

# River Heights Neighbourhood Traffic Review



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*Photograph Credit: Tourism Saskatoon*



# River Heights Neighbourhood Traffic Review

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## Authorization

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### Acknowledgements

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

- River Heights residents
- River Heights Community Association
- Saskatoon Police Service
- Saskatoon Light & Power
- Saskatoon Fire Department
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- City of Saskatoon Planning & Development
- City of Saskatoon Roadways, Fleet & Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
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- Councillor Randy Donauer

### 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 April 2018 to identify traffic concerns and potential solutions within the River Heights neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in October 2018.

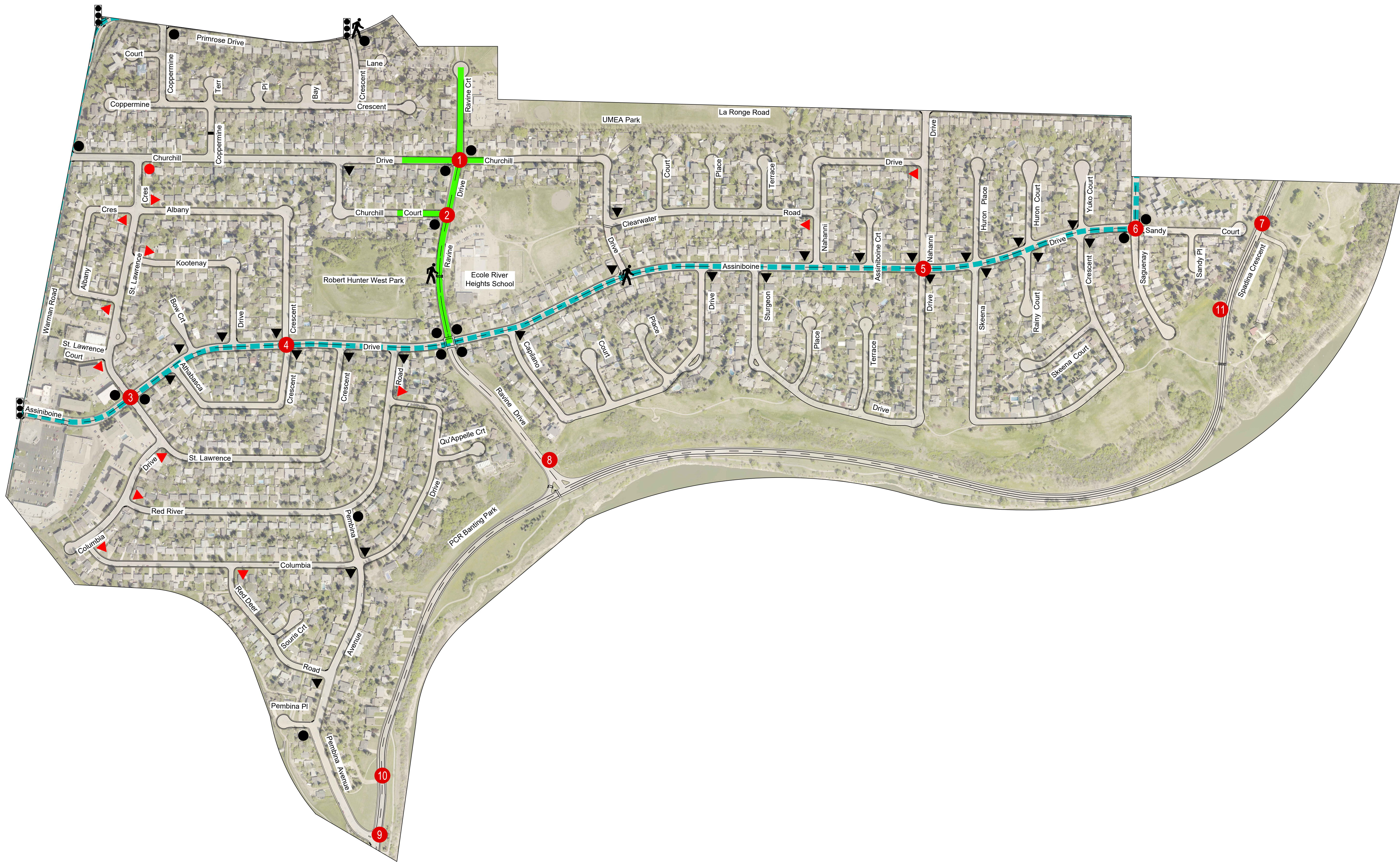
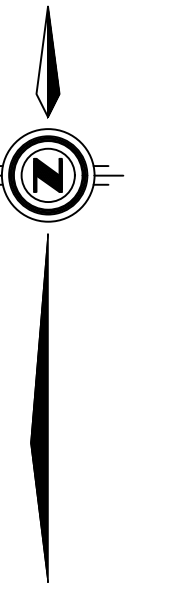
A summary of recommended improvements for the River Heights neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement.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

The River Heights Traffic Plan is illustrated in Exhibit ES-1.












