harrington Street
  - The yield signs at this intersection should be converted to stop signs especially because of the children crossing.

Next Steps

1. Mail-in or email comments no later than October 19, 2018
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than October 19,2018
3. Additional consultation if required.
4. Present traffic plan to City Council as information
5. If City Council approval is required, an additional recommendation will be included in the report to City Council.
6. What if I don't agree?

Question and Answer

Q: Do you have the cost estimate for the recommended devices and their effect on snow clearing operations?

A (Lanre): Cost estimates for the traffic calming recommendations are included in the report to City Council. However, we do not have a detailed cost estimate which includes snow clearing etc.

Q: When will the report be presented to City Council?

A (Lanre): The report for the College Park and College Park East recommendations should be presented to City Council in January or February 2019. Details will be included in the City's engagement webpage and the City's website.

Q: How do you prioritize the traffic signals? Where will the proposed traffic signal at McKercher and Degeer fall on the lists? Anything we can do to move it up?

A (Lanre): The City has a priority list of locations that are recommended for the installation of traffic signals and the priority is based on a number of factors like warrant points, collision history e.t.c

Q: Are other neighbourhood considered when you reviewing the neighbourhood traffic so that recommendations in one neighbourhood will not negatively impact the next?

A (Lanre): Yes, we consider that when we make recommendations so we are consistent across neighbourhoods and do not create new problems for adjacent neighbourhoods.

Q: Was the traffic from Brighton considered so they don't impact our neighbourhood?

A (Lanre): Yes, they were and we do not anticipate any negative impacts on traffic movement in this neighbourhood.

Comment (from a resident): I appreciate the level of detail in the minutes online from the last meeting as I was absent. I read through it and it was very helpful in understanding what happened at the meeting. Kudos to the City Staff.

College Park / East College Park Neighbourhood Traffic Review

Tuesday, September 18, 2018

7:00pm - 9:00pm

Agenda

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

Having a Productive Discussion

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

Outline

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

Neighbourhood Traffic Review Process

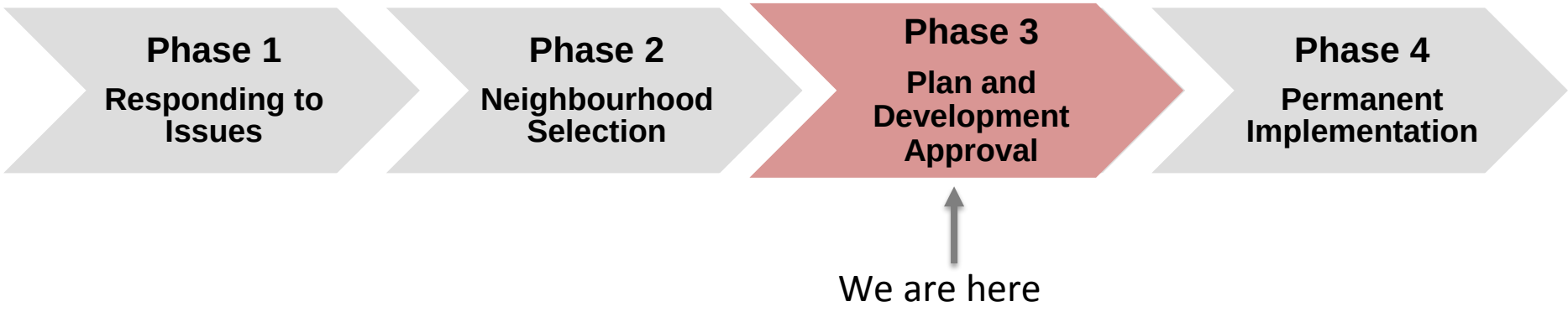
- Address neighbourhood traffic issues on local and collector streets:
  - Speeding concerns
  - Short-cutting concerns
  - Pedestrian safety
  - Intersection safety

College Park / College Park East Study Area

- Study Limits:
  - College Drive, Circle Drive, 8th Street and the Rail Corridor
- Local and collector roads

City of Saskatoon
A 21st Century City

Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule

Stage 1
Identify Problems

- **Winter / Spring 2018**
- Public meeting on January 18, 2018
- Collect input via calls, emails, letters, Facebook

Stage 2
Develop Traffic Plan

- **Summer 2018**
- Data collection
- Field observations
- Prepare Traffic Plan

Stage 3
Review and Approval

- **Fall 2018**
- Public meeting on September 18, 2018
- Collect feedback via calls, emails, etc.
- Prepare report
- Council meeting

Stage 4
Implementation

- **Beginning Spring 2019**
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

Stage 5
Evaluation

- **2020 and beyond**
- Follow up assessments
- Measures that are deemed effective will be prioritized for permanent installation

What We Heard

A. Speeding / Short-Cutting Concerns:

- Acadia Drive
- Boychuk Drive
- McKercher Drive
- Balfour Street
- Mount Allison back alley
- Back alley connecting Harrington Street to Evan Hardy Parking lot
- Anderson Crescent Back alley

What We Heard

B. Pedestrian Safety Concerns:

- Boychuk Drive & McMaster / Waterloo Crescent
- 14th Street and Spinks Drive / Carleton Drive
- 14th Street and Acadia Drive
- Acadia Drive and Carleton Drive
- Mount Allison back alley
- McKercher Drive and Edinburgh Place

What We Heard

C. Intersection Safety and Delay Concerns:

- McKercher Drive and Degeer Street
- McKercher Drive and Acadia Drive
- Acadia Drive and 14th Street
- Acadia Drive and Carleton Drive
- 8th Street and Acadia Drive
- 8th Street and McKercher Drive
- McKercher Drive and Boychuk Drive

D. Other Concerns:

- Assignment of the right of way

What We Did

- Compiled Information:
  - Past Studies
  - Comments from initial meeting
  - Resident input (phone calls, emails, letters)
  - Comments from online discussions
- Collected Data:
  - Traffic Studies
  - 16 Intersection / Pedestrian counts
  - 17 – 7 day traffic volume count & speed measurements
  - Collision history
- Site visits / Field Reviews
- Assessed the Issues
- Generated Proposed Recommendations

What We Propose

- Traffic signals
- Active pedestrian corridors (APC)
- Rectangular rapid flashing beacon (RRFB)
- Curb extensions
- Median islands
- Standard & zebra crosswalks
- Speed display boards
- Speed bumps

Median Island

Curb Extensions

Standard Crosswalk

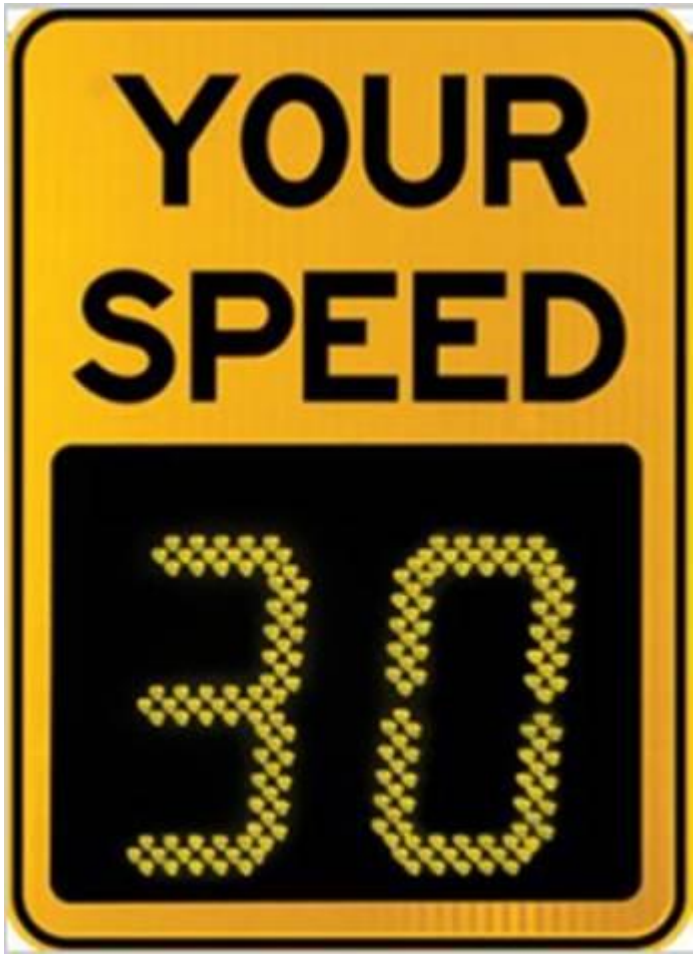
Zebra Crosswalk

Active Pedestrian Corridor

Speed Bump

Rectangular Rapid Flashing Beacon

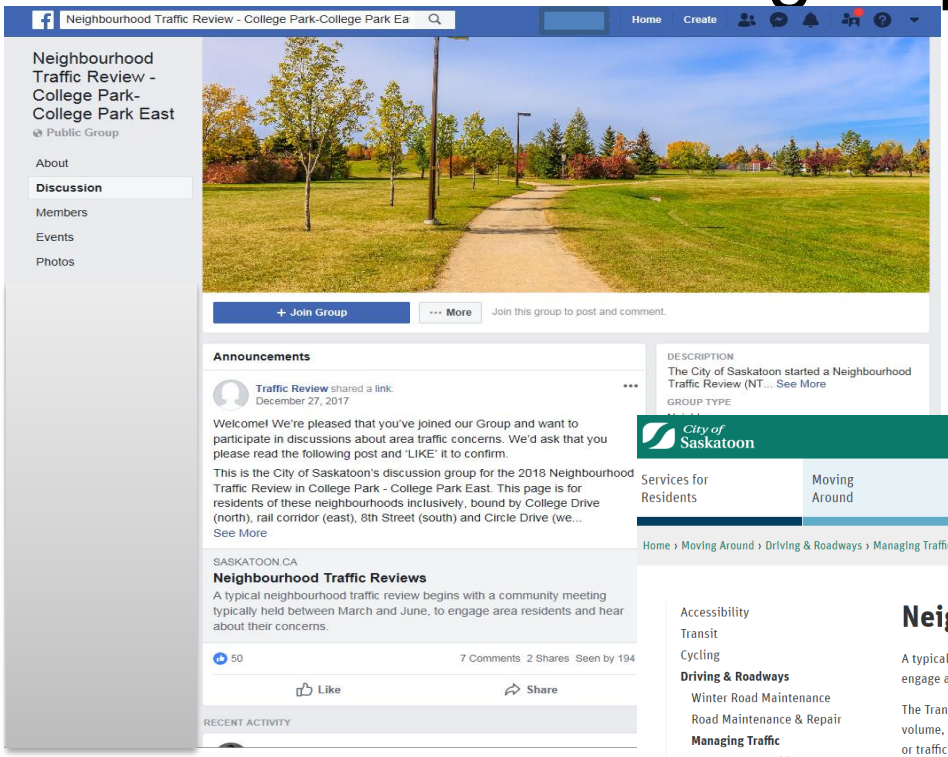
Speed Display Board



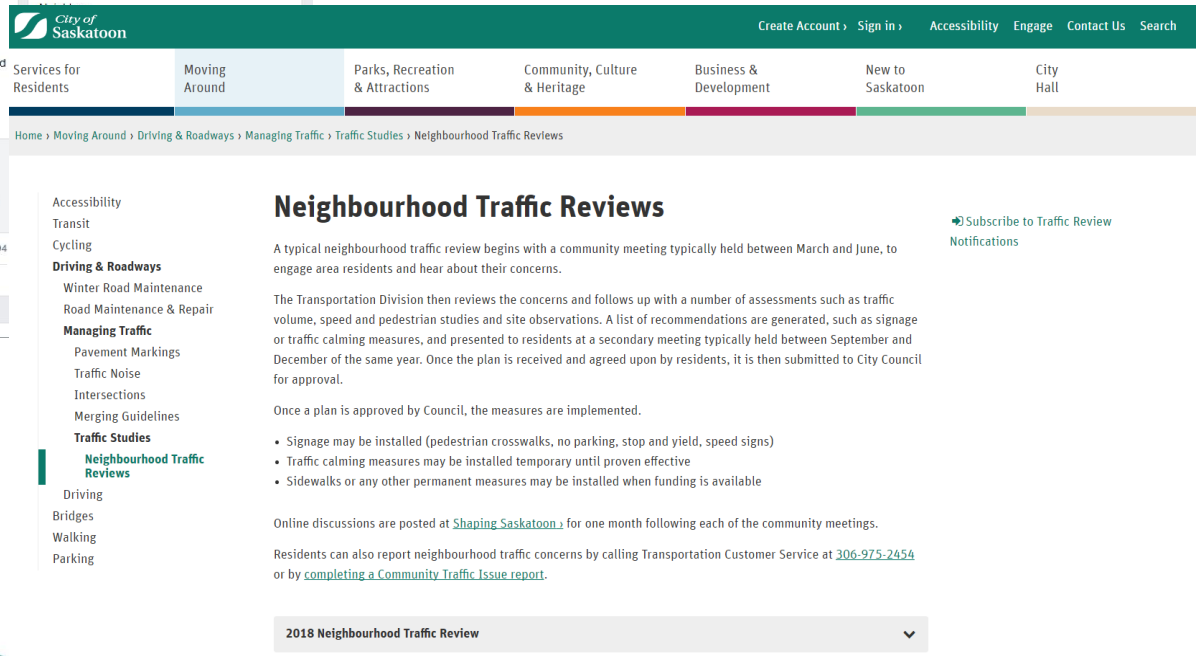
Small Group Discussions

Stay Engaged

Join our Facebook group



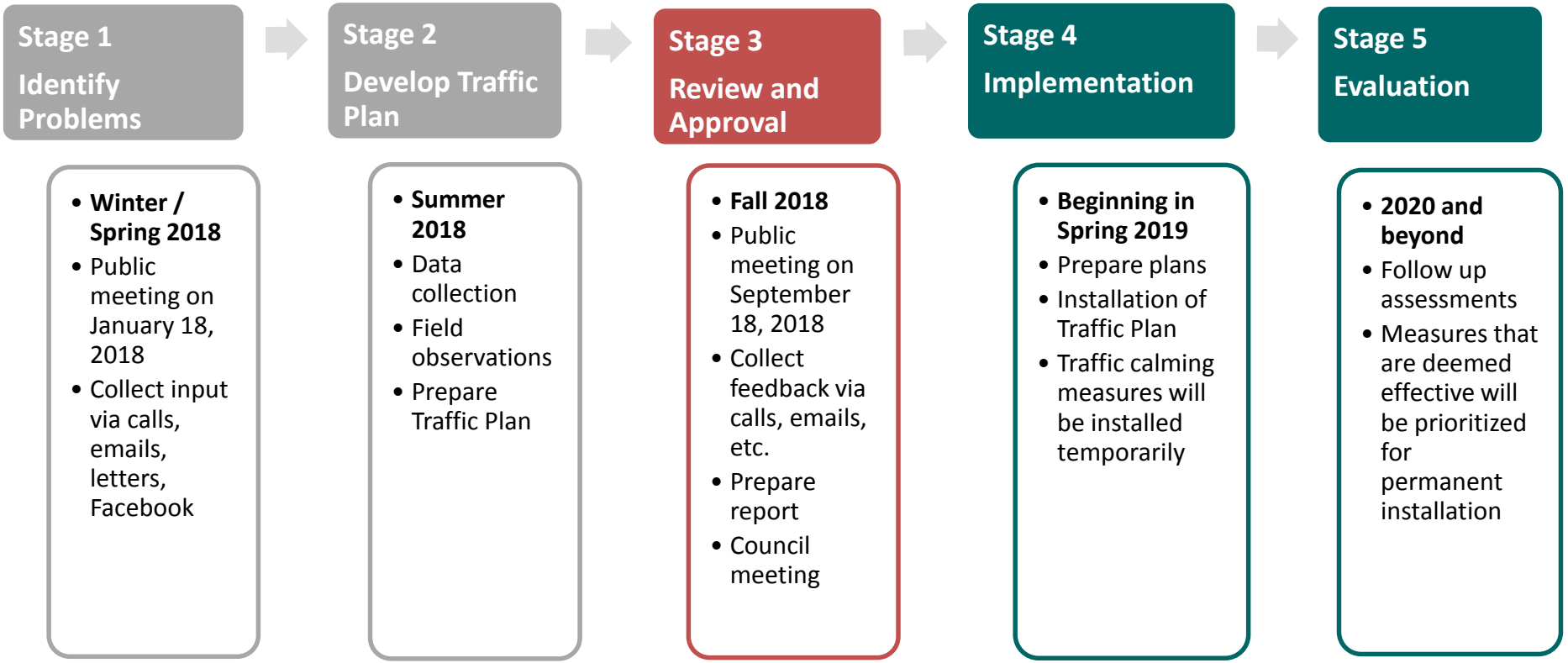
Subscribe for updates at www.saskatoon.ca/NTR



How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps


Stage 1
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• Beginning in Spring 2019
• Prepare plans
• Installation of Traffic Plan
• Traffic calming measures will be installed temporarily
Stage 5
Evaluation
• 2020 and beyond
• Follow up assessments
• Measures that are deemed effective will be prioritized for permanent installation

Next Steps

1. Send comments by October 12, 2018
2. Additional public input via the Engage page by October 12, 2018 https://www.saskatoon.ca/engage/college-park-college-park-east
3. Additional consultation if required
4. Present traffic plan to Standing Policy Committee on Transportation as information
5. If City Council approval is required for a recommendation (e.g. road closure) a recommendation will be included in the report for City Council approval
6. What if I don't agree?

Join the Discussion

- Visit saskatoon.ca/NTR
  - Get updates
  - Link to the Facebook Group
  - Sign up for subscriber updates
- Provide comments by: Wednesday, October 12, 2018

City of Saskatoon
A 21st Century City

transportation division

Appendix G

Decision Matrix

Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Sheliza's Group	Min's Group	Lanre's Group	Decision
1	Cambridge Crescent & Harvard Crescent	Install a yield sign on Harvard Crescent	To assign right of way						Carried
2	Carleton Drive & Harvard Crescent	Install a yield sign on Harvard Crescent	To assign right of way						Carried
3	Carleton Drive & Acadia Drive	Install Active Pedestrian Corridor (APC) to replace the existing pedestrian device; Install a "No Parking" sign 15 m from the intersection at the northeast and northwest corners, install curb extension on Acadia Drive at the northeast and southeast corners	Improve pedestrian safety and reduce speeding	With the recommendation for curb extensions at this location, consideration should be given to seniors and people on wheel chairs.	There should be no curb extension installed at this intersection. There will be issues with snow removal if this is installed and also issues with wheel chair access. The Acadia Shopping Centre billboard signage is across the sidewalk.		Do not replace the existing pedestrian device at this location if there is an existing one on Dalhousie Crescent. Only one device is needed or else they will be too close and result in driver's frustration.		Carried. Letter will be sent to adjacent property owner regarding the snow clearing of the curb extension. Acadia Shopping Centre billboard signage concern was forwarded to bylaw enforcement.
4	Acadia Drive	Install "No Parking" signs 10 m from the intersection of Acadia Drive with Dalhousie Crescent (all corners) and Acadia Drive with McGill Street (southwest corner)	Improve visibility and safety				No parking restriction. Could take out too much residential parking.		Carried. Traffic Bylaw 7200 restricts parking within 10 m of an intersection. Signage will encourage compliance with the bylaw.
5	14th Street & Spinks Drive / Carleton Drive	Install zebra crossings on 14th Street and install Rectangular Rapid Flashing Beacon (RRFB) on the east side of the intersection	To enhance pedestrian safety			Enhancing the pedestrian control at this intersection seems odd. There is a bike path crossing the west side of this location.			RRFB recommended moved to the west side of the intersection to better connect with the multi-use pathway.
6	14th Street & Acadia Drive	Relocate the existing crosswalk and stop signs on the north end further north; install "No Parking" signs 10 m from the northwest and northeast corners of the intersection	Enhance Pedestrian safety; Enhance visibility and sightlines		The power boxes at this intersection affects visibility.				Carried.