## River Heights Neighbourhood Traffic Review

Table ES-1: River Heights Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Churchill Drive & Ravine Drive/Ravine Court	4-way stop control	Improve intersection safety and operations
		Zebra crosswalk	Zebra crosswalks are the standard treatment in school zones
		Median island (all legs)	Increase visibility of stop signs
		Pedestrian ramp installation	Improve pedestrian accessibility
2	Ravine Drive & Churchill Court	Curb extensions (all legs)	Reduce speeds and discourage U-turns in the school zone
		Pedestrian ramp installation (west leg)	Improve pedestrian accessibility
3	Assiniboine Drive & St. Lawrence Crescent	Median island with curb extensions (east leg)	Reduce speeds and improve pedestrian safety
		Zebra crosswalk markings	Improve pedestrian safety
4	Assiniboine Drive & Albany Crescent	Median island (east leg)	Reduce speeds and improve pedestrian safety
		Remove standard crosswalk (west leg)	Consolidate crossing to the east leg where the median island will be installed
5	Assiniboine Drive & Nahanni Drive	Median island (east & west leg)	Reduce speed
		Standard crosswalk (west leg)	Improve pedestrian safety
6	Assiniboine Drive/Sandy Court & Saguenay Drive	4-way stop	Improve intersection safety and operations
7	Spadina Crescent & extension of Sandy Court	Zebra crosswalk	Improve pedestrian safety
		Pathway connection from Sandy Court to Spadina Crescent sidewalk	Provide pedestrian link from the neighbourhood to the Meewasin pathway system
		Pedestrian ramp installation (west side)	Improve pedestrian accessibility
8	Ravine Drive	Install 50 kph speed limit sign (NB)	Clarify posted speed limit
9	Spadina Crescent & Pembina Avenue	Install Rectangular Rapid Flashing Beacon (RRFB)	Improve pedestrian safety
10	Spadina Crescent north of Pembina Avenue	Speed display board (both directions)	Reduce speed
11	Spadina Crescent near Meewasin parking lot	Speed display board (facing southbound traffic)	Reduce speed
12	Yield infill	Various (shown as red triangles on Figure ES-1)	Assign right-of-way



**LEGEND**

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

# RIVER HEIGHTS 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 River Heights neighbourhood.

The River Heights neighbourhood is bounded by Circle Drive to the south, Spadina Crescent to the east, Warman Road to the west and La Ronge Road and Primrose Drive to the north. The land use is largely low density residential with some higher density residential. There are two elementary schools in the neighbourhood. The Lawson Heights mall is just north of the neighbourhood.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon 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 April 2018 to identify traffic concerns within the River Heights 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:

- Spadina Crescent
- Assiniboine Drive
- Ravine Drive near École River Heights
- Coppermine Crescent
- Capilano Drive curve
- Churchill Drive

The residents proposed the following solutions:

- Enforcement

### 2.2. Pedestrian Safety

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

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

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

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

- Walkway across Churchill Drive from Coppermine Crescent to Churchill Court
- Spadina Crescent & Pembina Avenue
- Along Assiniboine Drive
- Lack of legal pedestrian crossing across the CN Railway to the North Industrial area
- Assiniboine Drive & St. Lawrence Crescent
- Churchill Drive & Assiniboine Drive
- Ravine Court & Churchill Drive

The residents proposed the following solutions:

- Standard crosswalk
- Active Pedestrian Corridor (APC)
- All-way stop

### 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:

- Saquenay Drive & Assiniboine Drive
- Assiniboine Drive & St. Lawrence Crescent
- St. Lawrence Crescent & Columbia Drive
- Churchill Drive & St. Lawrence Crescent
- Churchill Drive & Ravine Drive
- Ravine Drive & Assiniboine Drive

Proposed solutions identified by residents:

- All-way stop
- Stop and yield signs to assign right-of-way on local streets
- Roundabout

### 2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- Assiniboine Drive
- Churchill Court & Ravine Drive
- School zones
- Spadina Crescent & Ravine Drive
- Assiniboine Drive & St. Lawrence Crescent
- St. Lawrence Crescent & Columbia Drive
- Assiniboine Drive & Capilano Drive
- Churchill Drive & Ravine Drive
- Spadina Crescent & Pembina Avenue

Proposed solutions identified by residents:

- Improved snow removal to minimize obstruction of parking lane
- Parking restrictions
- Enforcement

### 2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Tree Trimming at Capilano Drive near the 30 kph advisory speed sign
- Snow removal:
  - Assiniboine Drive with obstruction of the parking lane
  - Windrows in school zones make drop-off/pick-up challenging
  - Snow removal on Primrose Drive is poor
  - Snow removal from Spadina Crescent bike lanes needs improvement
  - Ravine Drive & Assiniboine Drive needs to be sanded more often, it's slippery
  - Churchill Drive & Assiniboine Drive needs to be sanded more often, it's slippery

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- Drainage issues:
  - Churchill Drive
  - Most of the walkways in the neighbourhood
  - Bow Court & Assiniboine Drive ponding issues
  - Kootenay Drive & Albany Crescent ponding issues
- Roadway condition:
  - Churchill Drive

### 2.6. Major Intersections & Corridors

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

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

- Warman Road increased volume of large trucks
- Warman Road & Assiniboine Drive traffic signal operation
- Warman Road & Churchill Drive desire for traffic signals

### 3. Develop Draft Traffic Plan

#### 3.1. Methodology

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

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

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



## River Heights Neighbourhood Traffic Review

### 3.2. Traffic Volume and Speed Assessments

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

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

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

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

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

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Coppermine Crescent	Coppermine Terrace and Coppermine Place	Local	190	40
Albany Crescent	Near walkway to Robert Hunter West Park	Local	225	42
Churchill Drive	Coppermine Terrace and Churchill Court	Collector	1,195	52
Ravine Drive	Churchill Court and Assiniboine Drive	Collector	1,150	49 (non-school) 34 (school)
Assiniboine Drive	Albany Crescent and St. Lawrence Crescent	Collector	5,390	54
Assiniboine Drive	Churchill Drive and Capilano Drive (east leg)	Collector	4,740	53
Assiniboine Drive	Nahanni Drive and Huron Place	Collector	3,660	56
Spadina Crescent	150m south of Sandy Court extension	Arterial	6,310	70
Spadina Crescent	Ravine Drive and Pembina Avenue	Arterial	7,875	66

### 3.3. Traffic Control Assessments

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

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

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

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

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

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

*Table 3-3: All-Way Stop Warrant Criteria*

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vehicles per day)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Assiniboine Drive & Churchill Drive	491 – Condition NOT met	6,260 – Condition met	0 – Condition NOT met	Condition met
Assiniboine Drive & Nahanni Drive	409 – Condition NOT met	4,750 – Condition NOT met	0 – Condition NOT met	Conditions NOT met
Assiniboine Drive / Sandy Court & Saguenay Drive	269 – Condition NOT met	2,780 – Condition NOT met	0 – Condition NOT met	Conditions NOT met
Assiniboine Drive/ & St. Lawrence Crescent	809 – Condition met	9,230 – Condition met	0 – Condition NOT met	Conditions met
Churchill Drive & Ravine Drive	253 – Condition NOT met	2,530 – Condition NOT met	0 – Condition NOT met	Conditions NOT met

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Assiniboine Drive & Churchill Drive	8% - Condition NOT met	No – Condition met	All-way stop NOT warranted
Assiniboine Drive & Nahanni Drive	21% - Condition NOT met	No – Condition met	All-way stop NOT warranted
Assiniboine Drive / Sandy Court & Saguenay Drive	44% - Condition met	No – Condition met	All-way stop warranted
Assiniboine Drive & St. Lawrence Crescent	20% - Condition NOT met	No – Condition met	All-way stop NOT warranted
Churchill Drive & Ravine Drive	49% - Condition met	No – Condition met	All-way stop warranted

Although the intersections of Churchill Drive & Ravine Drive and Assiniboine Drive / Sandy Court & Saguenay Drive did not meet the warrant criteria for traffic volumes entering the intersection, an all-way stop is recommended based on balanced traffic volumes entering the intersection, site observations, community input, and engineering judgement.

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

### 3.4. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

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

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Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Assiniboine Drive & St. Lawrence Crescent	Confirmed	Distance from nearest control < 200m Standard crosswalk appropriate with installation of median island and curb extensions Upgrade to zebra crosswalk recommended to increase pedestrian visibility and improve compliance
Assiniboine Drive & Albany Crescent	Confirmed	Distance from nearest control > 200m Standard crosswalk appropriate with installation of recommended median island
Assiniboine Drive & Churchill Drive	Confirmed	Distance from nearest control > 200m Standard crosswalk appropriate with existing curb extensions Existing pedestrian corridor to remain
Assiniboine Drive & Nahanni Drive	Confirmed	Distance from nearest control > 200m Standard crosswalk appropriate with the installation of recommended median island
Spadina Crescent & Sandy Court	Confirmed	Distance from nearest control > 200m Standard crosswalk appropriate Upgraded to zebra crosswalk to improve pedestrian visibility and maintain consistency with other pedestrian crossings along Spadina Crescent
Ravine Drive at École River Heights	Confirmed	Distance from nearest control < 200m Standard crosswalk appropriate with existing curb extension Existing zebra crosswalk with pedestrian corridor to remain

### 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 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.

Locations with two or more collisions per year within River Heights include:

- Pembina Avenue and Spadina Crescent
- Assiniboine Drive between St Lawrence Crescent and Warman Road
- Spadina Crescent between Pembina Avenue and Ravine 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
Assiniboine Drive & St. Lawrence Crescent	Median island with curb extensions (east leg)	Reduce speeds
Assiniboine Drive & Albany Crescent	Median island (east leg)	Reduce speeds
Assiniboine Drive & Nahanni Drive	Median island (east and west legs)	Reduce speed
Ravine Drive	Install 50 kph speed limit sign (NB)	Clarify posted speed limit
Ravine Drive & Churchill Court	Curb extensions (all legs)	Reduce speeds and discourage U-turns in the school zone
Spadina Crescent north of Pembina Avenue	Speed display board (both directions)	Reduce speed
Spadina Crescent near Meewasin parking lot	Speed display board (facing southbound)	Reduce speed

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### 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
Churchill Drive & Ravine Drive / Ravine Court	Zebra crosswalk	Improve pedestrian safety
	Pedestrian ramps	Improve pedestrian accessibility
Ravine Drive & Churchill Court	Pedestrian ramp installation (west leg)	Improve pedestrian accessibility
Assiniboine Drive & St. Lawrence Crescent	Median island with curb extensions (east leg)	Provide pedestrian refuge
	Zebra crosswalk	Improve pedestrian visibility
Assiniboine Drive & Albany Crescent	Median island (east leg)	Provide pedestrian refuge
	Remove standard crosswalk (west leg)	Consolidate crossing to a standard crosswalk on east leg
Assiniboine Drive & Nahanni Drive	Median island (east & west legs)	Provide pedestrian refuge
	Standard crosswalk (west leg)	Improve pedestrian visibility
Spadina Crescent & extension of Sandy Court	Zebra crosswalk	Improve pedestrian visibility
	Pathway connection from Sandy Court to Spadina Crescent sidewalk	Improve pedestrian connectivity by providing link to the Meewasin pathway system
	Pedestrian ramp installation (west side)	Improve pedestrian accessibility
Spadina Crescent & Pembina Avenue	Install Rectangular Rapid Flashing Beacon (RRFB)	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
Churchill Drive & Ravine Drive / Ravine Court	4-way stop control	Improve intersection safety and operations
	Median islands (all legs)	Increase visibility of stop signs
Assiniboine Drive / Sandy Court & Saguenay Drive	4-way stop	Improve intersection safety and operations
Various	Yield infill (shown as red triangles on ES-1 River Heights Traffic Plan)	Assign right-of-way

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

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in October 2018. The meeting minutes and feedback from emails and phone calls 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, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.



### 4.6. Engagement Summary

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

*Table 4-4: Public Meetings Summary*

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1</b> April 11, 2018 St. Anne School 37 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Meeting #2</b> October 11, 2018 St. Anne School 29 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in <b>Appendix F</b>

Residents and stakeholders in River Heights were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, [saskatoon.ca/engage](http://saskatoon.ca/engage), and [saskatoon.ca/NTR](http://saskatoon.ca/NTR);
- social media (i.e. Facebook advertising);
- billboards placed on Assiniboine Drive in the Canarama Mall parking lot;
- 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 124 members in the Facebook group for the River Heights Neighbourhood Traffic Review.

There are 24 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](http://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.

## River Heights Neighbourhood Traffic Review

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](http://saskatoon.ca/engage) website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix I**.

*Photo 1: 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 River Heights 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: Sidewalks & Multi-Use Paths Cost Estimate
- Table 5-7: Total Cost Estimate

## River Heights Neighbourhood Traffic Review

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

Location	Device	Cost Estimate	Time Frame
Churchill Drive & Ravine Drive / Ravine Court	Stop sign (2) Zebra crosswalk (4) Median island (4)	\$3,500	1 to 2 years (all traffic calming devices will be installed temporarily for at least one year to measure effectiveness)
Ravine Drive & Churchill Court	Curb extension (3)	\$1,500	
Assiniboine Drive & St. Lawrence Crescent	Median island (1) Curb extension (2) Zebra crosswalk (1)	\$2,000	
Assiniboine Drive & Albany Crescent	Median island (1)	\$500	
Assiniboine Drive & Nahanni Drive	Median island (2) Standard crosswalk (1)	\$1,250	
Assiniboine Drive / Sandy Court & Saguenay Drive	Stop sign (4)	\$1,000	
Spadina Crescent & extension of Sandy Court	Zebra crosswalk (1)	\$1,000	
Ravine Drive	50km/h speed sign (1)	\$250	
Various	Yield sign (12) Stop sign (1)	\$3,250	
<b>Total</b>		<b>\$14,250</b>	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
Spadina Crescent north of Pembina Avenue	Speed display board (both directions)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
Spadina Crescent near Meewasin parking lot	Speed display board (facing southbound)	\$0 (Ten devices purchased in 2017 are relocated annually.)	
<b>Total</b>		<b>\$0</b>	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
Spadina Crescent & Pembina Avenue	Rectangular Rapid Flashing Beacon (RRFB)	\$20,000	3 to 5 years
<b>Total</b>		<b>\$20,000</b>	