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Sheliza's Group	Min's Group	Lanre's Group	Decision
7	Acadia Drive & McKercher Drive	Added to the intersection improvement list; will continue to monitor the intersection	Does not currently warrant a traffic or pedestrian device		People avoid the left turns here.	Can we use the traffic signal at Boychuk Drive and McKercher Drive to create a gap in traffic at this intersection to ease the eastbound left turns?			Carried.
8	Boychuk Drive & McMaster Crescent / Waterloo Crescent (West)	Install a pedestrian crosswalk and curb extension at the west leg of the intersection; Install a speed display board east of the intersection	Reduce driver speed and enhance pedestrian safety		There are accessibility concerns about with the proposed curb extension, particularly with snow removal.		Too many median islands and curb extensions one after another. They are not needed on the roadway. Most of it should be taken out except the one recommended at the intersection of Boychuk Drive and Waterloo Crescent (east) since it's close to a school's pathway. There is no need for so many recommendations on this stretch of road, unless traffic data justifies it.	Speed humps will be ideal for Boychuk Drive because of the increase in speeding.	Carried. 85th percentile operating speeds on Boychuk Drive were 64 kph which warrant traffic calming. With speeds in this range, a series of devices is deemed to be more effective than a single installation. Horizontal traffic calming measures should be considered prior to vertical traffic calming measures.
9	Boychuk Drive & McMaster Crescent / Waterloo Crescent (East)	Install a median island and zebra crosswalk at the east leg of the intersection	Reduce speeding and enhance pedestrian safety	Speed data should be sent to the police for enforcement just like the recommendation for McKercher Drive.		Install a 'No Parking" restriction 10 m from the intersection. Install a flashing pedestrian device.		Speed humps will be ideal for Boychuk Drive because of the increase in speeding.	Parking restriction signage to define the 10 m restriction in the Traffic Bylaw was added to the recommendations. The zebra crosswalk and median island recommendation meets the pedestrian device treatment selection as per the Traffic Control at Pedestrian Crossing Policy. Horizontal traffic calming measures should be considered prior to vertical traffic calming measures.
10	Boychuk Drive & Laval Crescent (East)	Install a median island at the west leg of the intersection	Reduce speeding				Too many median islands and curb extensions one after another. They are not needed on the roadway. Most of it should be taken out except the one recommended at the intersection of Boychuk Drive and Waterloo Crescent (east) since it's close to a school's pathway. There is no need for so many recommendations on this stretch of road, unless traffic data justifies it.	Speed humps will be ideal for Boychuk Drive because of the increase in speeding.	Carried. 85th percentile operating speeds on Boychuk Drive were 64 kph which warrant traffic calming. With speeds in this range, a series of devices is deemed to be more effective than a single installation. Horizontal traffic calming measures should be considered prior to vertical traffic calming measures.

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Sheliza's Group	Min's Group	Lanre's Group	Decision
11	Boychuk Roundabout	Install a modified curb extension at the northbound entrance to the intersection; relocation of traffic signs	Provide more clarity and reduce speeding	Eastbound traffic experiences a sharp turn onto Boychuk Drive at the roundabout. The curb should be modify to prevent speeding.					Carried.
12	Balfour Street & Harrington Place	Install "No Parking" signs 10 m from the intersection (all corners); make temporary median islands permanent	Improve visibility and safety; reduce speeding	With the 10m parking restrictions, consideration should be given to parents dropping off and picking up their children. Do not remove the 30km/hr school zone from Balfour Street. Instead, extend the school zone to Mount Allison Crescent and Acadia Drive. Will the Rectangular Rapid Flashing Beacon (RRFB) be warranted at this location as well?				The yield signs at this intersection should be converted to stop signs especially because of the children crossing.	Replacement of yield signs with stop signs added to the recommendation. A residential speed limit review is underway which will consider school zones and playground zones. Until this review is complete, the school zone will not be revised. The zebra crosswalk and median island recommendation meets the pedestrian device treatment selection as per the Traffic Control at Pedestrian Crossing Policy.
13	Mount Allison back alley	Install two additional posted speed signs (20 kph) southbound	Improve pedestrian safety and reduce driver speed		The recommended 20 kph signs are not going to make a difference. Everyone speeds and there are lots of close calls. It has a blind spot for kids with fences. Possibly a pedestrians flashing device? Speed bumps and paved alley near walkway at least?	The recommended 20 kph signs are not going to help. Recommends closing some alleys. There are lots of traffic and pedestrians using this alley. A pedestrian device should be installed.	The 20kph recommended signs are not needed. Back lanes speeds should be 20kph. If there are to be signs installed, they should be installed to face both directions.		Recommendation revised to include one additional posted speed limit sign of 20 kph for the westbound direction and to consider paving the walkway across the back alley to improve pedestrian safety. A closure of the back alley will be disruptive to the flow of traffic in the neighbourhood.
14	Anderson Crescent back alley	Install additional posted speed sign (20 kph) eastbound; install speed bumps (pending City Council approval of vertical traffic calming devices	Reduce drive speed				The preference is to have this back alley closed properly. It is not currently closed properly.		Carried. The recommendation is to address the east-west portion of the Anderson Crescent back alley. The north-south portion of the Anderson Crescent back alley is currently closed with jersey barriers which is restricting vehicular traffic.
15	McKercher Drive & Degeer Street	Install full traffic signal	Improve pedestrian safety, improve westbound left turn delays		The proposed traffic signal at Degeer Street may help with reducing speeding on McKercher Drive.	Ensure the recommended traffic signal is coordinated with the traffic signal at McKercher and Boychuk Drive.	This is a good idea but residents should be notified before the installation of a traffic signal. If traffic signal will be installed here, then the City should remove the pedestrian device at McKercher Drive and Mount Allison Crescent because there will be too much stopping and drivers will get frustrated.		Carried.

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Sheliza's Group	Min's Group	Lanre's Group	Decision
16	Degeer Street & Trent Crescent	Install an Active Pedestrian Corridor (APC) on the east leg of the intersection. Install "No Parking" signs 10 m from the intersection (all corners)	Improve pedestrian safety						Carried.
17	McKercher Drive & Edinburgh Place	Install an Active Pedestrian Corridor (APC) and construct pedestrian ramps at the south end of the intersection	Improve pedestrian safety		Suggestion to remove the crosswalk completely and close the median. Pedestrians can walk to 8th Street to use the pedestrian device there.				Carried.
18	McKercher Drive	Install speed display boards on McKercher Drive between Mount Allison Crescent and Boychuk Drive (northbound and southbound); Police enforcement	Reduce speeding						Carried.
19	Back alley connecting Harrington Street to Evan Hardy Parking Lot	To have discussions with Evan Hardy School	To reduce shortcutting						Carried.

Other Projects in the area:

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Sheliza's Group	Min's Group	Lanre's Group	Decision
20	Boychuk Drive & McKercher Drive	Adjust Traffic Signal timing	Improve traffic signal efficiency	The left turn arrow should be consistently turned on all through the day for southbound traffic at this intersection.					Comments will be forwarded to the Traffic Signal Technician for consideration.
21	Acadia Drive & 8th Street	Adjust Traffic Signal timing; install pedestrian signal phase at the west side of the intersection; install overhead signs for the southbound approach	Improve efficiency of traffic and pedestrian safety	Traffic shortcutting through 7 – 11 driveway accesses. The Eastbound left turn arrow should be consistently turned on all through the day this intersection. Split phasing is suggested.	Vehicle detectors should be removed and protected left turns should be installed for every phase. Left turns should be isolated from other movements. Driveway closures should be considered on Acadia Drive near 8th Street to improve flow at the intersection.	Extend the pedestrian timing at this location when crossing 8th Street. Shortcutting through 7 – 11 and Petro Canada parking lots is an issue.	There is no pedestrian crossing at the west side of this intersection; adding pedestrian lights on west side will make traffic less safe for both motorists and pedestrians. Currently, pedestrian uses the "do not cross" side to cross the street, because there are too much traffic making right turns on the east side. West side should not have pedestrian signals. East side should have the pedestrian signals extended longer The solution here should be building an exclusive right turning lane, and the other lane has the left and through lanes share together, that is the more practical solution at this crossing for both motorists and pedestrians.		Comments will be forwarded to the Traffic Signal Technician for consideration. This segment of 8th Street is identified as a Bus Rapid Transit corridor. Comments regarding the driveway accesses and dedicated turning lanes will be forwarded to the Bus Rapid Transit group for consideration.
22	McKercher Drive & 8th Street	Adjust Traffic Signal timing	Improve efficiency	The left turn arrow should be consistently turned on all through the day for all approaches at this intersection.	Vehicle detectors should be removed and protected left turns should be installed for every phase. Left turns should be isolated from other movements.				Comments will be forwarded to the Traffic Signal Technician for consideration.

Appendix H

Additional Concerns Received
After Presentation of Draft Plan

Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Back alley of Roland Michener School	Vehicles park in the back alley	Comment will be forwarded to Parks and Parking Enforcement for consideration
Balfour Street & Acadia Drive	The bus stop affects visibility and there is a lack of compliance because motorists don't stop for pedestrians. Pedestrian crossing device and zebra crosswalk suggested.	Maintaining standard crosswalk recommended due to proximity to alternate crossing locations at 8th Street & Acadia Drive traffic signals or Acadia Drive & Leddy Crescent crosswalk.
	It is difficult to turn left from Balfour Street unto Acadia Drive especially during school morning and afternoon peak periods.	The proximity to the 8th Street & Acadia Drive intersection results in queuing of traffic across the intersection. Traffic signals are not warranted or recommended.
8th Street & Luther Place	Relocate or close the U-turn. It damages the pole there.	The Preston Avenue corridor is a Bus Rapid Transit Route. This concern will be forwarded to the Bus Rapid Transit project team for consideration. For details on this project, visit the City's website.
Boychuk Drive & Degeer Street	Curb extensions suggested. People park too close and there are lots of speeding.	The Active Pedestrian Corridor is an upgrade of the treatment device required as per the Traffic Control at Pedestrian Crossing Policy. Parking restrictions or driveways are located on the approaches to the crossing. Comments regarding parking will be forwarded to Parking Services for consideration for enforcement. Additional measures are not recommended.
Degeer Street	Police presence is needed to prevent speeding.	Comment will be forwarded to Saskatoon Police Service for consideration
8th Street & Wildwood Golf Course	The U–turn on 8th Street at the Wildwood golf course should be discouraged. It causes congestion.	The Preston Avenue corridor is a Bus Rapid Transit Route. This concern will be forwarded to the Bus Rapid Transit project team for consideration. For details on this project, visit the City's website.
Circle Drive & College Drive	The Eastbound ramp at the northbound approach of Circle Drive is too short. There is a lot of weaving between the interchange and Central Avenue. The space is too short and the congestion is bad.	Will be added to the major intersection improvement list.
Mount Allison Crescent	Install School zone signs	A residential speed limit review is underway which will consider school zones and playground zones. Until this review is complete, school zone revisions will not be considered.
Sign Bylaw	The City should have bylaws on prohibiting signs from Corporates, garage sales, commercial prompts, to put up in the middle of the road. No one should be allowed to place signs in the middle of the road (except City's signs).	City of Saskatoon Zoning Bylaw No. 8770 Section 5.5 includes the sign regulation in Appendix A – Sign Regulations. As stated in 5.7.1 Signs and billboards must not block, impede or limit the movement of vehicles or pedestrians on any public roadway, thoroughfare, sidewalk or walkway.
Acadia Drive & Acadia Place	There are visibility concerns when exiting Acadia place with cars parked so close to this intersection. Parking restrictions is needed.	Parking restriction signage is recommended at 10 m from all corners to encourage compliance with the Traffic Bylaw.

Appendix I

Resident and Stakeholder Comments

Neighbourhood Traffic Review - College Park-College Park East

Public group

About
Discussion
Announcements
Chats
Members
Events
Photos
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Group insights
Moderate group

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Neighbourhood Traffic ...
Neighbourhood Traffic ...
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Neighbourhood Traffic ...
Neighbourhood Traffic ...
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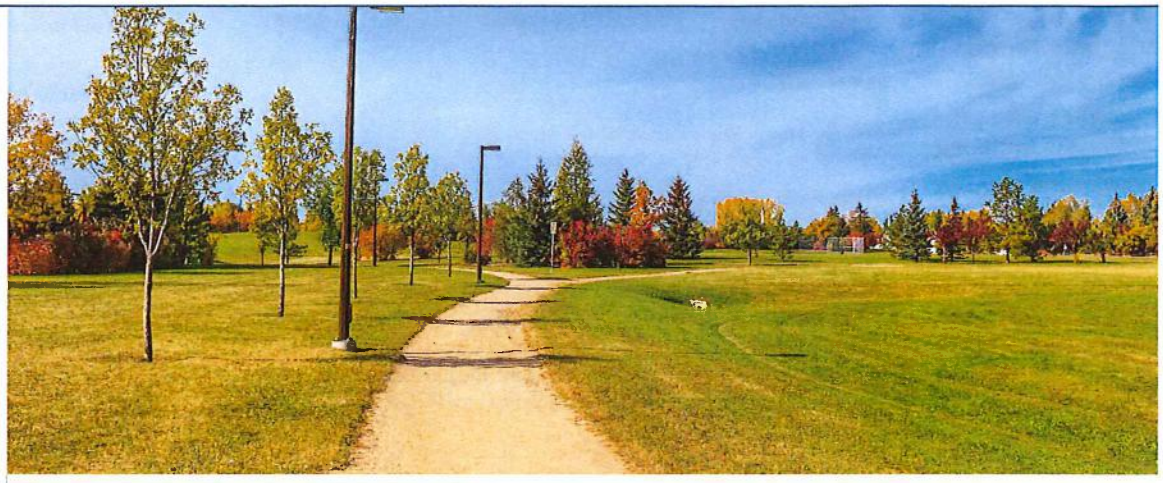

Joined | Notifications | Share | More

Write Post | Add Photo/Video | Live Video | More

Write something...

Photo/Video Get together Poll

Announcements

Traffic Review shared a link.
27 December 2017 · Add topics

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

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in College Park - College Park East. This page is for residents of these neighbourhoods inclusively, bound by College Drive (north), rail corridor (east), 8th Street (south) and Circle Drive (west).

The award-winning Neighbourhood Traffic Review process works like this:

1. The City gathers input from residents.
2. City traffic engineers investigate the issues identified by residents, including gathering traffic counts and observing traffic behaviours.
3. A comprehensive traffic plan is developed to address concerns.
4. The traffic plan is shared at a public meeting and on this Group page.
5. The traffic plan is adopted and the City proceeds to implementing the measures identified within the plan (subject to budgetary approvals).

The group discussion here will get underway following the first neighbourhood meeting which was held at Evan Hardy Collegiate on January 18, 2018. If you're able.

You are encouraged to use this space to speak your mind on area traffic concerns, but to do so respectfully. The City reserves the right to block, ban, or remove anyone from the Group who is threatening or abusive to others, or leaves inappropriate posts.

We look forward to great discussions in this space. Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic Review process.

SASKATOON.CA

Neighbourhood Traffic Reviews

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

CATEGORISE POSTS Create Topic

Add topics to posts to help group members find the information that they're interested in.

ADD MEMBERS Embed invitation

Enter name or email address...

MEMBERS 226 members

SUGGESTED MEMBERS Hide

Friends

Add Member

Add Member

DESCRIPTION Edit

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.

The City of S... See more

GROUP TYPE

Neighbours

LOCATIONS Edit

College Park, Saskatoon · College Park East, Saskatoon

We don't recognise the locations **College Park, Saskatoon, College Park East, Saskatoon**. Only admins can see these tags.

TAGS Edit

College Park East, Saskatoon · College Park, Saskatoon

RECENT GROUP FILES

College_Park_Draft_Traffic_Plan.pdf
Traffic Review updated about a month ago

See more

Chat (Off)

Like Comment Share

family and teammates.

Neighbourhood Traffic Review - College Park-College Park East

Public group

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Shortcuts

Neighbourhood Traffic ...
Neighbourhood Traffic ...
Neighbourhood Traffic ...
Neighbourhood Traffic ...
Neighbourhood Traffic ...
See more

NEW ACTIVITY

Traffic Review updated the description.
18 October at 10:14 · Add topics

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.

The City of Saskatoon undertook a Neighbourhood Traffic Review in College Park-College Park East in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between Jan. 18, 2018 and Oct. 14, 2018.

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

1 Comment Seen by 52

Like Comment

Yes I disagree with the bus plans they have for saskatoon and alßo all the bike lane they dont use them half the time and also the trash monitoring is crap

Like · Reply · 2w

Write a comment...

OLDER

10 September · Add topics

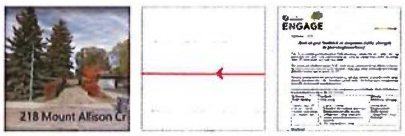
School is back in session and parents are whizzing by our garages and tearing up our alley between Mount Allison and Campion as they take a shortcut to Cardinal Leger School. Because of poor drainage (thanks to improperly buried power lines) the back alley behind the 600 blk of Mount Allison gets rutted up during the school year from increased traffic flow.

My neighbor and I have been in discussion with Lana Dodds <lana.dodds@saskatoon.ca>, Sarina Gersher, and Tom Simpson <tom.simpson@saskatoon.ca> with the City for 2 years now.

The speeds at which these parents travel is not safe. It isn't safe for us, who live on this street, backing out of our garages, and it isn't safe for kids who walk to school using this alley.

This alley needs to be for LOCAL TRAFFIC only -Block off the part connecting Mount Allison and Campion (similar to what was done at 218 Mount Allison) -OR- pave it and enforce a speed limit.

RECENT GROUP PHOTOS See all



Suggested Groups See All

Saskatoon Garden Swap & Sell (Seeds, Plants, Produce)
1,429 members
Join

CyberFlix (Updates & Input)
4,319 members
Join

Briarwood/Rosewood/Lakeridge Buy & Sell
927 members
Join

Forest River A-Frame Campers
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Chat (Off)

Neighbourhood Traffic Review - College Park-College Park East

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7 5 Comments Seen by 176

Like Comment Share

I live on Campion. There are actually 2 short alleys that connect campion to the main alley. Block one off, ppl will just use the other one.

Like · Reply · 8w

I think that's what happened when they made the one at 218 pedestrian only. Now they all use the ones I've shown.

Like · Reply · 8w 1

I also live on Campion
The traffic takes the side alley entrance near me, and races around the corner. Sometimes vehicles slam into my fence in haste to get to the school. I would rather deal with a one-way street situation on Camp... See more

Like · Reply · 8w 1

Write a reply...

the same happens on the alley behind the 100 block on Campion parents use it and the easements to circle the school instead of parking and walking and speeding is a big issue in the alley

Like · Reply · 8w 1

I'm familiar with the traffic problem at Cardinal Ledger. Would an appropriately designed drop off loop at Cardinal Leger improve traffic flow enough on Campion?

Like · Reply · 8w 1

Likely, but that won't solve the back alley traffic problem.

Like · Reply · 8w

You're probably right.... but parents have gotten creative to get access to the school.

Now don't get me wrong, I'm definitely not a SME on traffic matters. ... See more

Like · Reply · 8w

View more replies

Write a reply...

this school needs a decent sized drop off area enforced so parents don't use it for parking while they go inside for a few minutes

Like · Reply · 8w 2

it looks they are going to just post a few more signs in the alley which won't help much at all. May help a bit short term but something else needs to be done. I live backing the park behind Evan Hardy Collegiate and I have been fighting for som... See more

Like · Reply · 3w 1

Write a comment...

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12 October at 11:00 · Add topics

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for College Park-College Park East is midnight this Sunday, October 14th. The plan, which was released for comment on September 18th, is attached to this post.

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

After October 14th, the Traffic Plan will undergo any final adjustments and then be presented as information to the City's Standing Policy Committee on Transportation. The City will then proceed to implement the recommended traffic adjustments (subject to budgetary approvals).

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

College_Park_Draft_Traffic_Plan.pdf
PDF

5 8 Comments 1 share Seen by 122

Like Comment Share

View 6 more comments

In order to reduce the speeds on the east-west portion of Boychuck Drive there should be a pedestrian crosswalk with curb extensions at each of the intersections with Waterloo crescent and Laval crescent (i.e. both the east and west intersections)

Like · Reply · 3w

No parking on the east side of Boychuk between 8th street and Laurention (south access) in front of the strip mall. When coming off of Laurention and making a left hand turn to head south, we cannot see past the parked vehicles to see if there is oncoming traffic. Lots of close calls!

Like · Reply · 3w

Write a comment...

Traffic Review updated the description.
15 October at 13:51 · Add topics

THIS PAGE WILL NO LONGER BE MONITORED FOR COMMENTS.

The City of Saskatoon started a Neighbourhood Traffic Review (NTR) process in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood as a whole. This year, College Park-College Park East is one of the 8 selected (combined) neighbourhoods based on prioritization criteria that considered outstanding traffic concerns, number of collisions, existing traffic calming measures, the age and stage of development of the neighbourhood, and regional representation across the city.

For all Neighbourhood Traffic Review information, and neighbourhood specific social media channels, please visit http://www.saskatoon.ca/NTR

Seen by 86

Like Comment

Write a comment...

Traffic Review shared a link.
15 October at 13:46 · Add topics

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See more

incorporate feedback received after this date.

For questions about the College Park-College Park East NTR, please contact NTR@saskatoon.ca.

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

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

SASKATOON.CA

Neighbourhood Traffic Reviews

Parents, caregivers... register your children ages 10-14 for FREE active...

Seen by 86

Like Comment Share

Write a comment...

Traffic Review shared a link.
20 September · Add topics

On January 18, 2018, a community meeting was held in College Park-College Park East area to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Thanks to all the community residents who joined us at Cardinal Leger School on September 18, 2018 to discuss the draft traffic plan. To review the meeting materials, please the College Park-College Park East City Engage page!

SASKATOON.CA

College Park-College Park East

Engage On January 18, 2018, a community meeting was held in College...

Chat (Off)

21 January · Add topics

After reading the presentation on the city's website it is unfortunate that there is no mention of Boychuck drive at all in the "concerns received" portion. There are a few posts on here about the safety and traffic speed of Boychuck so I wonder if this page is even being read.

9 5 Comments Seen by 213

Like Comment Share

It would be great to see some interaction from our Ward Councillor as well. Really, she is the one who should be hearing our concerns and taking them to the city.

Like · Reply · 41w 1

I agree. I was in contact with her when she was first elected about my concerns with Boychuck. The fact they weren't brought up at the meeting is not reassuring. She had indicated these concerns had been brought up to city council before and that people in the community have been concerned for a while so how did this not make it to the meeting.

Like · Reply · 41w 2

Hey ! Look at us being old guys!

Like · Reply · 6w 1

Write a reply...

Traffic Review Hi . Thank you for raising your concern with regards to speeding on Boychuk Drive. The comments listed on this Facebook page are being collected and will be incorporated into the overall study. The presentation listed some of the concerns received ... See more

Like · Reply · 41w

The problem is much more than speed. There is too much traffic. From the roundabout to mckercher, it is a steady line of cars during the morning and evening. For a street as wide as Boychuck and heavy traffic in the morning without highly visible cr... See more

Like · Reply · 41w 2

I agree. There is a lot of speeding and a lot of traffic between the roundabout and McKercher on Boychuk. Traffic is constant in the morning and late afternoons and it is a raceway in the evenings. If we had speed bumps near the bus stops on Boychuck Drive between Waterloo and Laval then perhaps the Rosewood and Briarwood traffic would use 8th street and the local, neighbourhood traffic would slow down

Like · Reply · 6w 1

Write a comment...

19 January · Add topics

Some of my concerns have already been mentioned but I will mention again to emphasize the point.

1. Loud, speeding cars on Boychuck after the round-about and toward McKercher. We hear vehicles blasting through here as fast as possible all

2. There needs to be a pedestrian crosswalk with lights somewhere near the intersection of Boychuck, Waterloo (East entrance), and McMaster (East entrance). There is a crosswalk there but is not light and people often do not stop for pedestrians to cross. Also, I always see kids running out of the back alleys on either side of that intersection and into the street without looking for traffic so hopefully if there was a designated pedestrian crosswalk, they might be more likely to use it.

3. Those storm drains on McKercher just after the Boychuck intersection and before the overpass are terrible for any vehicle and they need to be fixed. I get that it needs to be deep to drain but you could still have a grate above that one to level off with the road.

4. That tiny u-turn area on McKercher (northbound) immediately after the Boychuck intersection needs to go. All it does when someone uses it is hold up traffic in both directions and has the potential for some serious accidents. If somebody needs to turn around that bad they can easily turn onto Boychuck where there will be many chances to turn around or they can continue on past the overpass and turn around at that road toward the storage units. The u-turn area is unnecessary.

5. Turning left off Acadia onto McKercher, as many others have said, is a nightmare and something needs to be done.

6. Trying to turn left out of either of the exits from the college park mini-mall where Sobey's is also is not an easy task. It also doesn't help that 8th St traffic use that intersection for u-turns because then instead of having your opportunity to go, you have to wait for a guy that looks like they're going to turn but then just are doing a u-turn and by the time you realise that, there's more traffic coming at you from the other direction. It's not as dangerous as the other u-turn issue I have but It's definitely not helpful for that already congested area.

6 1 Comment Seen by 212

Like Comment Share

I wholeheartedly agree with your comments, but especially point number 1 and 2.
The speeding on Boychuck Drive is crazy sometimes. I live near the corner of Boychuck Drive and Waterloo East entrance and I have witnessed three accidents at this interse... See more

Like · Reply · 6w 2

Write a comment...

18 September · Add topics

I am unable to attend the meeting. My concern is that when you turn from Acadia Place onto Acadia Drive it is difficult to check for oncoming traffic. There are signs not to park but they need to be further back.

4 Seen by 148

Like Comment Share

Write a comment...

18 September · Add topics

Hello,
I have heard that at some point there had been some discussion of removing the school zone on Balfour near the cross walk onto Harrington. I am unable to attend the meeting, but I would like to echo the concerns posted below by . This school zone needs to remain in place, and if anything it could be lengthened by several meters to the east. If I am driving down Balfour between 3:40 and 4:00 I find myself basically driving 30 the entire

get to College Park school. I would be extremely concerned if the school zone was removed. I also wouldn't mind seeing the alley behind College Park being limited to residents only. There are lots of children who make use of that alley to get to school and there seems to be quite a bit of traffic down those alleys at drop off and pick up times.

10 Seen by 152

Like Comment Share

Write a comment...

14 September · Add topics

Thanks for adding me to the group. I won't be able to attend in person but I wanted to write in my support for keeping the traffic calming measures on Balfour street near the neighbourhood school. I've been told the city was considering removing them as they technically fall outside of the school zone. Removing them would be a very big mistake - the curve in the road right there provides enough of a blind spot to be very dangerous for kids crossing to get to school. I hope the city reconsiders this action and keeps the traffic calming at the cross walk. Balfour street is very busy and cars go very fast, hence why the measures were installed in the first place. Removing them would put kids at risk. I would actually prefer to see a pedestrian triggered light at that intersection because of the high volume of kids crossing

10 Seen by 161

Like Comment Share

Write a comment...

Traffic Review
10 September · Add topics

On January 18, 2018, a community meeting was held in College Park-College Park East area to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at Cardinal Leger School on Tuesday, September 18 at 7 pm to review the draft plan.

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

Saskatoon ENGAGE saskatoon.ca/engage

September 3, 2018

Give us your feedback on proposed traffic changes in your neighbourhood!

The City is undertaking a Neighbourhood Traffic Review for College Park and College Park East and inviting your input. These neighbourhoods are bound by College Drive (north), rail corridor (east), 8th Street (south) and Circle Drive (west).

This review was initiated in January 2018. Thank you to everyone that has offered us input so far. We received your feedback via the Facebook Group page, email, phone calls and in-person at the first meeting held on January 18, 2018.

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. There are three ways to participate and provide us with your feedback:

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Tuesday, Sept. 18th 7:00 pm – 9:00 pm Cardinal Leger School 141 Campion Cres.	1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – College Park-College Park East 3. Choose Groups from menu choices across top 4. Click Join beside our Group	Find the tile for Neighbourhood Traffic Review – College Park-College Park East

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received.
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Implementation of recommendations expected to begin.

Contact Us:

You may also submit your comments directly:
Email: Olanrewaju.Akindipe@Saskatoon.ca
Phone: 306-975-3657

Subscribe for Neighbourhood Traffic Review updates at saskatoon.ca/NTR

1 1 Comment 1 share Seen by 178

Like Comment Share

How do we review the plan before the meeting? 2

Like · Reply · 8w

Traffic Review Hi Rocky Allen. The plan will be posted to this Facebook page and on saskatoon.ca/NTR after the meeting on September 18. You will have a few weeks to make comments.

SASKATOON.CA
Neighbourhood Traffic Reviews

Like · Reply · Remove Preview · 8w 1

Write a reply...

Write a comment...

10 September · Add topics

I'd love to see more enforcement for school zones durning busy hours. Morning drop offs are bad enough without having people making u turns in school zones and/or speeding through the alleys and streets surrounding schools in College Park.

9 Seen by 174

Like Comment Share

Chat (Off)

17 May · Add topics

Well I really hope the city steps up and finally puts up crosswalk lights outside 7-11/Macs crosswalk!! I've lived here and have seen countless accidents with pedestrians not to mention the daily drivers who don't give a hoot over pedestrians, honking at them as they cross or almost hitting them! Too many times I've almost been hit, to the point where College Park is somewhere I DON'T want to live anymore!!

6 5 Comments Seen by 210

Like Comment Share

Crossing Mckercher at any point is putting your life in someone else's hands.

Like · Reply · 24w 4

Why should I walk down there when there's a MARKED CROSSWALK infront of my house?!

Like · Reply · 24w

Were you replying to me? Because I was agreeing with you. The crosswalk should be made safer.

Like · Reply · 24w

Write a reply...

A pedestrian triggered crosswalk light so close to a main intersection will cause major problems with traffic flow.

The city should eliminate that crossing or move it to Balfour. Pedestrians can cross at 8th and McKercher.

Like · Reply · 10w 3

Agreed!

Like · Reply · 8w

Write a reply...

It's half a block to the 8th street cross walk... which has lights.

Like · Reply · 8w 1

Also crossing street there at light is dangerous tje tree and busjes make it so catmrs cant see. And theu dont look right

Like · Reply · 8w

Write a comment...

Traffic Review shared a link.
27 December 2017 · Add topics

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

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in College Park - College Park East. This page is for residents of these neighbourhoods inclusively, bound by College Drive (north), rail corridor (east), 8th Street (south) and Circle Drive (west).

The award-winning Neighbourhood Traffic Review process works like this:

1. The City gathers input from residents.
2. City traffic engineers investigate the issues identified by residents, including gathering traffic counts and observing traffic behaviours.

5. The traffic plan is adopted and the City proceeds to implementing the measures identified within the plan (subject to budgetary approvals).

The group discussion here will get underway following the first neighbourhood meeting which was held at Evan Hardy Collegiate on January 18, 2018. If you're able.

You are encouraged to use this space to speak your mind on area traffic concerns, but to do so respectfully. The City reserves the right to block, ban, or remove anyone from the Group who is threatening or abusive to others, or leaves inappropriate posts.

We look forward to great discussions in this space. Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic Review process.

SASKATOON.CA

Neighbourhood Traffic Reviews

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

57 7 Comments 2 shares Seen by 215

Like Comment Share

The traffic in the back alley which borders on Sid Buckwold Park is significantly greater than in our crescent. Every morning and afternoon is the school traffic. The alley is also used by trucks and service vehicles to access either DeGeer or McKerche... See more

Like · Reply · 44w 1

Has the bylaw changed but when my son was young people got tickets for parking in the lane by Evan Hardy. and Catdinal Leger

Like · Reply · 27w

Write a reply...

The traffic on the 400 block of Guelph Crescent is very busy, especially in the summer. During the school year there are a large number of buses picking up and dropping children off. Also there is heavy and noisy usage by COS trucks and service vehic... See more

Like · Reply · 43w

Another area of concern is the heavy traffic on Boychuk Drive, especially during the morning and after work times. There are only 2 exits (Laurentian Drive) for all of the residents east of Boychuk Drive from 8th Street to St. Augustine School. Maybe lights at the intersection of Boychuk and Laurentian (near Boychuk Mall) would be helpful.

Like · Reply · 43w 1

I can't count the number of times I've almost been hit walking across the street by people doing u-turns at the light that turns left into Chaben Place across from Center Mall on 8th Street. It is illegal to do u-turns at any light, but a sign remindin... See more

Like · Reply · 43w 2

I'm on Luther Pl. Our lot exits onto Chaben, and experience much the same... a large quantity of traffic using Chaben as a turn around for access to the north side of 8th. This area has high density of children. Perhaps some speed bumps?

Like · Reply · 8w 1

Write a reply...

My concern is the loudness of circle drive. Is there anyway to make the sound wall a little higher to lessen the sound in the neighbourhood around 14th street & Carleton Drive.

McKercher and DeGeer absolutely needs traffic light. Both streets are very busy and encourages vehicles and pedestrians to take unnecessary chances. Already fatal accidents there.
Significant number of vehicles travel both ways down the east most a... See more

Like · Reply · 42w 2

The traffic on Balfour has become so much busier! Also so many are speeding as soon as they pass the school zone. Everyday I fear for the little ones walking home from school ! Also it would be nice to have a light at Balfour and Mckercher as sometimes the traffic is so backed up on Balfour during peak times.

Like · Reply · 8w 1

Write a comment...

27 August · Add topics

Also the u turn lane at luther needs to go. Everyone drives way to fast and then burns a turn around right in front there. It is a safety, noise and general wrll being of people who live in area.

2 5 Comments Seen by 193

Like Comment Share

View 3 more comments

No 1

Like · Reply · 10w

Yes city council approved it yesterday.

Like · Reply · 10w

The uturn?

Like · Reply · 10w

the speed limit read the post and the link.

Like · Reply · 9w

Write a reply...

Write a comment...

28 August · Add topics

City council agreed to lower speed limit in 8th street by moss to 50km.
A small victory

3 1 Comment 1 share Seen by 190

Like Comment Share

That's by the Tim Hortons. Isn't that already 50?

Like · Reply · 10w

It is/was 60 from Moss down to Boychuk and beyond

Like · Reply · 10w · Edited

It changed from moss

Like · Reply · 10w

3th Street from Moss Avenue to 400 meters east

Neighbourhood Traffic Review - College Park-College Park East

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Write a reply...

Write a comment...

27 August · Add topics

Alley between Cronkite St and Britnell Cres is used as a drop off and pick up for students from Evan Hardy. There is huge holes in the alley and it doesn't stop the traffic. There is a parking lot at the south of the school where they could wait for their kids. They block the alley, so we can't even get to our garages. City of Saskatoon please fill the holes and grade the alley

4 1 Comment Seen by 191

Like Comment Share

I will second Mavis' statement.

Like · Reply · 10w

Write a comment...

7 August · Add topics

Please make light crossing 8th at moss longer. Going north to south.

2 Seen by 192

Like Comment Share

Write a comment...

19 February · Add topics

I don't know if there's still time to recommend areas to review, but I live at the northern intersection of Laurentian Dr and Brock Crescent. My observation is that people often drive too fast on Laurentian and through the Laurentian Dr./Brock Crescent intersection. Thanks.

4 2 Comments Seen by 211

Like Comment Share

Totally agree, I live on Guelph Cres, and the vehicles drive way too fast on my street, we are a neighbour with children!

Like · Reply · 34w

I live on Brock and I see cars fly through

Like · Reply · 27w

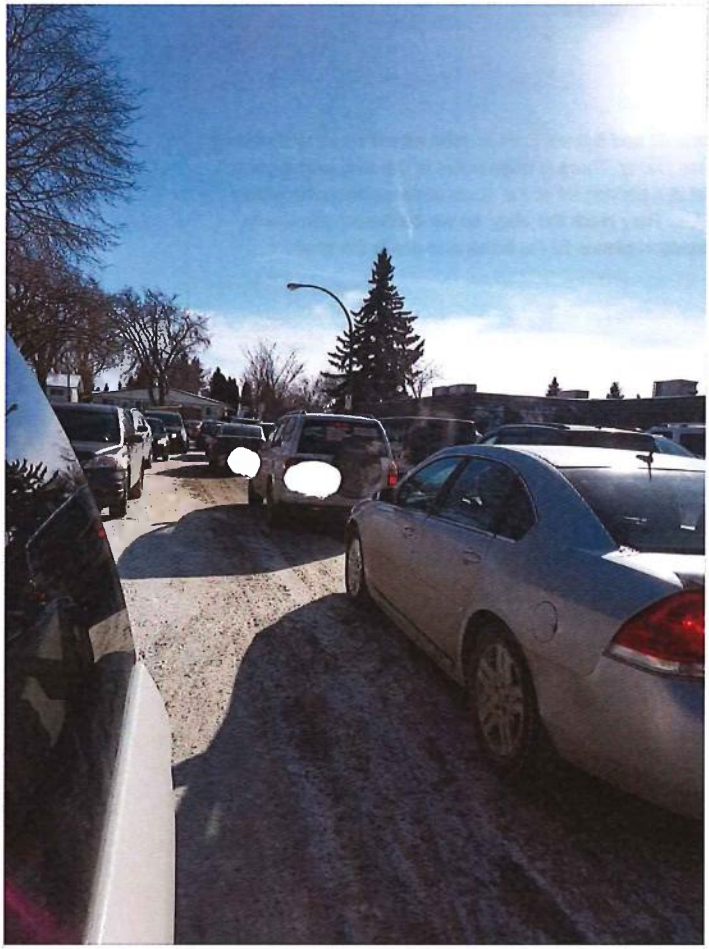
Write a comment...

8 March · Saskatoon · Add topics

This right here is why the snow needs to get REMOVED not piled up to the sides in school zones when we get dumped on. This is in from of Cardinal Leger today at 330. It is supposed to be 2 lanes of traffic. It is barely even one right now. Now picture all the parents trying to drive through this mess to

Chat (Off)

homeowners on this street can't even get their vehicles out without shovelling because of how the piles of snow were left. This is quite unacceptable. We live in a city where there is snow for sometimes 6 months of the year. How has this not been figured out yet??



5 4 Comments Seen by 211

Like Comment Share

Lol. Looks like the traffic jam at Ecole College Park too.

Like · Reply · 34w 1

My understanding is that it is supposed to be removed in school zones. The city is just not taking the extra time to clear it all and instead clearing a path so they can do more paths quickly. When I called the city they said they would put it on the list but the more people who call about it would move it higher on the list.

Like · Reply · 34w

They do EVENTUALLY clear it, but maybe a month later. It should just get done right away. Saves so much grief.

Like · Reply · 34w

I agree.

Like · Reply · 34w

View more replies

Write a reply...

Like · Reply · 34w · Edited

Yes, this is my street. No way to get up or down the street during rush hour - that's 9:00 am and 3:00 pm. . . and I worry about seeing the kids when I back out of my driveway, with all those heaps of snow. The city tried to clear it up just before the last big dump - just around the school itself, but not far enough down the street.

Like · Reply · 34w 1

Write a comment...

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See more

Traffic Review shared a link.
16 February · Add topics

Thank you for sending in your transportation concerns for the College Park-College Park East Neighbourhood Traffic review! We are moving onto the data collection stage of the neighbourhood traffic review process. A data collection program will be developed for your neighbourhood, particularly at the location identified as concerns. This program will include traffic counts, pedestrian counts, speed studies and field observations. Data collection will be cognizant of statutory holidays, school breaks, construction projects, etc. to ensure that the data collected reflects an average day of operations. Subscribe to get traffic review update email notifications at:

SASKATOON.CA

Traffic Review Update Email Notification

Traffic Review Update Email Notification I would like to: (required) Subscribe Unsubscribe Area (required) Area (required) Email Address (required)...

3 Seen by 212

Like Comment Share

Write a comment...

31 January · Add topics

We are glad to have Balfour Street plowed in a timely manner after heavy snow falls, but the snow mounds left behind at the curb makes it impossible to park anywhere along the street. They extend within inches of the driving lanes.

5 Seen by 212

Like Comment Share

Write a comment...

31 January · Add topics

With the weather the way it was. Guess what? Someone got to the boychuk and McKercher light going so fast they slid through it for several house lengths and almost took out my wife. Then he took off and "saluted her". Seriously, you know speed is an issue there. You have cops fishing there all the time. Speed needs to be slowed down there.

4 1 Comment Seen by 214

Like Comment Share

I totally agree but I'm not sure how they're going to fix stupid.

Like · Reply · 39w 1

Chat (Off)

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30 January · Add topics

I read the minutes from the meeting and viewed the powerpoint. I agree that Spinks Drive is very dark and could definitely use more lights. Speeding is also a problem, especially late at night/early morning. The individuals who race up and down our street would likely ignore signage including ones that show the speed they are going. Thanks for inviting this input!

6 Seen by 211

Like Comment Share

Write a comment...

Traffic Review shared a link.
19 January · Add topics

Thank you for attending the College Park-College Park East Neighbourhood Traffic Review public meeting last night! If you were unable to attend or would like to revisit what was discussed, the presentation is available online at saskatoon.ca/NTR.

Before you participate in the traffic discussions, we ask that you review the presentation which contains valuable information about the traffic review process and various traffic calming devices. Your participation in the group is encouraged and gladly accepted. If you would like to invite others from your neighbourhood to join the discussion, you are welcome to do so. Please submit all feedback by February 15, 2018.
Subscribe to get traffic review update email notifications at bit.ly/NeighbourhoodUpdates

SASKATOON.CA

Neighbourhood Traffic Reviews

The City of Saskatoon started undertaking Neighbourhood Traffic Reviews in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood holistically. Prior to 2014, neighbourhood transportation issues were addressed on a less effective case-by-case basis.

2 1 Comment Seen by 209

Like Comment Share

Like · Reply · 41w

Write a comment...

15 January · Add topics

Ahh good I have been waiting for the traffic review of my neighbourhood for a few years now.

1. The intersection of Acadia Dr and McKercher Dr is too busy for just a stop sign. It is too bad it wasn't lined up with Boychuk Dr when it was originally built. Something needs to be done to allow easier left turns off Acadia. Perhaps a traffic light which is synchronized with Boychuk Dr?