## River Heights Neighbourhood Traffic Review

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Churchill Drive & Ravine Drive / Ravine Court	Median island (4)	\$5,000	3 to 5 years
Ravine Drive & Churchill Court	Curb extension (3)	\$135,000	
Assiniboine Drive & St. Lawrence Crescent	Median island (1) Curb extension (2)	\$95,000	
Assiniboine Drive & Albany Crescent	Median island (1)	\$5,000	
Assiniboine Drive & Nahanni Drive	Median island (2)	\$10,000	
<b>Total</b>		<b>\$250,000</b>	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
Churchill Drive & Ravine Court/Ravine Drive	Pedestrian Ramp (3)	\$10,500	5 years plus
Ravine Drive & Churchill Court	Pedestrian Ramp (2)	\$7,000	
Spadina Crescent & extension of Sandy Court	Pedestrian Ramp (1)	\$3,500	
<b>Total</b>		<b>\$21,000</b>	

Table 5-6: Sidewalks & Multi-Use Paths Cost Estimate

Location	Device	Cost Estimate	Time Frame
Spadina Crescent & extension of Sandy Court	Multi-use pathway (20m)	\$19,000	5 years plus
<b>Total</b>		<b>\$19,000</b>	

## River Heights Neighbourhood Traffic Review

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	\$14,250		
Speed Enforcement	\$0		
Pedestrian Safety Devices		\$20,000	
Permanent Traffic Calming		\$250,000	
Pedestrian Ramps			\$21,000
Sidewalks & Multi-Use Paths			\$19,000
<b>Total</b>	<b>\$14,250</b>	<b>\$270,000</b>	<b>\$40,000</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$14,250. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks / multi-use paths) is \$310,000.

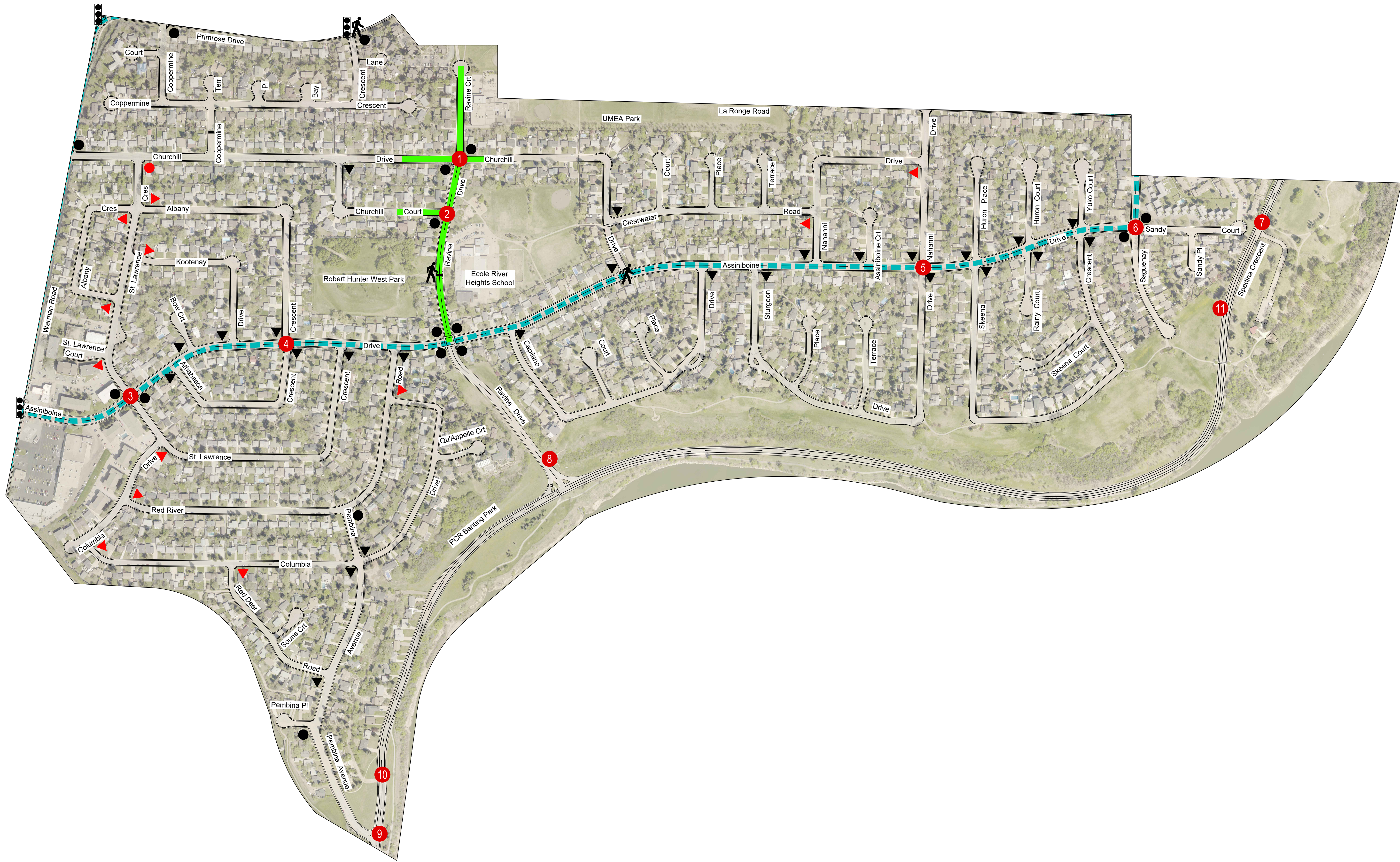
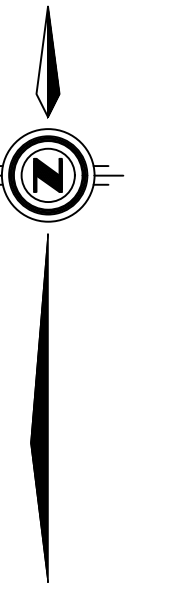
Resulting from the neighbourhood traffic review is a list of recommended improvements, including the location and justification as summarized in Table 5-8.