2. The traffic light pattern at the intersection of Acadia Dr. and 8th St E needs to be revisited. The green light for southbound traffic does not stay green long enough at peak times - timing of this light needs to be dependent on how much traffic is waiting. There is also probably not a need to let each direction of Acadia Drive go separately at non-peak times. Lastly, a dedicated right turn lane for southbound traffic is desperately needed, as many people choose to shortcut through the 7/11 parking lot.

onto College Dr has a big pothole-like bump caused by improper installation of a storm drain. This causes most people who know about it to not use the right turn lane and to just cut across from the middle lane to turn right. This needs to be fixed so people use the lane properly.

4. Pedestrian crossing at 14th St E and Carleton Dr/Spinks Dr is dangerous. It is a popular crossing due to the bus stop. A light of some kind would be useful.

15 4 Comments Seen by 216

Like Comment Share

I do #3. That just rocks your suspension if you're not in a monster truck.

Like · Reply · 42w 4

I do #2 sometimes, and often #3. Completely agree on #4 as well.... Its hard to see pedestrians there in the early morning.

Like · Reply · 42w

The problem with lights at Degeer and Acadia is acesss to Duncan. A u-turn is required at Degeer or Acadia, depending on the direction of travel. The volume of traffic is an issue that the road and community were not designed for. People not only detou... See more

Like · Reply · 41w

5. Thought of an additional point: On Rawson Cres, right near the curve, there is a portion which becomes pitch black at night. It seems like an additional street lamp would be warranted here. It is dangerous for pedestrians and drivers.

Like · Reply · 41w

Write a comment...

19 January · Add topics

I was unable to attend last night's meeting, did anyone in here make it? Could we get the cliffs notes version of what was discussed?

1 Seen by 212

Like Comment Share

Write a comment...

19 January · Add topics

I was unable to attend last night. How was the meeting?

2 Seen by 212

Like Comment Share

Write a comment...

19 January · Add topics

1) In front of Evan Hardy during school start/end times, the traffic is horrible!! People can walk from Harrington St to 14th St faster than cars can drive it. Parents stop in the driving lane to let their child in/out of the car instead of pulling over. No other high school in the city does this. Students also need a

2) The 4-way stop at Acadia Dr & 14th needs a walk light. So many people do not stop for all the kids that use this crosswalk to get to/from school. I myself have almost been hit here a few times while trying to cross with children. It is scary that people don't wait 30 seconds for children to be safe.

3) The first far south entrance/exit into Sherbrooke along Acadia Dr should be an entrance only and the second south entrance should be used for exiting. I have seen several accidents and near accidents at the first location. People inch out to see past all the parked cars or punsh on it trying to get onto Acadia Dr. south bound. The second location has plenty of no parking leading up, so people aren't half way into the driving lane before seeing the driving cars.

8 Seen by 212

Like Comment Share

Write a comment...

17 January · Add topics

Please do something about the traffic on Boychuck Dr. It is a straight stretch from mckercher to the roundabout and vehicles constantly speed. People come around the roundabout and hit the gas and most don't see or stop for the kids trying to get to school. We watch kids stand on the corner waiting to cross Boychuck and most don't stop. Crosswalks need to be much more visible and safer for kids to cross. At night we get to listen to all the cool motorbikes and diesel trucks come around the roundabout and hit the gas as they speed down the strait away. There should be speed humps such as the ones on 37th to slow the traffic down and jut outs for crosswalks such as the one in front of St. Augustine school. This should also reduce traffic as well as it seem cars use Boychuck to get to briarwood/rosewood instead of using 8th Street. Reduced traffic and speeds will make it safer for the kids in this area.

7 Seen by 214

Like Comment Share

Write a comment...

15 January · Add topics

I agree with all the comments regarding the difficulties turning left onto McKercher from any of the side streets or from College Park Mall. It can get very dangerous at times. It can also be very dangerous for pedestrians to use the crosswalks at Degeer and McKercher as well as at the College Park Mall.
I also agree with the comments made by garding the grate in the right hand lane turning off McKercher to College Dr going east as well as the need for a right hand turning lane at Acadia and 8th.
Hopefully some solutions can be made to these problems.

5 Seen by 211

Like Comment Share

Write a comment...

15 January · Add topics

Acadia Dr and Mckercher needs something more than a stop sign. It is impossible to make a left hand turn from Acadia onto Mckercher and to be

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the meeting but hopefully someone else sees this intersection as an issue and brings it up!

10 Seen by 212

Like Comment Share

Write a comment...

8 January · Add topics

Ultimately the entire stretch of McKercher Drive between College Drive, and 8th Street is unacceptable in its current state. Either it should be turned into a freeway like Idylwyld/22nd Street and all pedestrian access should be protected with barriers and above street walk ways. Or serious work needs to be done to redirect traffic away from that strip, and possibly redesign several intersections. I loath pretty much every way onto McKercher, except for maybe the 8th Street Intersection. I avoid going to the College Park Mall area because once I have gone there, I will have to figure out how to get back onto McKercher. It wasn't quite so bad when we could take the back alley from behind the Mac's and take the Alley all the way to Acadia. But that has been blocked off, so traffic must either go back onto McKercher or all the way around 8th street/Acadia.

4 4 Comments Seen by 216

Like Comment Share

Ya. That back alley you talk about is my alley which is still a bypass for McKercher. It's a bloody raceway.

Like · Reply · 43w

lol, so worst of both worlds, its not an alternative way out of the College Park Mall, but still dangerous.

Like · Reply · 43w 1

The back lane behind macs going north to Acadia was one way going south if u went north to Acadia it was illegal. That is why the residence on the lane got the city to close it as drivers were speeding the wrong way making it hazardous for walkers. Also a lot os property damage by speeding drivers , my fence was hit twice by drivers speeding and loosing control

Like · Reply · 42w

McKercher from 8th to College is a nightmare because of the volume of traffic which seems to have coincided with the east development and the bottlenecks that traffic creates on College. McKercher has become the short cut to 8th street and to downtown ... See more

Like · Reply · 42w 2

Write a comment...

11 January · Add topics

Signs should be put above the North bound traffic lights at McKercher and Boychuk, indicating two thru lanes and a right turning lane. People clogging up a turning lane at Boychuk because they want to turn East onto College Dr. drive me nuts.

8 Seen by 216

Like Comment Share

Write a comment...

11 January · Add topics

The lights need to be reset on 8th street and Acadia to allow after school traffic to move better!

People coming off of eight street and turning north on to Acadia quite often will and stop immediately try to turn to get into the 7-Eleven mall which is only asking for an accident to happen solid line or not they don't seem to care.

3 2 Comments Seen by 217

Like Comment Share

I think a better solution to that would be a boulevard in between the north and south bound lanes so turning just isn't an option there. That's always been a terrible corner for people waiting to cross there.

Like · Reply · 42w 5

Yes that was a thought and lots turn out south out of that old Tim's parking lot too,
Now that there's a hotel there people trying to access the hotel turn at the ally, but if the traffic is backed up from students nobody can even turn west anywhere let alone get onto Acadia from the side streets.

Like · Reply · 42w 1

Write a comment...

11 January · Add topics

I have always thought about a better flow out of the Sobeys lot. How about changing the two 8t St entrance/exits to one in and one out?

5 Seen by 215

Like Comment Share

Write a comment...

8 January · Add topics

Some of this has been said but repetition is important.

1. Sound wall for properties backing the freeway isn't high enough. We can't enjoy a peaceful sit in our yard and my windows shake when overweight vehicles go by. After that anhydrous truck tipping it got me thinking those walls wouldn't prevent a semi from landing in my back yard either.
2. On the topic of semis, cops could make a killing with ticketing the jerks who use their jake brakes on Circle Drive (right above 14th in particular), I hear at least 2-3 every night.
3. The exit off Circle Dr. onto 14th is a nightmare, nobody knows what they're doing when it comes to merging on or off Circle and getting to the stop sign at the bottom is even worse. It shouldn't take me 10+ minutes to turn left twice to get home, and taking Preston to 14th takes just as long! Cars speed down 14th making it dangerous to even cross, and then you have the bike lane to factor in too. I can't count the number of times cyclists have caused me to slam on my brakes coming home because they whip across 14th without shoulder checking in that bike line!
3. The corner at Carleton Drive and 14th is awful. There's always a car parked right before the stop sign. Traffic bottle necks there so easily as is. Not to mention all the speeding and hard breaking, especially loud imports late at night on that corner.

5 9 Comments Seen by 217

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Yes to number 3!!! My husband and I have been calling and complaining about that one constantly! There are actually parking laws that say vehicles are not to post within x distance of the corner (I want to say 10 m but I may be wrong. If have to check again) but since no one is ever ticketed for it they keep parking there.

Like · Reply · 43w

Yeah they have a ton of vehicles. on that corner, that whole section has zero parking ' They even Park

. See more

Like · Reply · 43w

I think it's 10 feet from the corner. Agreed, it's a pain in the butt and dangerous. I've seen people literally park directly on the corner here on Waterloo and boychuk.

Like · Reply · 43w 1

. Their driveway is immediately on the corner, I wish enforcement was better. There's also a cube van that was on the street and didn't move for months!

Like · Reply · 43w

calling parking enforcement is who you need to call. i've done it when my neighbours block my driveway and they are there within an hour.

Like · Reply · 43w

I have called parking enforcement about that specific spot many many times over the past year and nothing is ever done about it.

Like · Reply · 43w 1

: Problem is when I get home
It's gone
Or constantly a different vehicle

Like · Reply · 43w

The minimum parking distance you need to be from a corner or intersection is 10 metres, which is almost 33 feet

1

Like · Reply · 42w

Thanks Unfortunately it's 3 vehicles pertaining to one household and it sounds like enforcement could care less

Like · Reply · 42w 1

Write a comment...

10 January · Add topics

The school zones around Roland Michener and St. Augustine are concerning. Roland Michener is more problematic. There are violations such as J-walking, u-turns, double parking, and parking in the cross walk. At St. Augustine, the common violations are parking in the crosswalk & parking in

Chat (Off)

Traffic lights at McKercher & Degeer, and McKercher & Acadia would be beneficial. People turning from the side streets onto McKercher wait a long time to be able to turn safely.

7 Seen by 215

Like Comment Share

Write a comment...

10 January · Add topics

3 points. First is that the sidewalk on the south side of Laurentian Dr. across from St. Augustine school has a fairly extreme slope which ices and becomes very dangerous for pedestrians. In the spring the adjacent bus stop splashes water on this section which freezes exasberating the problem. I get it that perhaps the wicked slope is for drainage but what in fact happens it becomes nearly impassable forcing kids to take the street. Secondly the area near this school certainly could use more traffic/parking enforment. Thirdly as someone else mentioned about a school zone , snow plowed to the shoulders needs to be removed as it creates unsafe conditions with kids walking on the windrows and a narrowed traffic /paeking and crossing area.

3 1 Comment Seen by 217

Like Comment Share

back alley behind Luthe
pL,poor shape,too much traffic
Like · Reply · 42w

Write a comment...

9 January · Add topics

When trying to cross Acadia going to or coming from Simon Fraser, many drivers do not bother about and do not let me go through. Since there is no pedestrian crossing, there is nothing for me to do but wait..., until no cars are coming or someone does stop. A pedestrian crossing would certainly help people like me!

9 Seen by 215

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Write a comment...

January · Add topics

There seems to be a speed trap on acadia close to mckercher

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1 1 Comment Seen by 215

Like Comment Share

Because of the school zone 30 kmh. some people don't slow down.

Like · Reply · 43w

Write a comment...

8 January · Add topics

I was dropping off my daughter today and literally saw a City of Saskatoon dump truck run the red light on McKercher. It was travelling south and coming down the hill and it went through as I was waiting for it to turn green.

1 Comment Seen by 215

Like Comment Share

Probably about 70kph too.

Like · Reply · 43w

Write a comment...

8 January · Add topics

Echoing many people's comments:
- Mckercher & Degeer needs lights. Lots of school traffic that uses this intersection.
- Mckercher & Acadia needs lights, or the elimination of the option to turn North onto Mckercher.
- The section of Boychuk that runs E-W needs more official pedestrian crosswalks.

4 Seen by 215

Like Comment Share

Write a comment...

8 January · Add topics

Unfortunately I won't be able to make it to the meeting on Jan 18, so I'm trying to get everything out in one post.

I see people trying to use crosswalk at 14th St and Carleton/Spinks. SO many problems with this intersection/crosswalk. [my suggestion: add a crosswalk stop button (like McKercher/Mt Allison or Acadia/Harrington).]

1. People speed down 14th st. Speeding drivers don't stop for pedestrians at crosswalks. I'm the crazy lady who yells at speeding traffic from inside her house. (it doesn't work, by the way... I also yell at traffic when I'm a pedestrian. It doesn't work, either).
2. It's two lanes of traffic each way - 4 car lanes PLUS the bike lane. The street is really wide. It's scary to attempt that crosswalk. Lots of times drivers swerve around cars who HAVE stopped for pedestrians and slam on their brakes when they finally notice pedestrians are the reason that traffic stopped.
3. When it's dark there are only two street lights at that intersection. I've

step into the street to encourage drivers to stop... that's just taking your life into your hands.
4. There are bus stops on either side of this intersection. These stops are busy - lots of university students. During the evening rush hour it's a bit of a disaster. (see all above happening at the same time).

Oh ya, someone else noted the large trucks braking on the 14th street overpass. I have no solution to that problem.

(also... for some reason people turning left from Spinks/Carleton forget how to drive... they do the "do-si-do" turning left. I'll have to draw a diagram. It's ridiculous. It's the only place I've seen people forget - ON A REGULAR BASIS - how to turn left.)

7 2 Comments Seen by 216

Like Comment Share

Has anyone else noticed people turning left like this?

1

Like · Reply · 43w

Lol. Classic!

Like · Reply · 43w

It was on my mind because it almost happened to me again this morning. Someone was trying to turn left from the sidewalk on Carleton turning east while I was on Spinks turning west. I didn't realize this was so difficult. Right lane = right turn. Left lane = left turn.

Like · Reply · 43w 1

Write a reply...

Use of jake brakes in the city is illegal it's posted everywhere... and the fine is huge! I forgot just how much but on the thousands.. my partner is a trucker. He said it boils down to driving without paying attention or being lazy if they have to use that brake to slow down for that upcoming curve.

Like · Reply · 43w · Edited 1

Good to know! I knew there were signs... I just don't have a good idea for how to enforce it.

Like · Reply · 43w

Police I believe but it's big money just judging by how many I can hear a night, or would definitely pay off. But who are we to say where tax dollars go hey lol

Like · Reply · 43w

Write a reply...

Write a comment...

8 January · Add topics

8 1 Comment Seen by 215

Like Comment Share

It's funny there used to be two sets.. but they removed the West one for no apparent reason.

Like · Reply · 43w

Write a comment...

5 January · Add topics

There's a lot of problems. Also Brighton is being built and this will funnel even more traffic through Mckercher.
1. The very end of Mckercher at the Boychuck controlled intersection people are thinking they are hitting the freeway already and often speeding around 70-80kmh. I personally use that intersection all the time and have almost been hit 6 times from people burning the red light. It's from both sides too, people going north and south. We need a red light camera here ...
See more

4 Seen by 217

Like Comment Share

Write a comment...

3 January · Saskatoon · Add topics

My concern is the traffic noise around 14th street and Carleton drive. Can that sound wall be made higher. It's so noisy in my back yard we can't even sit outside.

2 Seen by 217

Like Comment Share

Write a comment...

5 January · Add topics

Speeding on Carleton Drive from strip mall/Sherbrooke going north to turn at least and coming the other way as well. Occasionally they have their vehicles floored. Lots of little kids going to and coming from schools down this road. And some use this way to get to overpass to Sutherland. Could use one of those signs showing speed (might help?).

Also as much as everyone hates the crosswalk midstreet signs (re snow removal), could use one at Carleton and Harvard. The vehicles seem to like to not slow down and cut the corner short almost running into traffic coming up Harvard.

4 1 Comment Seen by 216

Like Comment Share

Another part of Carleton that is awful for speeding and could use a couple yield signs is at either end of the weird little angle street that is also Carleton Dr. (I think it starts around 100 and ends around 150) People zip out of there without watching for oncoming traffic (or pedestrians) all the time.

Like · Reply · 43w 1

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5 January · Saskatoon · Add topics

Degeer and mckercher is a terrible intersection. With reduced bussing to École college park my kids were expected to walk. I won't even cross at this intersection I can't expect two young kids too. Nobody ever stops

9 2 Comments Seen by 217

Like Comment Share

I concur.

Like · Reply · 43w

I also concur 1

Like · Reply · 43w

Write a comment...

5 January · Saskatoon · Add topics

1. Police could easily rake in a couple grand a day if they ticketed people u-turning at the 8th Street and Chaben Place lights. Not only is it illegal to u-turn at a light, but I and others have almost been hit by said drivers on several occasions.

2. Chaben Place is also a haven for drivers of large trucks to do burnouts, sometimes nearly hitting vehicles parked inside.

Seen by 217

Like Comment Share

Write a comment...

5 January · Add topics

Boychuk north of 8th has become significantly busier over the last few years. This has made the crosswalk at Boychuk and Degeer less safe. I have witnessed several occasions when cars have not stopped for pedestrians. Children often use this crosswalk before and after school.

4 Seen by 217

Like Comment Share

Write a comment...

5 January · Add topics

Intersection of Arlington Ave and 8th St is really dangerous turning left. You have cars going straight and turning, it makes it impossible sometimes to see what is happening. A sign up like that at Taylor and Arlington Ave would be all that is needed to show which lane goes where.

2 Seen by 217

Like Comment Share

Write a comment...

School zone snow clearing needs to happen. When the streets are scraped and the snow is left in ridges along the sidewalks it creates many problems. These include (but are not limited to)
- It leaves nowhere for parents to park so they park beside the ridge of snow partially blocking the driving lane;
- Since the driving lane is sometimes obstructed by the school buses parking on the street it turns it in to 'turn taking' where it is no longer wide enough to be a 2 way street. It's barely wide enough for the buses to go down at times.;
- I see kids playing on these ridges all the time and it is super dangerous sliding out in to traffic the way they do. Even getting in and out of vehicles can be dangerous at times.
I would love to see a plan where if the snow is scraped on school zone streets that the snow is also removed.

3 Seen by 217

Like Comment Share

Write a comment...

3 January · Saskatoon · Add topics

2 issues.
#1. The intersection of Acadia Drive and McKercher Drive is very busy. Turning North off of Acadia onto McKercher is just about impossible at times. There has been so many accidents at this intersection due to people getting frustrated and just taking a chance and bolting. Something needs to be done.

#2. Ecole college park school. There is an alley on the south end of the school connecting Harrington Cres and Mount Allison Cres. It has become very dangerous with parents parking in that alley to pick up their children. Especially in the winter. People are parked in the alley while other people are trying to drive down the alley while kids walk the alley. My kids and myself have had to hug the fence many times trying not to slip while cars squeeze by the parked cars. Parking enforcement has been there several times but they cant be there everyday. There are no back alley garages in this alley. I think the alley from Harrington to the end of the teachers parking lot should be blocked off. This way the teachers can still exit to Mount Allison. Someone is going to get hurt one of these days.

Thank You

6 3 Comments 1 share Seen by 216

Like Comment Share

n 8th Street and Acadia Drive intersection another bad one.

Like · Reply · 43w 2

t Especially now with everyone wanting to turn through the solid line into 7-11.

Like · Reply · 43w 3

Write a reply...

I definitely agree with the Acadia and Mckercher intersection being terrible. I don't even bother trying to turn north there anymore. It's not worth the wait. It's easier and faster to loop all the way around to circle to get on Mckercher sometimes. It gets even worse when that first block in floods every time it rains.

Like · Reply · 43w 2

I agree, especially with #2. I walk my kids to and from École College Park school. Many times we've almost been hit

Like · Reply · 43w

Write a comment...

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Traffic Review shared a link.
4 January · Add topics

Thank you for joining the College Park - College Park East Neighbourhood Traffic Group! Please feel free to invite others from your neighbourhood (neighbours, friends, etc.) that should be included in this group. Your participation in the group is encouraged and gladly accepted. Please note that this page will refrain from responding to comments until after the first neighbourhood meeting, which will be held at Evan Hardy Collegiate between 7-9 p.m. on Thursday, January 18, 2018. Also, we ask that you all please 'LIKE' the pinned post so we know you understand the process and terms of this page. We hope to see you on January 18!
Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic Review process.

SASKATOON.CA

Neighbourhood Traffic Reviews

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

9 1 Comment 1 share Seen by 217

Like Comment Share

Boychuk north of 8th has become significantly busier over the last few years. This has made the crosswalk at Boychuk and Degeer less safe. I have witnessed several occasions when cars have not stopped for pedestrians. Children often use this crosswalk before and after school.

Like · Reply · 43w

Write a comment...

Traffic Review updated the group photo.
28 December 2017 · Add topics

1 Seen by 215

Like Comment Share

Write a comment...

created the group Neighbourhood Traffic Review College Park-College Park East.
20 December 2017 · Add topics

2 Seen by 215

Chat (Off)

You turned off commenting for this post.

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Chat (Off)

Last Name:
Email:
Confirm Email:
Neighbourhood where you live: College Park
Phone Number:
==Your Message==
Service category: Traffic Issues
Subject: School zones
Message:
Hi there, my name i I am a grade 12 student at Evan Hardy Collegiate. I was at the Speak out event on Friday the 8th at the Saskatoon police station. I got the opportunity to ask to the mayor, police chief, and Saskatoon school superintendents some questions but there was one suggestion I did not have the time to fit in. It comes to no surprise that high school student parking lots are an issue, I fully understand that they can not be paved, and can not be made larger because of budget issues. That is an unsolvable issue right now, but the other issue is the roads before and after school getting in and out of the parking lot. I believe it would make a big difference to include some sort of zipper merge sign at the entrance of the parking lot. As you know, the lot faces Acadia, so turning left or even right after school is an absolute nightmare, no one will let you in, cars force their ways into the intersection which I do not think is safe, and personally, it takes me 5-10 minutes to walk to school, and 15-20 to drive home because I can not turn left. I mean, I enjoy walking and would do it anyways, but this isn't all about me. I think that having some sort of signage would create a better way for students to safely exit the lot and prevent them from driving between apartment buildings and on private roads to get to the four way stop faster.
I am not sure about what would need to happen for something like this to be put in place, but I believe it would be a good solution and maybe even prevent some drivers from taking that road in the morning or right after school, making the traffic less congested.

I'm excited to hear your response and hope we can make something like this possible. You can reach me back at this email

Thank you for your time
Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: No

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https://www.saskatoon.ca/node/405/submission/206166

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, December 29, 2017 2:38 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic Concerns in College Park Neighborhood

In response to the memo re: Jan. 18 consultation re: traffic concerns in the neighborhoods of College Park – College Park East:

I am concerned about the flow of traffic at the intersection of McKercher Dr. and Acadia Dr.

The volume of traffic on McKercher at peak hours makes it almost impossible to make a

left hand turn from Acadia Drive onto McKercher. At other times of the day it can also be problematic.

I have no idea if there have been accidents at this corner, but if there hasn't it's a miracle.

I have been waiting to turn and had someone behind me pull into the right lane and make the left

hand turn. Of course they were driving a big 4 wheel drive truck so perhaps they felt more confident

about breaking into the flow of traffic.

I realize that the extension of McKercher north past Boychuk might not have been envisioned

30 years ago! I wonder if the City has ever monitored this intersection and if there is some creative way to remedy

the problem.... for example timing the lights along McKercher in a different way so that all traffic going north & south or

off Boychuk stops for a period of time so that traffic turning left onto McKercher off Acadia has more than a nano-second

to do so.

I have lived at I know traffic in all parts of the city has increased.

There are times when taking the bus seems like a good idea, however, it takes me 1/2 to 3/4 of an hour

to get to the University from where I live. I can drive to Cumberland and 12th or 14th street, park and walk

in less time... and I'm not spending $6.00 worth of gas. I know the City has done studies, made changes, but seems to me it hasn't resulted in better Transit service.

Thank you,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, December 29, 2017 8:36 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic Concerns College Park

Importance: High

Hi yang.li

Im glad the city is asking for problems see n by residentents and tax payers.

Here is a biggy. With the increase in residends east of the tracks on 8th street east it has now become a problem with the intersection of Boychuck and 8th st E. Southbound traffic gets held up by the people wanting to make a Left turn onto 8th street and go east. There is only 1 land going through the intersection and the Left turn guy blocks all traffic wanting to cross 8th street and head south. This issue was overlooked when the city redid the intersection a few years ago but now with the increase in residents east of the railroad tracks its becomeing a very frustrating intersection a nd it needs to be looked at again. 1 solution is to ban a left turn. Its very dangerous to turn left as you cant see traffic coming because of the traffic turni ng left that are coming from the south.

Also speeding on Laurentian is an issue around the long curve where you are supposed to slow down. Speed bumps are needed.

12/29/2017

Baudais, Nathalie (TU - Transportation)

From:
Sent: Saturday, December 30, 2017 4:39 PM
To: Li, Yang (TU - Transportation)
Subject: sidewalks, waterpooling, etc

SDear Sir: I am emailing you since I don't do facebook. My wife and I live at n College Park. We got a letter asking for input so here it is.

1. Generally we are satisfied with the cities' infrastructure but
2. Our street reallv needs to be recovered since it is so rough
3. do have issues with our sidewalk being so slanted it is difficult to walk on. There is a man who is blind that must find it difficult to walk. There are also some broken parts that could be replaced.
4. The part that is worst for us is that on the north side of the house there are large spots where the water will not drain from. This will become a great mosquito breeding ground plus it is difficult getting out of a car without getting wet. The area in front of our garage has water and has sunk down so my car sometimes rubs on the sidewalk as we leave or enter the garage.
5. Thank You for your time
6.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Tuesday, January 02, 2018 3:03 PM
To: Li, Yang (TU - Transportation)
Subject: Jan 18th meeting

As I may not be off of work in time to attend the Jan. 18th meeting at Evan Hardy Collegiate, I wish to submit my concern.
I have been contacting the City of Saskatoon street/sidewalk maintenance for the past 4-5 years regarding the disrepair of our front sidewalk. No curb, huge dipping of concrete, cracking all leading to winter disaster awaiting to happen. When it starts warming all melting sits in dip then freezes.....just waiting for someone to slip and injury themself. I even have the City's solicitor number in the event this occurs. Can you please address this matter, pull my file and have this issue taken care of this summer.
thanking you in advance

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 03, 2018 2:38 PM
To: Li, Yang (TU - Transportation)
Subject: College Park traffic

I have a major concern regarding traffic and parking in front of our house. We live at which backs onto College Drive and the overpass that connects us to Sutherland. There is a crosswalk immediately adjacent to the back alley which runs alongside our house. There is a lot of foot traffic coming across the overpass along side our house and in to the crosswalk as well as several school buses that stop in front of the back alley. My concern is that vehicles park in front of our house and right up to the crosswalk. Therefore when someone is trying to use the cross walk to cross Carleton they cannot see a vehicle coming until they are out on the road as well the traffic coming from the east cannot see a pedestrian or cyclist either. I live in fear that someone is going to be seriously hurt or killed. Small children getting off the school bus cannot see or be seen. I would like to see a sign put up on both sides of the street that would not allow cars to park within 10-15 feet from the crosswalk. I realize this would cut down on parking - probably one vehicle on both sides of the street but I believe safety is an issue here.

Thank you for your attention to this concern.

Sent from my iPad

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 03, 2018 11:28 PM
To: Li, Yang (TU - Transportation)
Subject: Comments on Neighborhood Traffic Review for College Park - College Park East

Hi,

My name is ıd I'm writing to address a traffic concern I have about the intersection at 8thSt and Mckercher. There are 4 raised traffic islands at this busy intersection that are not wheelchair accessible, with the amount of residential complexes in the area crossing the street would be difficult and hazardous for mobility impaired persons to access a nearby mall (College park mall). I actually wrote an email about this issue sometime in the summer of 2016 and was told the intersection was in the top 3 intersections listed for accessibility modifications but I did not see anything done about it during 2017. Unfortunately I did not keep the email, I am now writing to resubmit my complaint that the traffic islands at the intersection of 8thSt and Mckercher Dr are not wheelchair accessible and therefore actually an obstruction to mobility impaired persons attempting to cross the street at that intersection.

Thank you,

Sent from Mail for Windows 10

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, January 04, 2018 1:53 PM
To: Li, Yang (TU - Transportation)
Cc: Gersher, Sarina (City Councillor)
Subject: Traffic Concerns Review: College Park and East College Park

Thank you for the opportunity to have input into this matter.

The major issue is the intersection at DeGeer Street and McKercher Drive. Trying to turn South (left) at this intersection is very difficult at times. A similar issue exists at Acadia Drive and Balfour Street.

The median on McKercher needs to be shortened by 6 feet or so coming out of the mall and turning left near the Macs store and the drinking establishment (facing East coming out of the mall and turning North onto McKercher Drive).

Parking too close to the corner on Trent Crescent (both sides) just off DeGeer Street near Roland Michener School is a problem during school days/hours. This is a dangerous practice and makes it very difficult for turning on and off Trent Crescent onto DeGeer Street. This is also an unsafe practice by making it difficult for pedestrians to navigate properly on the sidewalks.

Last year Roland Michener parking lot was often closed to public parking in the evenings thus restricting access to the paddling pool area and the entire playground in Buckwold Park (ball diamonds, soccer pitches, children's play structures, etc). People had to resort to parking in back alleys which is both unsafe and perhaps even illegal.

Sidewalks are decaying but are not horrible. Those that get fully repaired seem to crack again within a year or two. However, maintenance such as grinding down the worst ridges seems to help.

To be honest, We do not know of other problems but others may have similar issues near their homes and schools.

On the upside, the new sidewalk connecting Boychuk Drive to the College Drive overpass is really nice for safe access to Sutherland.

Thanks again

Sent from my iPad

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, January 04, 2018 3:08 PM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood Traffic Review-College Park-College Park East

The main traffic problem in our area is exiting College Park Mall. I live on Begg Crescent so when I leave the mall I want to go east to Boychuk.. At rush hours it is almost impossible to leave the McKercher exit and move over to the left turn lane to go east on 8th Street. Sometimes I give up and go around the corner heading west and then make the turn at the median which can take some time anyway because of the traffic going east on 8th Street. I have also gone further down McKercher south to the median there and turned around but that median doesn't work well because the street isn't wide enough to make the turn easily. Even worse is the main exit onto 8th Street. You have to cross three lanes of traffic to get to the eastbound lane and again try to fit yourself in to the traffic.
A less important problem is the intersection of Boychuk and Laurentian by the strip-mall. When I leave home I come to that intersection and usually want to turn left. For the have lived here, there are frequently many cars parked on Boychuk north of the intersection and close to the corner. It makes it really difficult to see oncoming southbound traffic. It means having to pull out onto Boychuk to be able to see when it is safe. As well as being dangerous, it really annoys the southbound traffic that want to turn left onto Laurentian because I am then almost blocking their way. I drive a so I am a little higher than the normal car, but I still can't see over or through the vehicles parked so close to the corner

Sent from Mail for Windows 10

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 05, 2018 8:06 AM
To: Li, Yang (TU - Transportation)
Subject: RE: Traffic Concerns College Park

Forgot to mention the right hand turn lane on 8th street when going eastbound at boychuck. For some reason those going east like to stop for the red light on boychuck in the right hand lane and that blocks those wanting to make a right turn to go north on boychuck.
Thank you

Sent from BlueMail
On Jan 4, 2018, at 2:04 PM, "Li, Yang (TU - Transportation)" <Yang.Li@Saskatoon.ca> wrote:

Thank you for providing your comments regarding neighbourhood traffic in the Eastview-Nutana Suburban Centre neighbourhoods. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and facebook posts and at the upcoming public meeting on January 18th. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

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

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

Thank you again for your email,

Yang Li, Engineer-in-Training | tel 306.975.3523
Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

From:
Sent: Friday, December 29, 2017 8:36 PM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Subject: Traffic Concerns College Park
Importance: High

Hi yang.li

Im glad the city is asking for problems see n by residentents and tax payers.

Here is a biggy. With the increase in residends east of the tracks on 8th street east it has now become a problem with the intersection of Boychuck and 8th st E. Southbound traffic gets held up by the people wanting to make a Left turn onto 8th street and go east. There is only 1 land going through the intersection and the Left turn guy blocks all traffic wanting to cross 8th street and head south. This issue was overlooked when the city redid the intersection a few years ago but now with the increase in residents east of the railroad tracks its becomeing a very frustrating intersection a nd it needs to be looked at again. 1 solution is to ban a left turn. Its very dangerous to turn left as you cant see traffic coming because of the traffic turni ng left that are coming from the south.

Also speeding on Laurentian is an issue around the long curve where you are supposed to slow down. Speed bumps are needed.

12/29/2017

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 05, 2018 8:30 AM
To: Li, Yang (TU - Transportation)
Subject: traffic concerns east college park
Attachments: traffic concerns east college park.pdf

Hi,
I am unable to attend the meeting on January 18 so I have attached my concerns for our neighborhood. (see page 2 of attachment)
Our biggest concern is the buses flying down our street and rattling our houses. Our cupboards sometimes shake when they go by. There are signs posted suggesting the speed limit is 40 km/h but drivers do not follow this.
I have actually stood under the 40 km/h sign and pointed it out to the buses as they are driving by, but they don't care. We also have bus stops on both sides of our street and feel that we don't need this.
Thank you for looking at these concerns.

- Buses - driving too fast - shaking our houses
- why do we need a bus stop on both sides of the street - that makes buses coming by every 15 minutes.
- vehicle traffic speeds by - usually going 60km/h
- a speed bump in the road would slow traffic

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 05, 2018 4:35 PM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood Traffic Concerns

We live on Balfour Street, it is a connector Street from Mckercher to Acadia. The drivers speed on Balfour Street. There are signs on Balfour indicating school zone reduce speed to 30 km. Most of the drivers do not even see the signs something needs to be done to make these drivers aware of the school zone.

Sincerely,

Sent from my iPad

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 05, 2018 9:08 PM
To: Li, Yang (TU - Transportation)
Cc:
Subject: College Park Traffic Concern

Good Evening, I am very excited to have the chance to express a concern that me and my husband have had for many years. We live on Mount Allison Cr. and the park behind College Park School/Evan Hardy is behind us. Cardinal Leger school is also around the corner and and also has a walkway/path to the school and to the rink, park and recreation center by the school. We are frequent walkers of the alley and park and many, many children and people use this walkway everyday, spring, summer, fall and winter to get to the schools, park, track, hill, sports events, etc.

I was part of the ars ago when my children were in grade school and were able to get the City to install a "Children Crossing" sign by the walkway as cars were speeding down the alley and many children use that alley/walkway and parents were concerned for their safety. Cars slowed down for a while but it wasn't too long before the majority were speeding again. My husband and I witnessed some very close calls with kids running out from the walkway and just about being hit by cars going way too fast so I contacted . They assessed the situation and in June 2015, two speed limit signs were installed indicating that the speed limit is 20 kph in that back alley. Once again this helped to a little bit and we thought it would just take time for people to get used to the new speed signs. We are out on our back deck, walking our dog in the alley and at the park a lot and month after month we noticed more and more people speeding again. Some people never did obey these signs right from the start and we noticed that some of the cars that obeyed were now going faster and faster. Many people were driving at speeds faster than on the street and once again we witnessed another close call. I called and to complain the next spring and they cut back the trees that may have hindered drivers view of the sign but it did not make any difference.

Over the years we have witnessed close calls with kids running through the walkway to get to the schools (usually younger children) and we have also seen teenagers running through in the summer while chasing each other and others running through this walkway to get to sports games that take place in the park or children going tothe playground. This is a busy park and many kids and adults use this walkway to get to the schools, playground, track, hill and sporting events. Over the years, the MAJORITY of drivers have not obeyed the rules of slowing down in an alley (even after a crossing sign and 2 speed signs were installed, We have witnessed cars going so fast down this alley that they would never in a million years be able to stop for someone walking or running through the walkway. It is actually getting rare to see someone go a decent speed down this alley and the traffic seems to be increasing year after year. The majority (if not all) drivers are using this alley as a shortcut to get to the schools. You would be alarmed to see that many of the drivers who are speeding are parents trying to get their kids to school and using this alley as a shortcut. Of all people, you would think they would know better being parents. Another concern is that high school kids use this alley and go very very fast and some are texting or talking to friends. We also see cars going very fast at rush hour traffic and also speeding at night. There is never a time that they aren't speeding down this alley.

I know a woman who was driving her children to College Park School who lived near Cardinal Leger School. One winter she got stuck in the alley behind my house and I helped push her out. I asked her why she took the alley every day instead of using McKercher or Acadia and she said " McKercher is such a busy street to turn onto and Acadia has too many stop signs and traffic and she is always running late so found it quicker to turn

down the alley and use it as a shortcut to get the kids to school". She didn't go near as fast as many cars do but she definitely was speeding to some degree just about every time I saw her.

As I mentioned in the e-mail e have previously lived in a few houses before with back alley's but there were always houses on either side of the alley so cars did not go as fast. People think that because there are no houses on one side for a good stretch of the alley and that there are no garages (with the exception of one at each end before you turn), that this alley is more of a race track. We have noticed a pattern where traffic does not go very fast in the alley behind Cardinal Leger but picks up speed once they get around the corner of the alley which backs onto the park, then they really accelerate and the majority do not slow down until they get to the end of the alley. This is a very dangerous situation as the walkway is very busy with children/people using it to get to the park for the reasons I mentioned above.

I feel compelled to push forward and get this section of the alley closed off as it is not a matter of "if" something is going to happen, it is a matter of "WHEN". I was walking in the park this past fall and saw two children (maybe 10 years old) chasing each other through the path after school. A vehicle was coming down the alley and was going quite fast (way faster than what you would ever expect someone to go down an alley) and just about hit the first kid coming out from the path. A few days later, I was in the park running and a very young child walked out into the alley through an open gate in back yard. A big truck was flying down the alley and slammed on his brakes. It was a very close call and my heart was pounding. To add to this, before our December cold spell, I was in the park walking my dog and there was a car full of young men driving very fast down the alley in the middle of the day (on a school day) and speed right through the "Children Crossing" pathway. Even scarier is that they were throwing beer bottles over the fence into the park. I was a ways away so could not get the license plate. I was going to lodge anohter complaint so this Neighborhood Traffic Review Undertaking could not have come at a better time. Someone at some point is going to get hit and injured or killed and it scares me to think that I would not have done enough to get this short section of the alley blocked off to speeding traffic.

I feel that this is the only way to ensure the safety of those crossing the walkway and those walking out of their backyards. Speed bumps could be installed and this may work, but only if they were very large speed bumps and the alley would have to likely be paved in order for them to be installed properly. I was told when I complained the second time and they trimmed trees around the speed limit sign, that they would also have the City Police more present in the alley but this has not worked at all. The only way an action plan like that would be successful is the Police Officer would have to be sitting there day and night and not be seen by the speeding drivers. Installing a "Local Traffic Only" sign would also be highly ineffective. The only way to really resolve this unsafe traffic issue and avoid an accident or death is to close off the section before each side of the Walk/path way and install signs at each end of the alley stating "No Through Access". There would still be two entry ways to get to this alley for those who need to like the few who have alley facing garages and for emergency and service vehicles.

Many years ago, I wrote a letter to the City of Saskatoon requesting that lights be installed at Mount Allison Cr. and McKercher Dr.as people were crossing the street to get to the tennis courts, soccer games, etc and we saw some close calls. The City did a car count and decided that there were not enough cars to warrant installing lights and I did not pursue the matter after their decision was made. Some time after, a youth was killed further down on McKercher trying to cross the street and suddenly a pedestrian crossing light was installed at the cross walk at Mount Allison & McKercher. My concern is that I will have complained numerous times over the years and one day hear that a child or person has been injured or killed in the alley, depsite my best efforts.

The methods that have been used to slow cars down in this alley have been ineffective and with the increase in traffic seen in the alley every year, my concern for the safety of those utilizing this alley grows everday.

The section of alley on either side of the walkway needs to be closed off to traffic. Like I mentioned before, the issue is not with the section of alley behind Cardinal Leger school as there are houses on both sides of the alley and cars go slower there. The area by the walkway is the stretch of alley that needs to be closed off to traffic to avoid non-local traffic from using this alley as a shortcut like they have been doing year after year.

Sincerely,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Saturday, January 06, 2018 6:09 PM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood traffic review - East College Park

Hello

I have a young child and I'm concerned about her safety and other pedestrian safety on our block. Too many people are speeding on the 100 block of Laurentian Drive. The posted speed limit for the corner is 40 KMH but lots of the traffic doesn't follow that. The city buses are extremely bad for not obeying the speed limit.

Thank you for taking the time to address these concerns.
--

Baudais, Nathalie (TU - Transportation)

From:
Sent: Tuesday, January 09, 2018 11:51 AM
To: Li, Yang (TU - Transportation)
Subject: Traffic

Hi
Thank you for taking comments on traffic in our neighborhood of East College Park.
Obviously one of the big things is the increase of traffic noise resulting from the development of new neighborhoods to the east of us. As well, there are now several overpasses that affect sound. Unfortunately it has been enough to change our quality of life as we can no longer enjoy our outdoor summer room in the same way that we have for the first 25 years we have lived here.
The city erected some rather ineffective walls. We are not sure if they were intended to be for decoration or sound as they are quite short and in most cases the roadways are higher than the walls.