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

## River Heights Neighbourhood Traffic Review

Table 5-8: River Heights Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Churchill Drive & Ravine Drive/Ravine Court	4-way stop control	Improve intersection safety and operations
		Zebra crosswalk	Zebra crosswalks are the standard treatment in school zones
		Median island (all legs)	Increase visibility of stop signs
		Pedestrian ramp installation	Improve pedestrian accessibility
2	Ravine Drive & Churchill Court	Curb extensions (all legs)	Reduce speeds and discourage U-turns in the school zone
		Pedestrian ramp installation (west leg)	Improve pedestrian accessibility
3	Assiniboine Drive & St. Lawrence Crescent	Median island with curb extensions (east leg)	Reduce speeds and improve pedestrian safety
		Zebra crosswalk markings	Improve pedestrian safety
4	Assiniboine Drive & Albany Crescent	Median island (east leg)	Reduce speeds and improve pedestrian safety
		Remove standard crosswalk (west leg)	Consolidate crossing to the east leg where the median island will be installed
5	Assiniboine Drive & Nahanni Drive	Median island (east & west leg)	Reduce speed
		Standard crosswalk (west leg)	Improve pedestrian safety
6	Assiniboine Drive/Sandy Court & Saguenay Drive	4-way stop	Improve intersection safety and operations
7	Spadina Crescent & extension of Sandy Court	Zebra crosswalk	Improve pedestrian safety
		Pathway connection from Sandy Court to Spadina Crescent sidewalk	Provide pedestrian link from the neighbourhood to the Meewasin pathway system
		Pedestrian ramp installation (west side)	Improve pedestrian accessibility
8	Ravine Drive	Install 50 kph speed limit sign (NB)	Clarify posted speed limit
9	Spadina Crescent & Pembina Avenue	Install Rectangular Rapid Flashing Beacon (RRFB)	Improve pedestrian safety
10	Spadina Crescent north of Pembina Avenue	Speed display board (both directions)	Reduce speed
11	Spadina Crescent near Meewasin parking lot	Speed display board (facing southbound traffic)	Reduce speed
12	Yield infill	Various (shown as red triangles on Figure ES-1)	Assign right-of-way



**LEGEND**

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

# RIVER HEIGHTS TRAFFIC PLAN



# **Appendix A**

Public Meeting #1 – April 11, 2018

# CITY OF SASKATOON

## River Heights Neighbourhood Traffic Review **Minutes**

**Date:** Wednesday, April 11, 2018

**Time:** 7:00 – 9:00 pm

**Location:** St. Anne School – 102 Ravine Ct

### **Attendees:**

<b>Name</b>	<b>Position</b>
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Chelsea Lanning	City of Saskatoon Transportation Engineer River Heights Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
David LeBoutillier	City of Saskatoon Transportation Engineer
Minqing Deng	City of Saskatoon Transportation Engineer
Staff Sergeant Patrick Barbar	Saskatoon Police Services, Traffic Unit
Councillor Randy Donauer	Ward 5 City Council Representative

### **Items:**

**1. Welcome and Introductions**

Opening Remarks by Councillor Randy Donauer

**2. Presentation from the Transportation Division**

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – April 11, 2018

**Saskatoon Police Services**

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

**3. Small Group Discussions**

Breakout into small groups to discuss traffic concerns in River Heights and potential solutions