There has been an increase in traffic on Boychuk as well. We are on Laval Crescent.

Another thing to note is the noise from the trains. This was always somewhat intermittent and rarely prolonged although it could be loud when the cars are being shunted. It was there when we moved in so you know you have it. But now, given the overpasses and changes in elevation around us the train noise echoes a lot. It is really like sound surround!

So those are some of the remarks I would like to put forward to you. Thanks.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 12, 2018 9:07 AM
To: Li, Yang (TU - Transportation)
Subject: traffic review

I recently received a letter inviting me to a public meeting at Evan Hardy. I am unable to attend but do have a few observations to share regarding the college park neighbourhood.

1. The four way stop at Acadia and 14th St E is exceptionally busy at peak times. There is also a concealed stop that drivers often miss. Traffic and walk lights for pedestrians and drivers would be appreciated.

2. Sidewalks on Acadia from 14th St E to 8th St have many places where there are deep cracks and uneven surfaces. There is a particularly bad area at the bus stop south side of the 14th St E four way stop. I see people from Sherbrooke Community Centre using their wheelchairs on the street because of the poor condition of sidewalks.

3. Sidewalks on Acadia from 14th St E. to 8th St also are treacherous with ice and poor snow removal. I recently heard that Regina has sand stations where residents can access free sand to use on driveways and sidewalks when they are treacherous. Residents and renters who have easy access to sanding supplies may be more apt to decrease safety risks.

4. Sidewalks on Carlton Dr. especially at the north end have areas of deep cracks and uneven surfaces.

Sincerely

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 12, 2018 11:56 AM
To: Li, Yang (TU - Transportation)
Subject: traffic concerns

Thank you for giving us a chance to have input.

I have a concern with pulling out of Mt. Allison Cres on to McKercher with a left turn when there is a large vehicle parked facing North on McKercher close to the intersection. Vision is vary impaired.

I also have issues with concrete in the street for example on Acadia Drive in front of the small strip mall (near Dalhousie Cres) when a person is on a bike and a car is sharing the road there is no where for the bike to go. This is very dangerous. A speed bump might be better.

I also wonder about the massive infrastructure on the corner of Boychuck Drive near St. Augustine School. This seems like a waste of money.

Thank you for listening.

--

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 12, 2018 11:59 AM
To: Li, Yang (TU - Transportation)
Subject: Traffic Concerns

Good Morning,

I would like to add my thoughts to some traffic concerns in the College Park and East College Park areas.

The first concern is on the block that I live on, which is Guelph Crescent. Along the the crescent, a it curves by Edward McCourt Park, drivers tend to speed around the corner and often nearly hit oncoming traffic. Also, as they round the corner, they drive over the sidewalk. I have been almost hit by speeding cars as I am shovelling my sidewalk. As a mother of young children I feel their safety is compromised.

Secondly, the traffic on Harrington Street at College Park School is a huge concern. We have parents parking in the alley, parking in no parking zones, backing up in a school zone, dropping children off in the middle of the street, and the list goes on and on. Every morning I see at least 5 traffic violations as I try to reach the desginated zone to drop my children off for school. My fear is not if a child will be injured, but when. Traffic laws must be enforced in this area before someone is injured or even worse...killed.

Thank you,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Saturday, January 13, 2018 1:55 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic Concern submission for College Park - College Park East

The only thing I would like to see implemented/ installed in our neighbourhood is a Crossing Light at 8th & Acadia between the 7-11 and the Shell gas station. We have been without one for year and it just causes people to jaywalk across away because there is no point in standing outside longer then one has to just to cross the street. With the 7-11, the motel, and the mediclinic, vehicle traffic has increased on that corner getting a Crossing Light re-installed between the 7-11 and the Shell gas station would be a great help.

Thank for your time.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Saturday, January 13, 2018 2:53 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic concerns in East College Park.

I have lived in East College Park nd for the most part love it. I have only a couple of concerns which I am sure a lot of people do

- Degeer Street and McKercher Drive for pedestrians. Years ago my son was almost hit at this intersection (he is in a wheelchair). I see so many people trying to cross here and it is scary. If the police need someone to walk back and forth to see how many do not stop, I am your grandmother to do this. There is good speed enforcement on this street, some people just don't get it.

And the only other thing that I do not like are parents who drive to Roland Michener School, and they cannot see out of their windows. Nobody will walk across the street, they do U-turns in the middle of the street, double park, open their doors into traffic, and drive into the alley by the school and then back out onto Degeer Street with no idea what is behind them. I have driven by the school four times a day for years up

I am amazed no one has been hurt.

Well, I feel better, lol. Have a great day.

Baudais, Nathalie (TU - Transportation)

From: >
Sent: Saturday, January 13, 2018 9:49 PM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood Traffic Review - College Park-College Park East

Hello,
I would like to submit my concerns about traffic and sidewalks in my neighbourhood.

I would like to suggest no parking on the east side of Boychuk Drive between 8th street and Laurention (in front of the strip mall). When trying to make a left hand turn from Laurention onto Boychuk, heading south, it is very difficult to see northbound traffic when many vehicles are parked on that side of the street.

I have noticed that there are holes in my front sidewalk (as well as my neighbour's) as well as cracks. These holes and cracks get weeds in them and make it difficult to maintain and could be a tripping hazard for pedestrians.

Also, there seems to be a low point in the road and sidewalk in front of my home. In the wintertime, there is snow buildup along the road, which then results in ice buildup. This is a hazard for pedestrians.
We do our best to shovel and put down icemelt, but when the snow on the road is higher than the sidewalk, it puddles.
Last Feb/March I requested the City send a plow to scrape down some of the snow on the road to allow the ice/water on the sidewalk to flow more freely.

Thank you

Baudais, Nathalie (TU - Transportation)

From:
Sent: Sunday, January 14, 2018 1:16 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic review - College Park-College Park East

Hi,

We have a couple of concerns. They are as follows:

1. The speeding that occurs in the evening between the McKercher to Boychuk intersections past Wildwood Golf Course. It is very noisy and dangerous and particularly bad in the summer
2. The traffic from the apartment buildings on Edinburgh Place that use the alley behind our house – between Trent Court/Place and Champlin Cres. The volume of traffic is too high for this alley. The traffic also makes this alley very unsafe due to the speed of the vehicles using it.

We hope these concerns are given consideration in your review.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Monday, January 15, 2018 4:33 AM
To: Li, Yang (TU - Transportation)
Subject: Traffic issue concerns in College Park - College Park East

Hi,

I received a notice in the mail asking for my input. My only concern is with the drivers who speed on 8th street - as they begin to pick up speed between McKercher Drive and Boychuk Drive and often continue east of Boychuk Drive at high speeds. This is very loud and obvious in the summer with the sound of motorcycles and other louder vehicles.
Perhaps some speed bumps on 8th street east of Boychuk Drive would rectify this?

Thank you,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Tuesday, January 16, 2018 9:48 PM
To: Li, Yang (TU - Transportation)
Subject: College Park Neighbourhood Traffic Review

Hello, and thank you for requesting input into the traffic concerns for our neighbourhood.

My concerns are both on the edge of this area, specifically along College Drive. I use the southbound entry to Circle Drive off College every morning; and every morning I sit at the light with cars ahead and behind me, and watch zero traffic approaching on College eastbound, sometimes from as far away as Preston Avenue. It would be productive to have a sensor at that corner to activate the arrow when there is a line up on College heading south. At the very least coordinating the lights would help traffic move more efficiently in the mornings.

The other area is also on College Drive, this one being the entry to Central Avenue. Again, first thing in the morning there are times when the huge volume of traffic from east on College is halted and the arrow from Central to College eastbound is activated, but sometimes there is no traffic coming from that way. Again, a sensor in the pavement would alleviate that situation.

Again, thanks for looking into what the neighbourhood is experiencing.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 17, 2018 2:15 PM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood Traffic Review-College Park East

Good afternoon,
I am unable to attend the meeting tomorrow. I have concerns about the traffic on Boychuk Drive north of 8th Street to McKercher Drive. The traffic on this stretch of Boychuk Drive has increased over the past few years, most likely due to the developments of Brierwood, Lakewood and Rosewood. It seems that drivers are using Boychuk rather than McKercher Drive. There is lots of speeding and drivers are not yielding to pedestrians at crosswalks and intersections. This part of Boychuk Drive is in a residential area and should not be used as a thoroughfare. School children and residents should be more safe walking and driving in the neighbourhood.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 17, 2018 6:10 PM
To: Li, Yang (TU - Transportation)
Subject: NEIGHBOURHOOD CONCERNS - COLLEGE PARK/COLLEGE PARK EAST

I'm going to attend the Jan. 18 mtg. at Evan Hardy College but thought I'd email my concerns as well:

1) Some buses speed down Degeer Street.

2) I live and lots of people are driving east or west down the south back alley. I think some of them are non-local drivers taking a shortcut. The condo owners are finding that the excess traffic is causing a need to grade the alley often, and when we make the phone call, it takes awhile until it is actually graded. The solution would be to pave the south and west back alley.

3) The residents of park their cars illegally at the bus stop.
The car is parked right at the entrance to the west back alley of and it's hard to see if someone is coming out of the parking lot going north when I'm turning south to go to my parking spot. Also, when I'm going north out of the parking lot, it's difficult to see traffic coming east because of them parking their vehicle at that blind spot. There's different cars parked in that spot.

4) One more thing - over two months ago I reported to the City that esidents park different vehicles on their lawn and then when they need to move whatever vehicle they have parked on the lawn, they drive over the Degeer Street sidewalk. I talked to one of the condo owners in my building and he thinks that they're selling vehicles.

I appreciate that city traffic engineers will be investigating these issues. Thank you.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 17, 2018 6:46 PM
To: Li, Yang (TU - Transportation)
Subject: Re: Jan 18th meeting

Thank you for getting back to me, unfortunately I don't have much faith in the city's roadway division. I've been connecting with City Hall for numerous years....with no success of repairs occurring. Individuals have come out to look, take photo's and confirm that the sidewalk needs to be totally redone....and yet we wait. My concern is one of these days a school child or elderly individual walking their dog is going to take a tumble and injury themselves.
Hope you have better success than me.

appreciated

From: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Sent: January 17, 2018 12:35:13 PM
To:
Subject: RE: Jan 18th meeting

Thank you for sharing your concern with us. I have forwarded your concern to Roadway & Operations Division as they look after the roadway maintenance. If it requires emergency repairs, please contact our 24 hour Customer Service Centre at 306-975-2476.

Please feel free to contact me if you have any other concerns regarding neighbourhood traffic in College Park / College Park East neighbourhoods. We will continue to receive comments through emails, phone calls, and facebook posts and at the upcoming public meeting on January 18th. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

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

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

Thank you again for your email,

Yang Li, Engineer-in-Training | tel 306.975.3523
Transportation Engineer – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Yang.Li@Saskatoon.ca
www.saskatoon.ca

From:
Sent: Tuesday, January 02, 2018 3:03 PM
To: Li, Yang (TU - Transportation) <Yang.Li@Saskatoon.ca>
Subject: Jan 18th meeting

As I may not be off of work in time to attend the Jan. 18th meeting at Evan Hardy Collegiate, I wish to submit my concern.
I have been contacting the City of Saskatoon street/sidewalk maintenance for the past 4-5 years regarding the disrepair of our front sidewalk. No curb, huge dipping of concrete, cracking all leading to winter disaster awaiting to happen. When it starts warming all melting sits in dip then freezes.....just waiting for someone to slip and injury themself. I even have the City's solicitor number in the event this occurs. Can you please address this matter, pull my file and have this issue taken care of this summer.
thanking you in advance

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, January 18, 2018 7:27 AM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood Traffic Review for College Park - College Park East

I would like to respond to a notice I received recently asking about traffic concerns in my neighbourhood.
I live in College Park East and have a concern with non-local traffic short cutting through the neighbourhood.
Specifically this would involve southbound traffic coming off of College Drive using Boychuk Drive to connect with neighbourhoods
such as Briarwood and Rosewood rather than using the main streets of McKercher Drive and 8th Street.
Thank you for looking at concerns in our neighbourhood.

Baudais, Nathalie (TU - Transportation)

From: >
Sent: Thursday, January 18, 2018 12:16 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic concerns

My concerns for College Park are as follows:
1. The corner of Acadia and McKercher doesn't work with only a stop sign. Most of the time it's dangerous and when school is out, it is worse. Maybe a light coordinated with the light at Boychuk would work
2. The northbound right lane of McKercher past Boychuk has a deep storm drain, so people, me included don't go in the right lane until after the drain
3. There's also a deep drain on the southbound right lane, same area.
4. The light at Acadia and 8th Street going south is too short. People are going thru the 7-11 parking lot. Could the right lane be designated for right turns only?
5. The crosswalk on McKercher near the 7-11 is dangerous for pedestrians. Could there be a pedestrian light there?
Thanks,

Sent from my iPad

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, January 18, 2018 3:01 PM
To: Li, Yang (TU - Transportation)
Subject: Fwd: College Park Traffic Concern

Good Afternoon,

I just wanted to add to the e-mail I sent below with the traffic concern in the alley.

I want to clarify that I do not want the walkway closed for 2 reasons. This is a main way for many kids to get to College Park School, to Evan Hardy Collegiate, to the park and to the events and sports games that take place in the park. The other reason is that closing the walkway would only increase the speed of traffic down the alley and put those walking down the alley even more at risk. I just want to verify that closing the walkway is not the answer, the answer is to block that small section off on both sides of the walkway to traffic as more than 75 % are using it as a shortcut and nothing more.

Sincerely,

---------- Forwarded message ----------
From:
Date: Fri, Jan 5, 2018 at 9:08 PM
Subject: College Park Traffic Concern
To: yang.li@saskatoon.ca
Cc:

Good Evening, I am very excited to have the chance to express a concern that me and my husband have had for many years. We live on Mount Allison Cr. and the park behind College Park School/Evan Hardy is behind us. Cardinal Leger school is also around the corner and and also has a walkway/path to the school and to the rink, park and recreation center by the school. We are frequent walkers of the alley and park and many, many children and people use this walkway everyday, spring, summer, fall and winter to get to the schools, park, track, hill, sports events, etc.

I was part of the /ears ago when my children were in grade school and were able to get the City to install a "Children Crossing" sign by the walkway as cars were speeding down the alley and many children use that alley/walkway and parents were concerned for their safety. Cars slowed down for a while but it wasn't too long before the majority were speeding again. My husband and I witnessed some very close calls with kids running out from the walkway and just about being hit by cars going way too fast so I contacted at that time. They assessed the situation and in June 2015, two speed limit signs were installed indicating that the speed limit is 20 kph in that back alley. Once again this helped to a little bit and we thought it would just take time for people to get used to the new speed signs. We are out on our back deck, walking our dog in the alley and at the park a lot and month after month we noticed more and more people speeding again. Some people never did obey these signs right from the start and we noticed that some of the cars that obeyed were now going faster and faster. Many people were driving at speeds faster than on the street and once again we witnessed another close call. I called and to complain the next

spring and they cut back the trees that may have hindered drivers view of the sign but it did not make any difference.

Over the years we have witnessed close calls with kids running through the walkway to get to the schools (usually younger children) and we have also seen teenagers running through in the summer while chasing each other and others running through this walkway to get to sports games that take place in the park or children going tothe playground. This is a busy park and many kids and adults use this walkway to get to the schools, playground, track, hill and sporting events. Over the years, the MAJORITY of drivers have not obeyed the rules of slowing down in an alley (even after a crossing sign and 2 speed signs were installed, We have witnessed cars going so fast down this alley that they would never in a million years be able to stop for someone walking or running through the walkway. It is actually getting rare to see someone go a decent speed down this alley and the traffic seems to be increasing year after year. The majority (if not all) drivers are using this alley as a shortcut to get to the schools. You would be alarmed to see that many of the drivers who are speeding are parents trying to get their kids to school and using this alley as a shortcut. Of all people, you would think they would know better being parents. Another concern is that high school kids use this alley and go very very fast and some are texting or talking to friends. We also see cars going very fast at rush hour traffic and also speeding at night. There is never a time that they aren't speeding down this alley.

I know a woman who was driving her children to College Park School who lived near Cardinal Leger School. One winter she got stuck in the alley behind my house and I helped push her out. I asked her why she took the alley every day instead of using McKercher or Acadia and she said " McKercher is such a busy street to turn onto and Acadia has too many stop signs and traffic and she is always running late so found it quicker to turn down the alley and use it as a shortcut to get the kids to school". She didn't go near as fast as many cars do but she definitely was speeding to some degree just about every time I saw her.

As I mentioned in the e-mail to we have previously lived in a few houses before with back alley's but there were always houses on either side of the alley so cars did not go as fast. People think that because there are no houses on one side for a good stretch of the alley and that there are no garages (with the exception of one at each end before you turn), that this alley is more of a race track. We have noticed a pattern where traffic does not go very fast in the alley behind Cardinal Leger but picks up speed once they get around the corner of the alley which backs onto the park, then they really accelerate and the majority do not slow down until they get to the end of the alley. This is a very dangerous situation as the walkway is very busy with children/people using it to get to the park for the reasons I mentioned above.

I feel compelled to push forward and get this section of the alley closed off as it is not a matter of "if" something is going to happen, it is a matter of "WHEN". I was walking in the park this past fall and saw two children (maybe 10 years old) chasing each other through the path after school. A vehicle was coming down the alley and was going quite fast (way faster than what you would ever expect someone to go down an alley) and just about hit the first kid coming out from the path. A few days later, I was in the park running and a very young child walked out into the alley through an open gate in back yard. A big truck was flying down the alley and slammed on his brakes. It was a very close call and my heart was pounding. To add to this, before our December cold spell, I was in the park walking my dog and there was a car full of young men driving very fast down the alley in the middle of the day (on a school day) and speed right through the "Children Crossing" pathway. Even scarier is that they were throwing beer bottles over the fence into the park. I was a ways away so could not get the license plate. I was going to lodge anohter complaint so this Neighborhood Traffic Review Undertaking could not have come at a better time. Someone at some point is going to get hit and injured or killed and it scares me to think that I would not have done enough to get this short section of the alley blocked off to speeding traffic.

I feel that this is the only way to ensure the safety of those crossing the walkway and those walking out of their backyards. Speed bumps could be installed and this may work, but only if they were very large speed bumps

and the alley would have to likely be paved in order for them to be installed properly. I was told when I complained the second time and they trimmed trees around the speed limit sign, that they would also have the City Police more present in the alley but this has not worked at all. The only way an action plan like that would be successful is the Police Officer would have to be sitting there day and night and not be seen by the speeding drivers. Installing a "Local Traffic Only" sign would also be highly ineffective. The only way to really resolve this unsafe traffic issue and avoid an accident or death is to close off the section before each side of the Walk/path way and install signs at each end of the alley stating "No Through Access". There would still be two entry ways to get to this alley for those who need to like the few who have alley facing garages and for emergency and service vehicles.

Many years ago, I wrote a letter to the City of Saskatoon requesting that lights be installed at Mount Allison Cr. and McKercher Dr.as people were crossing the street to get to the tennis courts, soccer games, etc and we saw some close calls. The City did a car count and decided that there were not enough cars to warrant installing lights and I did not pursue the matter after their decision was made. Some time after, a youth was killed further down on McKercher trying to cross the street and suddenly a pedestrian crossing light was installed at the cross walk at Mount Allison & McKercher. My concern is that I will have complained numerous times over the years and one day hear that a child or person has been injured or killed in the alley, depsite my best efforts.

The methods that have been used to slow cars down in this alley have been ineffective and with the increase in traffic seen in the alley every year, my concern for the safety of those utilizing this alley grows everday.

The section of alley on either side of the walkway needs to be closed off to traffic. Like I mentioned before, the issue is not with the section of alley behind Cardinal Leger school as there are houses on both sides of the alley and cars go slower there. The area by the walkway is the stretch of alley that needs to be closed off to traffic to avoid non-local traffic from using this alley as a shortcut like they have been doing year after year.

Sincerely,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, January 19, 2018 9:07 AM
To: Li, Yang (TU - Transportation)
Subject: Fwd: College Park Traffic Concern

Good Morning,

I was at the meeting at Even Hardy last night and was so impressed with how it was structured. One of the gentlemen at our table had such a great suggestion for this issue of cars speeding down this alley. Since all but a few use this alley as a shortcut, he said it would be highly effective to block off the alley at one end and put up a sign stating "No Through Traffic". This would work great if it was blocked off at the alley closest to Ecole College Park School as opposed to the other end as local traffic would now be entering the alley away from the walkway and this is the area with the least amount of garages backing onto the alley. In fact, there is only one garage at each end of this long stretch of alley directly behind College Park and Evan Hardy schools.