#### 4. **Small group reports to large group**

##### Group 1: Mariniel Flores

- Warman Road into Canarama Shopping Centre
  - Traffic jams and potential conflicts/collisions here (notice it all day long)
  - Suggested closing the access on Warman Road to Canarama, but keeping the access off of Assiniboine Drive.
- Assiniboine Drive & Warman Road
  - Concerns with the southbound left turn. Suggested installing a protected green left-turn arrow.
- Coppermine Crescent – Coppermine to Coppermine
  - Speeding on this street. Suggested speed bumps as a solution.
- Coppermine road closure
  - Creates more traffic on Warman Road.
  - Discussed reasons it was installed, including reducing speeding and shortcutting from downtown to Primrose Drive.
  - Table suggests leaving it closed or considering a directional closure for northbound traffic, but allow traffic to travel southbound through that street.
- Spadina Crescent / Whiteswan Drive
  - Many vehicles are parked along here and many people are jaywalking from parked vehicles to the sand bar.
  - Parking interferes with the bike lane.
  - Cyclists are speeding along the pathways even though there is a bike lane here.
- Capilano Drive curve (SW corner/curve close to Ravine Drive)
  - Speeding here, mostly in the westbound direction because it is wide.
  - 30km/h speed advisory sign is obstructed by trees.
  - It's the same people speeding.
  - More enforcement or a speed display board are suggested.
- Pedestrian walkway from Coppermine Crescent to Churchill Court across Churchill Drive
  - Difficult for vehicles to see pedestrians.
  - Standard crosswalk is suggested.
- Warman Road
  - Amount of semi-trucks has increased. They are using Warman Road instead of Millar Avenue.
- Saguenay Drive & Assiniboine Drive
  - Confusion with the 2-way stop. Lots of close calls here.
  - 4-way stop is suggested.
- Assiniboine Drive (Warman Road to St. Lawrence Crescent)
  - High traffic volumes here.
- Pedestrian crossing at Spadina Crescent & Pembina Avenue (near Circle Drive North Bridge)

- Difficult to see pedestrians.
- Suggest an active pedestrian corridor here.
- Churchill Drive (near Ravine Court)
  - Remove dirt in front of Churchill Drive. It's obstructing the sidewalk.
- Assiniboine Drive snow removal
  - Snow is obstructing the parking lane.
  - Snow needs to be cleared and picked up. The problem is worst on Assiniboine Drive at Ravine Drive in particular.

Group 2: Nathalie Baudais

- Ravine Drive near River Heights School
  - Speeding
- Churchill Court & Ravine Drive
  - Parking too close to the northwest and southwest corners blocking visibility.
- School Zones
  - U-turns in the school zone at the Churchill Court & Ravine Drive intersection and along Ravine Drive.
  - Backing up on driveways during pick-up and drop-off to turn around.
  - People are parking between crosswalks or within crosswalks
  - Drop-offs are happening on the street.
  - Snow windrows make drop-off challenging
  - New pick-up/drop-off zone works in the morning but not in the evening. Kids have to walk across staff parking lot which parents are using for drop-off.
  - Dumpster causes visibility issues.
  - School zone should be expanded along Assiniboine Dr to include crosswalks used by kids walking to/from school.
- St Lawrence Crescent & Assiniboine Drive (west)
  - Crosswalk needed
- Assiniboine Drive
  - Speeding concerns.
  - Pedestrian crossing safety along Assiniboine a concern.
- Churchill Drive
  - Speed way in late night hours (11:00 pm – 1:00 am).
  - Sinkhole
- Spadina Crescent
  - Visibility at Ravine Drive is poor because vehicles are parked too close to the crosswalks.
  - Parking enforcement is needed.
- Assiniboine Drive (west of Ravine Drive)
  - Speeding – it's a race track here.
  - Lots of families with younger kids live here. Kids can't play in the front yard.

- Residents have been calling the police 2-3 times per month for 20 years regarding speeding between Ravine Drive and Warman Road.
- Coppermine Crescent
  - Sidewalks in poor condition on south side of Coppermine – care home for seniors.
- Walkway connecting Coppermine Crescent & Churchill Court and walkway connecting Coppermine Crescent & Ravine Court
  - Walkway drainage issues.
- Primrose Drive
  - Snow removal is horrendous. The street loses 5 feet of width to that.
- Train tracks along CN
  - No legal pedestrian crossing for 7km.
  - Residents need a connection to the industrial area.
- Spadina Crescent & Pembina Avenue
  - No one uses the paved pathway connection from crosswalk to Meewasin Trail. They all use the direct dirt pathway. The dirt pathway connection to the bridge should be gravel or paved.
- Spadina Crescent – Pembina Avenue to Ravine Drive
  - Windrows in bike lane should be cleared during winter months.
  - Driver confusion about how to treat cyclists and pedestrians along this stretch and at intersections. Driver education is needed.