I feel like this would solve the problem and save someone from being injured or killed in this alley. As the city grows, the traffic in this alley will increase for the sole purpose of using it as a shortcut. It is only a matter of time before an accident takes place in this alley. The people using it as a shortcut are the drivers who are always in a rush and running late and for some reason, think speed regulations do not apply to them. I have already seen way too many close calls.

Sincerely,

---------- Forwarded message ----------
From:
Date: Thu, Jan 18, 2018 at 3:01 PM
Subject: Fwd: College Park Traffic Concern
To: yang.li@saskatoon.ca

Good Afternoon,

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I want to clarify that I do not want the walkway closed for 2 reasons. This is a main way for many kids to get to College Park School, to Evan Hardy Collegiate, to the park and to the events and sports games that take place in the park. The other reason is that closing the walkway would only increase the speed of traffic down the alley and put those walking down the alley even more at risk. I just want to verify that closing the walkway is not the answer, the answer is to block that small section off on both sides of the walkway to traffic as more than 75 % are using it as a shortcut and nothing more.

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From:

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Subject: College Park Traffic Concern
To: yang.li@saskatoon.ca
Cc:

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I was part of the years ago when my children were in grade school and were able to get the City to install a "Children Crossing" sign by the walkway as cars were speeding down the alley and many children use that alley/walkway and parents were concerned for their safety. Cars slowed down for a while but it wasn't too long before the majority were speeding again. My husband and I witnessed some very close calls with kids running out from the walkway and just about being hit by cars going way too fast so I contacted at that time. They assessed the situation and in June 2015, two speed limit signs were installed indicating that the speed limit is 20 kph in that back alley. Once again this helped to a little bit and we thought it would just take time for people to get used to the new speed signs. We are out on our back deck, walking our dog in the alley and at the park a lot and month after month we noticed more and more people speeding again. Some people never did obey these signs right from the start and we noticed that some of the cars that obeyed were now going faster and faster. Many people were driving at speeds faster than on the street and once again we witnessed another close call. I called and to complain the next spring and they cut back the trees that may have hindered drivers view of the sign but it did not make any difference.

Over the years we have witnessed close calls with kids running through the walkway to get to the schools (usually younger children) and we have also seen teenagers running through in the summer while chasing each other and others running through this walkway to get to sports games that take place in the park or children going tothe playground. This is a busy park and many kids and adults use this walkway to get to the schools, playground, track, hill and sporting events. Over the years, the MAJORITY of drivers have not obeyed the rules of slowing down in an alley (even after a crossing sign and 2 speed signs were installed, We have witnessed cars going so fast down this alley that they would never in a million years be able to stop for someone walking or running through the walkway. It is actually getting rare to see someone go a decent speed down this alley and the traffic seems to be increasing year after year. The majority (if not all) drivers are using this alley as a shortcut to get to the schools. You would be alarmed to see that many of the drivers who are speeding are parents trying to get their kids to school and using this alley as a shortcut. Of all people, you would think they would know better being parents. Another concern is that high school kids use this alley and go very very fast and some are texting or talking to friends. We also see cars going very fast at rush hour traffic and also speeding at night. There is never a time that they aren't speeding down this alley.

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Baudais, Nathalie (TU - Transportation)

From:
Sent: Tuesday, January 23, 2018 9:53 AM
To: Li, Yang (TU - Transportation)
Subject: Neighbourhood traffic review

Hello. My name is and I live in East College Park. Sorry to send this late. My concern is the amount of broken and uneven sidewalks in our area. This creates an unsafe environment for many of the aging population who live hear. Thank you for your attention to all these issues

Sent from my iPhone

Baudais, Nathalie (TU - Transportation)

From:
Sent: Tuesday, January 23, 2018 10:31 AM
To: Li, Yang (TU - Transportation)
Subject: Traffic concerns in College Park area of Saskatoon
Attachments: Screenshot_2018-01-23-10-21-55.png

Thank you for this opportunity to bring to light a problem that is just waiting to happen on Mount Allison Cres in College Park. I currently live at ; and watch the traffic race in both directions on our street. Especially a school bus that doesn't seem to want to slow down or yield to right of way.
My main concern is that there are three uncontrolled three way intersections on this Cresent and no one slows down for "right of way". I always thought there were yield signs on Mount Allison Court, Mount Allison Place, and Anderson Cres but there is nothing.
When vehicles travel from Mckercher Dr west on Mount Allison Cres they have the right of way by driving rules, but when travelling east on Mount Allison Cres towards Mckercher each of the small side streets have right of way. No one ever seems to slow down especially the school bus, postal vehicles, and numerous courier vehicles day or night.
My simple suggestion is to put in three yield signs so that the people coming off the side streets are aware that they should yield to on coming traffic.
My plan is to report the speeding school bus and video their behaviour and give it to the employer.
Thanks for your consideration for my request.

Sent from my Samsung device

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 24, 2018 1:03 AM
To: Li, Yang (TU - Transportation)
Subject: TRAFFIC CONCERNS IN EAST COLLEGE PARK

In response to your January 4 letter, I offer the following information:

Yes, there are major traffic concerns from my perspective. I live at . My driveway is adjoined to my neighbours at .

Problems:

-People constantly use the adjoined driveways as a means to do an illegal U-turn. Given the nearness to Boychuk Drive and the curve to the East, this is a very dangerous practice.

-People attending school/church events frequently block part of my driveway, apparently the width of the two combined driveways means it is 'ok' to them for them to use some of it to park?

-People picking up kids from school block my driveway frequently-the bus stop located in front of is a fairly new addition but a ridiculous place for a bus stop-there is a shortage of parking near the school and people frequently push their luck with using PART of the bus zone area to park in addition to using the end of my driveway.

-Traffic at the end of the school day is backed up and people frequently double-park

-SPEEDING in the school zone-a daily problem

-the people at are all working adults who apparently don't have room in their garage for vehicles-they have 4 or 5 vehicles and frequently take up every available space-no respect for the idea of leaving one spot in front of my house(or others) for visitors.

-the two or three younger men at across the street from me, drive LARGE trucks with super cabs-and FREQUENTLY use the spot in front of my house as THEIR extra parking spot. Last summer they parked for a week or two at a time, using the shade of a tree in my yard, while the owner was working away from the city. When asked why by another neighbour, I learned the fellow who was NOT working out of town found it easier to do this than to move the other guy's truck.

-when LARGER trucks or SUV's park so close or into my driveway, it is IMPOSSIBLE for me or my neighbour to SEE traffic coming from the west! In addition, children are hard to see when the trucks are parked onto the edge of the sidewalk, etc.

Truthfully, despite the school being so close, the SAFEST thing to do would be to make the entire south side of Laurentian Drive- NO PARKING or restricted parking at least during daytime hours? Something needs to be done before a very serious collision occurs

Homeowners should NOT be able to take up 4 or 5 spots on the street while ONE junker that is always being worked on sits in the driveway(

This winter and in 2016/2017 the City Plow employee decided to use the end of my driveway as a place to pile ice and snow. This is another added PROBLEM given the lack of visibility! In addition, last year the plow damaged one of my landscaping ties along the front yard separating my yard of shrubs/perennials from the sidewalk.

The sidewalk on the south side of the street is badly sloped and dangerous to walk on. It's a bit rough but flatter in front of my house but I'm not interested in sidewalk repairs if that means DAMAGING my yard.

I am sure I could come up with MANY more issues to mention if I took the time, but for now, this is MY INPUT and response to your Jan 4 inquiry.

Thank you

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, January 31, 2018 9:37 AM
To: Li, Yang (TU - Transportation)
Subject: College Park Traffic

Good morning,

I live in College Park and I am responding to the January 4 flyer that invited feedback for this Traffic Review. My families' biggest concern is the intersection on Acadia and McKercher. It is a dangerous and congested intersection, particularly during peak hours. In the morning, it is not uncommon to have two or three busses lined up on Acadia to turn left onto McKercher. Turning left onto McKercher is very difficult because four lanes are involved. Cars turning left on to Acadia from McKercher also greatly slow down traffic. These cars will sometimes not signal they are turning on to Acadia until the very last second, which also causes dangers. Sometimes cars appear to be turning left on to Acadia, but instead, they are doing a U-turn. There is just too much traffic on Acadia and McKercher and too much room for confusion during busy traffic hours. A light is needed. There is no justification for Boychuk to have the safety of a light and not Acadia. I am sure a Boychuk light and an Acadia light could be timed and coordinated to avoid undue disruption of traffic.

The traffic has worsened over the years at this intersection, and with the development of Brighton, I suspect it is only going to get worse, as McKercher represents a major artery.

Thanks for considering our feedback and have a great day!

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, February 01, 2018 4:24 PM
To: Li, Yang (TU - Transportation)
Subject: Traffic concern in College Park

I live at . The traffic on this crescent (other than residents) travels between Balfour Drive and Acadia Drive. It is a shortcut that avoids the difficult and slow intersection of Balfour and Acadia as well as the school zone on Harrington Crescent that is congested at the start and end of the school day.

The drivers passing through in the morning and afternoon (again, the start and end of the school day) seem to be in a particular hurry. Their speed appears excessive, especially when road conditions are not ideal due to icy ruts, street parking etc. Vehicles often leave tire marks on the sidewalk at the curve in the road, . They also sometimes lose control and spin out when rounding the curve. They occasionally spin 90 or 180 degrees and have ended up on the sidewalk or front lawns.

Needless to say this is dangerous for pedestrians and parked vehicles not to mention other drivers and the speeders and their passengers.

I believe some form of traffic calming or speed abatement measures would help to alleviate the excess "shortcut" traffic and the speeding.

Leddy Crescent

Baudais, Nathalie (TU - Transportation)

From: Simpson, Tom (TU - Transportation)
Sent: Tuesday, May 08, 2018 2:36 PM
To: Baudais, Nathalie (TU - Transportation)
Subject: FW: Mount Allison alley

Good morning,

I believe Yang was looking into this last year, any idea if anything came of it?

Tom

From: Dodds, Lana (TU - Roadways & Operations)
Sent: Tuesday, May 1, 2018 3:24 PM
To: ; Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: Police Info (Police) <police.info@Police.Saskatoon.sk.ca>;
Subject: RE: Mount Allison alley

Hello

Thank you for your email.

I am forwarding your concern on to Transportation, as they are in charge of the placement of traffic signage throughout the City. They will be able to further answer this request.

Sorry I cannot help with this further.

Regards,

Lana Dodds | tel 306.975.7901
Customer Service Manager, Customer Service and Operations Support
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
lana.dodds@saskatoon.ca
www.saskatoon.ca

From:
Sent: Monday, April 30, 2018 8:06 AM
To: Dodds, Lana (TU - Roadways & Operations) <Lana.Dodds@Saskatoon.ca>
Cc: Police Info (Police) <police.info@Police.Saskatoon.sk.ca>;
Subject: Re: Mount Allison alley

Hi Lana, it's that time again.

The time where I request a couple of school zone speed limit signs for our alley.

I'm sick and tired of nearly being T-boned by people flying down our alley taking a short cut to drop their kids off at school.

Their excessive speed is dangerous to residents and children walking to school. AND it chews up the road which is already in constant poor condition.

Can we PLEASE get at least a 30km/hr speed limit sign in the alley between Campion and Mount Allison (~ behind 622 Mount Allison)

Thank you.

On Thu, Jul 27, 2017, 16:00 Dodds, Lana (TU - Roadways & Operations) <Lana.Dodds@saskatoon.ca> wrote:

> Hellc
>
> Sorry for the delay in response.
>
> I am unsure why the grader was down your lane, as it may have been related to a separate complaint regarding potholes. I am still working with Roadways to determine the best way to address the drainage issue.
>
> Regards,
>
> **Lana Dodds | tel 306.975.7901**
> Customer Service Manager, Customer Service and Operations Support
> City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
> lana.dodds@saskatoon.ca
>
> www.saskatoon.ca
>
>

Baudais, Nathalie (TU - Transportation)

From: Simpson, Tom (TU - Transportation)
Sent: Friday, May 11, 2018 2:15 PM
To: Baudais, Nathalie (TU - Transportation)
Subject: Fwd: High traffic and speeding in the lane.

FYI

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

Begin forwarded message:

From:
Date: May 11, 2018 at 11:43:25 AM CST
To: "Simpson, Tom (TU - Transportation)" <tom.simpson@saskatoon.ca>
Subject: Re: High traffic and speeding in the lane.

Tom,

Sorry to bother you again. In regards to the traffic study on Guelph Crescent, the sensors were put in place today. The sensors were placed after the entrance to the lane. This will miss about half the traffic coming down Guelph as a lot of vehicles turn off to go down the lane. A lot of this traffic is also moving at what appears to be a high rate of speed.

I hope the placement of this sensor can be reconsidered to better count the number of vehicles in this area. This is especially true during the baseball season.

Thank you,

Get Outlook for iOS

From: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Sent: Tuesday, March 28, 2017 11:09:38 AM
To:
Subject: RE: High traffic and speeding in the lane.

Good morning Robert

I spoke with one of our traffic engineers in regards to your concern. The engineer reports that East College Park should be going through our Neighborhood Traffic Review process in 2018. This type of issue would be a great fit for that process. In the meantime enforcement would our best tool, I will contact them on your behalf. You can also call them directly by telephone when you are seeing issues 306 975-8068. Please keep me posted on how it's going in your area.

Tom

From:
Sent: Sunday, March 05, 2017 11:26 AM
To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Subject: Re: High traffic and speeding in the lane.

We live at Guelph Crescent and have the lane running beside and behind us. Traffic has not been bad lately, but at times there are a lot of cars going back and forth to the parking lot down the lane. If you would like to drop by for a cup of coffee one day we could point out the problem areas to you and you may even get to witness what appears to be high speed travel and in my opinion even careless driving. Please give me a call at

Thank you,

From: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Sent: March 3, 2017 6:48:16 PM
To
Cc: Web E-mail - Transportation
Subject: RE: High traffic and speeding in the lane.

Good afternoon

Thanks for the email. Maximum speed in a lane is 20 kmph. Can you provide a location for these issues please and thank you? We would like to take a look at this issue for you.

Regards,

Thomas Simpson | tel 306.975-2811
Customer Support Coordinator, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

Please consider the environment before printing this email.

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.

-----Original Message-----
From:
Sent: Thursday, March 02, 2017 11:38 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: High traffic and speeding in the lane.

Submitted on Thursday, March 2, 2017 - 11:38
Submitted by user: rjshaw7
Submitted values are:

First Name:
Last Name:
Email.
Confirm Email
Neighbourhood where you live: College Park East
Phone Number:
==Your Message
Service category: Traffic Related Issues
Subject: High traffic and speeding in the lane.
Message:
We live in a house next to a lane. There is a lot of traffic in the lane at all hours of the day and more so during baseball season. These drivers always seem to be in a hurry to get out of the lane and appear to be driving quite fast and rarely stop when coming out of the lane to the street. As a pedestrian I have almost been hit on several occasions.

Would it be possible to make the lane one way. At least that would cut down on people trying to go up and down the lane at the same time. Speed bumps in the lane especially at the intersection with the street would also be appreciated.

Thank you,

Attachment:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: Yes

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/405/submission/153365

Baudais, Nathalie (TU - Transportation)

From: Gersher, Sarina (City Councillor)
Sent: Tuesday, June 12, 2018 4:38 PM
To: Li, Yang (TU - Transportation); Baudais, Nathalie (TU - Transportation)
Subject: ECP/CP NTR

Hello Nathalie and Yang,

During the Ward 8 Town Hall meeting that I hosted a couple weeks ago, I got a lot of traffic concerns for residents in both College Park and East College Park. Since the NTR is currently underway for these two neighbourhoods, would it be appropriate for me to pass on their feedback so it can be added to the feedback already collected?

The comments are as follows:

- Speeding on Laurentian Dr.
    - Suggestion to include traffic calming devices
- High levels of dust behind Roland Michener School. The concern came from Dave Lennox at 4219 Degeer Street.
- Concerns about speeding in front of Roland Michener School.
    - There is lots of traffic in this area. Suggestion is to use traffic calming devices or build a larger parking lot.
- Lots of traffic use the back lane behind Evan Hardy Collegiate. The concern is about the volume of traffic, not so much the speed.
- Ongoing drainage and speed concerns in the back lane of Mount Allison Crescent (connecting Mount Allison to Campion). There has been lots of discussion with Lana Dodds from two residents in the neighbourhood about drainage and potentially putting up a fence or bollards to block vehicular through traffic.

Please let me know if you have any questions. Thank you very much.
- Sarina

Sarina Gersher
City Councillor | Ward 8
City of Saskatoon | 222 Third Avenue North | Saskatoon, SK | S7K 0J5
306.250.9256 | sarina.gersher@saskatoon.ca | Twitter | Facebook
www.saskatoon.ca | www.sarinagersher.ca

Baudais, Nathalie (TU - Transportation)

From: Simpson, Tom (TU - Transportation)
Sent: Friday, June 15, 2018 11:12 AM
To:
Cc: Web E-mail - Transportation
Subject: RE: Saskatoon Report a Traffic Issue received

Good morning,

Thanks for the email and thanks for letting us know about your concern. I will have our Engineering section check in on this one, if I remember correctly there may be some signage in this alley indicating a maximum speed of 20 kph. If the signage is not in place we can look at installing some. I will update you with anything I hear on this one.

Have a great weekend,

Thomas Simpson | tel 306.975-2811
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: Wednesday, June 13, 2018 7:16 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received

New Traffic Issue Reported!

Request ID: 799

Issues: LANE, SHORTCUTTING TRAFFIC, SPEEDING,

Name:

Email

Phone:

Comment: Ecole College park is to the east and Evan Hardy to the north and our back lane is constantly used as a "theoretical" shortcut to drop off kids at school. Some drivers also use the lane

as a road on their way to work rather than going all the way to Acadia and their speed is way too fast for a lane. It is also well used by teachers at Evan Hardy who come from the East on Harrington Street past Ecole College Park and then speed down the lane to Evan Hardy. Excessive dust is raised.

Attachment:

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, September 05, 2018 10:55 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: college park traffic review

Today I got a letter from the City on the above noted. I joined the facebook post and could not find a place to comment until I scrolled to the bottom and found that an admin had closed comments on this post.

My comments on the above noted are as follows:

1. Why is it everyone in this city thinks adding another traffic light will solve problems. All it does is make motorists like me more tempted to speed (since your traffic management with lights is extremely poor, witness the multi block backups on circle drive from millar to avenue c every rush hour, since the light you are at turns green and the block in front of it is still red, so no one crosses the intersection. Also all the left turn traffic goes in to wait blocking the people going straight when the light finally does turn green. Will you ever figure out how to fix this one, it's only been like this for the 7 years I have worked at the airport....)... and since the lights are so poorly timed through out the city, people run them more frequently and push the yellows, so we get constant accidents at 8th and McKercher, since the left turn arrows are so darn short and don't deal with the traffic backed up anyway.
2. As another excellent example of the cities poor management, I get the letter about the facebook group after an admin closes comments on the posts that are up there. Nice timing guys.
3. Cardinal Leger Campion Crescent winter school backups of traffic because now you only get rid of the snow from acadia to cardinal leger school and let those big fat snow piles on the side of the street narrow the rest of the crescent (school to acadia going east) which by the way, is the way the big long wide school buses have to go to get the kids home. I have more than once directed buses through this crowded corridor caused by those snow piles for the last few years.... Interestingly no one goes the other way where the snow piles on the sides are picked up. Just gives more parking and two lanes in the direction hardly anyone goes.
4. Campion Crescent got its micro surfacing done finally. As usual, Acadia contracting screwed up and only did half the crescent the first day, and did that on a Friday. So everyone got to be inconvenienced not for the 24 hours we were told in the letter from the city, but from Friday morning to Monday around 4pm, which I think works out to be 75 hours not 24. And Loraas who have now received a whopping increase for picking up the recycling over the last few years, didn't. So I had a full bin of recycling for three weeks not one. That was fun. Not to mention my car got stuck in my driveway since Acadia had already done in front of my driveway, then they did it again when one of their workers said they wouldn't. Luckily I didn't need my car for those 24 hours before I got to finally back it out of my driveway. (This was after the previous 48 hours of inconvenience already).

So after reading the above comments, my question to you is this: Do you really intend to actually fix these issues in this neighborhood, and the city traffic flow issues mentioned, or is this just for show?? I guess time will tell won't it.

(email your comments to me, or call me if you wish, at uring normal hours)

Sent from Mail for Windows 10

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, September 05, 2018 7:04 PM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: College park traffic review

Thanks very much for the opportunity to provide feedback.

In response to your September 3, 2018 letter, I have reviewed the minutes of the January 2018 public meeting.

I agree with the 7-11 on 8th and Acadia posing a problem. Vehicles turning off 8th street left onto Acadia, heading north, are often forced to stop by vehicles trying to turn left into the 7-11 (and other stores) which leaves vehicles in the intersection. I would like to see that left hand turn option reduced, as it is on the other side of 8th street, into the malls.

Drivers may turn left onto Acadia from 8th street, but they can also turn right, as there are two lanes headed north. But because there is no painted line carried through the intersection drivers are either unsure they can turn, or they merge to early, as if it were one lane. Could the lanes be painted right through the intersection?

I'm fine with everything else. I find many of the complaints in the minutes are unreasonable and likely can never be fixed to their liking.

I hope these are clear, I am terrible at writing about traffic.

Sincerely,

Baudais, Nathalie (TU - Transportation)

From: Deng, Minqing (TU - Transportation)
Sent: Thursday, September 06, 2018 10:50 AM
To: Deng, Minqing (TU - Transportation)
Subject: RE: College Park School Zone

Concerned the College Park School zone. Suggest it should be extended to Acadia Dr. Because small children running cross Acadia Dr. Also what she sees right now on Acadia Dr driving SB, she see 30 km/h, 50km/h and another 50 km/h, she does not see 30 km/h for College Park School. According to the map I see, there are two 30 km/h signs for College Park School, both on Harrington St. Ms McGregor would like to see that school zone extend to Acadia Dr just like she observed for Cardinal Leger school on Campion Crescent.

Minqing Deng, P.Eng. | tel 306.986.3660
Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
minqing.deng@saskatoon.ca
www.saskatoon.ca

Baudais, Nathalie (TU - Transportation)

From: Akindipe, Olanrewaju (TU - Transportation)
Sent: Thursday, December 06, 2018 3:16 PM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: FW: college park NTR traffic review

From:
Sent: Thursday, September 06, 2018 11:44 AM
To: Akindipe, Olanrewaju (TU - Transportation) <Olanrewaju.Akindipe@Saskatoon.ca>
Subject: college park traffic review

i am a long time resident in the cadia drive. there is far too much transient traffic between mckercher drive and 8th street, on acadia drive. there is no need for the mckercher drive and college drive interchange. it is because of this interchange, that there is so much traffic on this part of acadia drive. there is already freeway access via 8th st. or 14th st. there are alot of school age children in this neighborhood and alot of nursing home residents, visitors and staff, and with all the transient traffic speeding down acadia drive, it is getting very dangerous for residents. i am able to veiw this problem daily. the mckercher dr. and college dr. interchange should be eliminated and moved to the other side of the rail tracks, to access new areas there. also, the walkway over college drive and central ave, should be removed. it was originally made for sutherland students to have access to evan hardy collegiate. since that is no longer a problem, it should be removed. there is a constant stream of transients walking through college park to access 8th street and other. alot of these people are damaging propery, loitering, and stealing from local residents.

these two changes would help college park alot.... most residents would agree with me, but may not contact you. it has gotten so bad, that i will.

thank you , and i hope you come to a solution to assist us taxpayers.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, September 06, 2018 12:44 PM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: Neighbourhood traffic review college park east

I received a notice for feedback on proposed traffic changes. I wen't to the website and saw the minutes from the last meeting but didn't see the proposed changes. I might have missed it somewhere. This might not be your department. If not, please forward to the correct person. Please consider piling the snow windrows on one side of the street only. Rotate the sides each year. E.g. push all the snow to the north side of the street one year, then the south side of the street the next year. I lived in another city that did that and it allowed much better parking and traffic flow. There might have been some drawbacks I wasn't aware of, but I thought it worked great. One side of the street was available for parking. If the windrow was on your side, then you parked on the opposite side of the street and walked across the street to your house. I supposed there was more jay walking. But in the next year, you could park right in front of your house. As it is, people park beside the windrows, thereby encroaching on the traffic. Or else they need to try to shovel out a spot after the plow has gone through, which is pretty difficult unless you're pretty strong. I have met people here who seem to think no one has a right to park in front of their house, except themselves. So I guess those people wouldn't like it much. In the other city I lived in, I never heard anyone ever complain about that. Thanks.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Saturday, September 08, 2018 8:31 AM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: Traffic Review College Park East

Good morning,

I wanted to add that the buses on Boychuk Drive seem to be going quite fast ( ) and it shakes our house as they go by. There are also lots of cars who use this as a corridor to avoid McKercher Drive and have excessive speed past our house.

I have lived in this area and we have never once seen radar on our street.

It would really help if we could slow this area down somehow.

Thanks,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Sunday, September 09, 2018 8:18 PM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: East village park and College park traffic changes

Hello
I am not sure what the proposed traffic changes are about?
I never got a summary of changes only the
Engage letter.
Could you please forward me the new changes so that we may offer our input.
Many Thanks

Sent from my Samsung Galaxy smartphone.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Wednesday, September 12, 2018 11:31 AM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: Re: East College Park Traffic Review

Hi: Just a note to suggest a left turn arrow be installed on 8th Street East (outbound) so as to enable left hand turn onto Boychuck Drive north. Vey busy corner with a lot of in bound trucks and equipment making a left turn south on Boychuck Drive. It makes it very dangerous to make a left turn heading north on Boychuck Drive as visibility is very restricted by large vehicles.

Thank you,

Sent from Mail for Windows 10

Baudais, Nathalie (TU - Transportation)

From:
Sent: Thursday, September 13, 2018 10:42 AM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: Neighbour Traffic Review - College Park

Regarding proposed traffic changes in the College Park Area,
two changes I believe would increase our comfort living here:

1. Reduce the speed limit on Circle Drive through the College Park area.
2. Increase the noise barrier height from the 14th Street Overpass north towards College Drive.
3. Add a noise barrier wall onto the 14th Street overpass.
   Note that:
   a) there is no noise barrier at the 14th Street overpass
   b) the present noise barrier wall is below the top of the Circle Drive pavement starting at 14th Street and continuing northward.
   So this wall presents no barrier to noise.

Sincerely,

Baudais, Nathalie (TU - Transportation)

From:
Sent: Friday, September 14, 2018 8:46 PM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: College Park and College Park East Traffic Concerns

Hi there,

I am just emailing in regards to the College Park and College Park East Traffic Concerns Assessment. have a main concern about the traffic patterns turning on to Mckercher drive from Mount Allison Crescent. The traffic is quite heavy to try and turn from Mount Allison onto Mckercher. Currently there is a pedestrian crosswalk light however that does not always help, so I was wondering if a sensored traffic light would be a possibility? I think that would be a wonderful addition that would really help alleviate the stress of the traffic on that road.

Thank you for your time and consideration. It is much appreciated.

Baudais, Nathalie (TU - Transportation)

From:
Sent: Saturday, September 15, 2018 8:50 AM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: College Park-College Park East Traffic Review

Please add this concern to your considerations for College Park Traffic Review:

- the traffic on Harrington Street by College Park school is very busy and there is not enough room (street width) for cars to pass by both ways in front of the school, partly due to the very tight corner in front of the school, and partly due to cars and buses parked and/or stopped on both sides of the street in this area.

- because of this congestion two things occur:

1. cars come into Harrington Place, which is a cul de sac west of the school, to make a U turn instead of driving through Harrington Street. This poses a safety hazard within the crescent. Here again there is not enough room (street width) for cars to pass by both ways with cars parked and/or stopped on both sides of the street in the cul de sac, as is always the case.
2. cars drive down the back alley west of the school to get to Acadia Drive instead of continuing on Harrington Street. This alley has a sharp, blind, left hand turn. This corner makes it impossible for traffic to see oncoming cars and pedestrians (mostly high school kids). In addition cars drive faster than is safe, and also faster than the normal back alley speed limit.

We would like to see the congestion on Harrington Street resolved so that traffic is not forced/encouraged to use Harrington Place as a U turn option or the back alley, as a street thorough-fare - which is not the intended purpose of a back alley.

Thank You

Baudais, Nathalie (TU - Transportation)

From: Web E-mail - Transportation
Sent: Thursday, September 20, 2018 3:36 PM
To: Baudais, Nathalie (TU - Transportation)
Subject: FW: Saskatoon Report a Traffic Issue received

From: Simpson, Tom (TU - Transportation)
Sent: Thursday, September 20, 2018 3:36 PM
To:
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Thanks for the email and I love your email address! I will ask our Senior Engineer to look in on this one and I will update you with any new information I receive.

Have a great evening

Thomas Simpson | tel 306.975-2811
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: Tuesday, September 18, 2018 1:25 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received

New Traffic Issue Reported!

Request ID: 861

Issues: PEDESTRIAN SAFETY, SPEEDING, ENFORCEMENT REQUIRED,

Name:

Email:

Phone:

Comment: When will you reduce the speed limit on Acadia Drive around Sherbrooke Community Centre. Lots of requests have been made to reduce the speed before one of our residents are ran over. How about some speed bumps and reduce to 30 km just like a school zone. The alley that runs through Sherbrooke also needs some speed bumps and more signs. It is supposed to be 15 km/hr and traffic speeds through. Of course we also need some help from the police to monitor and give out some tickets.

Attachment:

Baudais, Nathalie (TU - Transportation)

From:
Sent: Sunday, September 23, 2018 11:14 AM
To: Akindipe, Olanrewaju (TU - Transportation); Gersher, Sarina (City Councillor)
Subject: College Park Traffic Review Feedback
Attachments: 20180923101830319.pdf; 20180923101740970.pdf

Hello Lanre and Sarina,
I had to leave early the other night so I thought I would add my comments to the proposed neighbourhood traffic improvements. Thanks for your hard work Lanre. You are never going to please everyone, so I'm glad you're tackling this. You are also acutely aware I'm sure of unintended consequences that anything that is done to traffic will undoubtedly cause issues elsewhere. Kudos to you for your work on this.

I have ; knowledge of both East and College Park.

I have attached the map and the list of improvements to this email for clarity. I'll just go through the points one by one.

1. Yes.
2. Yes.
3. No. There is a pedestrian walkway less than 40 metres away at Dalhousie with traffic bulbs and a median. Get rid of the crosswalk and the crosswalk lights hanging above the road. If you need an APC, put it at Dalhousie and Acadia and replace the yield sign with a stop sign. This is where the kids cross to go to school and where the Sherbrooke residents cross to come to the corner store.
   There is also a bus stop there that is fairly busy. Putting an APC at Carleton would create confusion and make drivers stop twice literally in the same 40 metres.
4. You will get big pushback on this one from Sherbrooke employees and the residents that live on Acadia. But if it's necessary, do it.
5. Yes.
6. Sure.
7. Sure.
8. No. Not needed. Too close to McKercher and would impede traffic. Kids don't cross there- if they are walking south they take McKercher or they will walk down to the roundabout on Boychuk. 8, 9 and 10 would potentially see drivers have to stop every single block on Boychuk. Funnel the kids to one location- the roundabout to cross the street.
9. No. Kids don't cross there- if they are walking south they take McKercher or they will walk down to the roundabout on Boychuck.
10. If absolutely necessary, do this here. It's close enough to the roundabout that drivers won't be going fast, or they will have to slow down for the roundabout anyway.
11. Sure.
12. Yes. Don't let others tell you they need a 4 way stop here. They don't. You could install an APC there, but if you try and stop cars at this intersection with a 4 way, you will create huge issues especially during school drop off. Also, it's not a place where you would expect a stop sign so I suspect people just wouldn't stop. It is also an active school zone with a limit of 30 KM so speed isn't an issue.
13. Sure if you need to.

14. No. Speed bumps are for parking lots- not roads or alleys.
15. This is a huge change to McKercher Drive lead by a few people who are frustrated at one part of the day. There has been a small but vocal lobby for this for years. It is hard to turn south onto McKercher from Degeer during the morning and afternoon rush. Add to that people coming to get their kids from Roland Michener in the afternoon and traffic is very heavy. But there are alternatives. They could use Degeer eastbound to Boychuk and then go south to 8th Street. That's what I do when I know traffic will be busy. To have traffic just get up to speed from 8th Street heading northbound and then stop them again, then potentially stop them again at Mount Allison, then potentially stop them again at Boychuk would cause frustration and non-compliance as McKercher is an arterial or collector street that is supposed to have through, unimpeded (for the most part) access. To me and from what I've heard is not a good solution to an intermittent problem. Don't do it or you'll face significant pushback and non-compliance.
16. Sure if the neighbours want it. But there are zebra crosswalks there already and I've heard zero appetite for an APC there.
17. See point 15. This would add another stopping point for traffic if you install this here. It is a pedestrian crossing for sure. And it has become busier. But once again, traffic would begin collecting speed from 8th Street and non-compliance would be high. Pedestrians can use the 8th Street traffic light to cross McKercher. That's what they should be doing. Also, if I am correct, this would have to be a full traffic light according to the policy that says if the road is more than 2 lanes, you can't use the APC. This would be a waste of money and resources and cause significant traffic issues during peak time. Don't do it.
18. Sure.
19. Sure.
20. Sure.
21. Sure.
22. Sure.

In closing, I would also like to advocate for the changing or discarding of the policy that states: *"Council Policy Traffic Control at Pedestrian Crossings (C07-18).*

The Traffic Control at Pedestrian Crossings (2004) document outlines the following points:

- *An active pedestrian corridor (flashing yellow beacons) should not be used on streets with more than two lanes in each direction.*
- *Pedestrian actuated signals have the unique characteristic that motorists must stop when the signal is red and cannot proceed until a green signal is displayed. This characteristic makes this device most appropriate on multi-lane streets where other pedestrian signing and marking is not appropriate.*

Due to the width of the pedestrian crossing at the McKercher Drive & Mount Allison Crescent intersection (2 travel lanes + 1 parking lane in each direction), the pedestrian actuated signal was installed as the most appropriate device under our existing policy.

It is our understanding that the Transportation Association of Canada is currently preparing an updated version of the Pedestrian Crossing Control Guide which provides national guidance on pedestrian crossing devices and tools which could be considered. We will consider revising the Council Policy C07-18 once the new

Pedestrian Crossing Control Guide is published. Until that time, we will continue to operate under our Council approved direction."

The full traffic signal light at Mount Allison Crescent and McKercher Drive causes more harm than good. Back in the day when was advocating for a pedestrian crossing, the data was collected and it was found not to have the numbers needed. But, if you took ALL the pedestrians that crossed McKercher and said they would all cross at Mt. Allison, then a pedestrian light was warranted. It was decided that Mt. Allison was the best place to put it. But because of policy C07-18 it had to be a full traffic light. This is a BIG deal to some residents in East College- especially those who live on Duncan Crescent. Before this light was installed, they were able to go north on McKercher and make a U-turn at Mt. Allison to go back south to 8th Street. With the installation of this traffic light, that maneuver was made illegal and many of them received citations. Fair enough. So then traffic either flowed down Mt. Allison to Balfour-Acadia and then to 8th Street. *Exactly where all the kids going to school were walking. The ones we are supposed to be protecting we were now putting in the midst of increased traffic! This policy doesn't make any sense at all in this day and age.* Or, the residents went and made a U-turn at Acadia which is far more busy than Mt. Allison. **Regina has several examples of an APC that is flashing red on Albert Street. I would suggest that Albert Street is far busier than McKercher Drive.**

Get rid of the full light at Mount Allison and install a flashing red APC. The city would actually realize a savings as that signal could be used somewhere else and the red APC would be far cheaper to install and operate. Then the residents can make their U-turn and kids can cross the street safely. If Regina can do it- Saskatoon certainly can.

Of course these are only my thoughts in East and College Park

Good luck to you and feel free to contact me if you have questions or concerns.

Thank you,

Baudais, Nathalie (TU - Transportation)

From: Akindipe, Olanrewaju (TU - Transportation)
Sent: Thursday, December 06, 2018 3:29 PM
To: Akindipe, Olanrewaju (TU - Transportation)
Subject: FW: College Park Traffic Review NTR

-----Original Message-----
From:
Sent: Sunday, September 23, 2018 9:20 PM
To: Akindipe, Olanrewaju (TU - Transportation) <Olanrewaju.Akindipe@Saskatoon.ca>
Subject: College Park Traffic Review

Dear: Olanrewaju:

I have a few other concerns & observations.

Item #12. When you approach that intersection north on Harrington Place towards Belfour Street the sight lines are obstructed. I was told the city already had bylaws regarding trees and shrubs and bylaw enforcement may be necessary.

We also have the same issue at the corner opposite our house

Item # 15. This is a bus route corner. Adding a light would assist the operator. Installing a intelligent traffic system where the light would be controlled appropriately by an approaching busy using an IOT GPS sensor would assist the bus with route timing and could even save the transit system $$$. Just think of taking this to the next level and using routing technology, GPS IOT Devices to control the lights in advance of emergency vehicles & even school busses..

Item #17 This is a hazardous intersection is the intersection heading east out of the College Park Mall and turning left onto McKercher Drive. I expect the city has repaired or replaced the sign in the middle of McKercher quite often. One of the previous solutions was to use was the back alley on Anderson Crescent but after many neighbour complaints the back alley was blocked. Maybe speed bumps in this back alley may be part of the solution for the noise and racing? When the back alley was open at least we could get onto Belfour and then into the neighbourhood. Maybe their may be other options like forcing a right out of the College Park Mall and then the traffic would have to do a U-Turn on either McKercher Drive or on 8th Street. A traffic light controlled using a strain gauge at the mall entrance onto 8th Street may be another option which would allow traffic to turn left.

Item #18. This is already plenty of police enforcement at this location. Lobby the provincial government & SGI and consider installing a photo radar device on the pedestrian controlled light. Eventually we may get like other cities where there are mobile enforcement vehicles that take the pictures.

Item #22. Will adjusting the traffic signal timing address the occurrences where the left turning lane should be extended?

Yours truly,

City Hall March 26/18

1) When it snows we rely on businesses and homeowners to remove snow from sidewalks. If snow removal is not done people with disabilities are at risk of getting wheelchairs stuck in the snow. Even a small amount of snow can put us at risk of freezing in winter weather. Being stuck screws up the chair and places the mechanics of the chair at risk.

2) Snow removal at bus stops especially near Sherbrooke and the Centre at Circle and 8th Mall at the bus shelter needs to be maintained for people with disabilities. The city has wheelchair accessible buses but the bus pick up areas are not accessible for us to safely use them. We know Access transit is an option but we have to book 7 days in advance that we want to go out. This is not convenient when there is supposed to be another bus option.

3) The conditions of the sidewalks are diminishing. There are cracks in the foundation, the cement is

lifting up, and breakage of the cement makes seniors and disabled people's life more difficult. People with physical and visual disabilities are at high risk of injuries from trips and falls.

4) The roads have to be maintained because cracks in the roads, potholes cause risks for power chair drivers and pedestrians at crosswalks. People are at risk of falling with chairs, walkers, and canes.

5) We strongly believe that speed bumps in the back alley of Sherbrooke would be safer for Residents, staff and visitors crossing the alley as many drivers are often careless, driving too fast, or not paying attention. We want to enjoy the beauty of the park behind Sherbrooke but many Residents need more time to cross the road but are afraid due to distracted drivers.

Please pay attention to what we need.

[redacted], Resident of Shrebrooke Community Centre.

306-[redacted]

Requesting to Speak.

Notes For

- When you come around the corner of Acadia, people are driving too fast. Crossing the street is proving hazardous for all people. Not just people in wheelchairs.

- We should put lights on the crosswalk that are press activated. Maybe a walk light. It needs to be visible for cars.

- The crosswalk near the back alley should have lights.

- Education is needed for drivers to learn why they should slow down in this area because this is a unique area

From: TU - Councillor Correspondence
Sent: Thursday, December 6, 2018 8:38 AM
To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Cc: TU - Councillor Correspondence <tuCC@Saskatoon.ca>; Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>
Subject: FW: COMPLAINT:

Good morning Anna,

Thank you for your email.

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

Thank you,
Fay Lynn

Fay Lynn Reed | tel 306.975.2464
Secretary III, Transportation & Utilities Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

faylynn.reed@saskatoon.ca
www.saskatoon.ca

From: Web E-mail - Mayor's Office
Sent: Thursday, December 6, 2018 8:05 AM
To: TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: COMPLAINT:

Good morning:

ontacted the Mayor's Office with the following complaint:

- He lives at Sherbrooke Community Centre on Acadia Drive;
- A couple of weeks ago, he was hit by a car that apparently drove up onto the sidewalk as the driver was going too fast around the bend by the Centre;
- The SPS came out and took a statement, but would like more to happen;
- He feels that the crosswalk signs are not visible enough and would like a walk light installed at that corner.

Could you please have someone look into this for him and call him back at ?

PS - I'm late getting this to you as he had phoned last week. He phoned again last night and left a message that he would like a call back.

Thank you,

Anna Kirchmeier | tel 306.975.3202
Office of the Mayor
City of Saskatoon | 222 3rd Avenue North | Saskatoon SK S7K 0J5
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www.saskatoon.ca