Group 3: David LeBoutillier

- Assiniboine Drive & St. Lawrence Crescent
  - U-turns are an issue.
  - Consider a 4-way or 2-way stop here.
  - Large volumes on all four legs and high speeds on Assiniboine Drive.
  - Poor visibility on all four legs due to parked vehicles.
  - Traffic needs to be slowed down on Assiniboine Drive.
  - Pedestrians can't cross. There are no gaps.
  - Issues are worse at peaks, but exist all day.
- St. Lawrence Crescent & Columbia Drive
  - Poor visibility with parked vehicles.
  - Columbia Drive needs a yield or stop sign installed.
- Churchill Drive & St. Lawrence Crescent
  - Northbound needs a stop or yield sign installed.
- Churchill Drive
  - Needs traffic calming.
  - Speeding between Warman Road & Ravine Drive.
- Assiniboine Drive
  - Speeding along the whole length.
  - Snow removal on Assiniboine Drive leads to parked cars in driving lane.
- Assiniboine Drive (westbound)
  - Parked cars on curve are an issue.

- Pedestrians are crossing through cars.
- Warman Road southbound left turn arrow
  - Why doesn't it come on every time onto Assiniboine Drive? It should.
  - Left turn to 7-eleven an issue.
- Ravine Drive & Assiniboine Drive
  - Very slippery – needs sanding in the winter.
  - Is it an option for a roundabout?
- Primrose Drive & Coppermine Crescent
  - Crosswalk needs paint.
  - Eastbound left turn was prohibited, sign is down and now traffic backs up at the main entrance to the Safeway parking lot
  - 'Stop here' sign on Primrose sign location needs to be checked.
- Missing crosswalk between Sandy Court and parking lot
- Pedestrian crossing under Circle Drive North bridge
  - Problem for bike lane.
  - Northbound left turn at Pembina Ave and northbound traffic swerving around them (passing on the right).
- Spadina Crescent
  - Speeding
  - Summer parking busy near beach access.
- School Zone
  - U-turns in the school zone.
  - Parking on the street and idling.
- Happy to hear about pedestrian crossings of Warman Road into industrial area.

#### Group 4: Minqing Deng

- Spadina Crescent & Pembina Avenue
  - Runners, dog walkers, etc are not visible to motorists when crossing here, especially in the early morning.
  - Crosswalk should be made more visible, perhaps through better lighting or more pavement markings.
  - Dog walkers use the sidewalk.
- Capilano Drive
  - Speed bumps at the southeast island, east and west of the island suggested. It's downhill east to west here.
  - Southwest and southeast corner of Assiniboine Drive & Capilano Drive intersection has sightline issues due to parked vehicles.
- Churchill Drive & Assiniboine Drive
  - Should have an active pedestrian corridor here (with flashing lights) for pedestrians. What's there now does not flash.
  - Not sanded properly in the winter.
- Ravine Drive & Assiniboine Drive
  - Slippery, not properly sanded.

- Churchill Drive (100 block)
  - Roadway grades/washboard effect has created lots of pools/lakes on the road.
  - Used to have signs which have been knocked down.
  - Increased speeds make it even more dangerous since vehicles sway.
  - Creates lots of traffic noise for the houses along the roadway.
  - New water and sewer work seemed to try to correct the roadway grade problem but only shifted the pool to a different spot in the same area.
- Churchill Drive & Ravine Drive
  - Speeding.
  - Drivers ignoring stop signs.
  - Drivers ignoring the 30km/hr sign.
  - There are too many signs. The cul-de-sac sign is currently ignored because there are too many other signs making clutter. Please keep the cul-de-sac sign or more people will shortcut.
  - Illegal U-turns in the school zone.
  - Traffic is not yielding to children, or resumes driving way before children have made it to the other side of the road.
  - Traffic camera is needed to catch speeding traffic in the school zone.
  - Crossing Churchill Drive there is no crosswalk; crossing is difficult since there is no stop control for Churchill Drive traffic, only Ravine Drive traffic stops.
  - Enforcement is needed for speeding.
  - On the west side of this 2-way stop parked vehicles are obstructing drivers' views.
- Bow Court
  - Drainage issues at the intersection of Bow Court and Assiniboine Drive. The entire Bow Court roadways is covered by a pool of water.
  - New water and sewer work seemed to try to correct the roadway grading problem, but only shifted the problem.
- Kootenay Drive / Albany Crescent
  - Poor drainage on the entire east leg of both of these streets.
- Ravine Court
  - Foot traffic is shortcutting to the library.
  - Some drivers are using the pathway to drive on.
- Sturgeon Drive
  - Similar downhill grade present at the Sturgeon Drive west leg to Assiniboine Drive, so maybe a speed bump is also needed at the north side of the southwest island.
- Sidewalk issues
  - No snow shovelled at all. Question if this should be done by the City or not.
  - Meewasin park look out area and the whole park generally is poorly shovelled.
- Crime Issues

- Issues at the south end of the southeast island in Capilano (southeast of Place and Drive intersection).
- Issues at southeast corner of the Meewasin park.
- Issues at Spadina Crescent to the east end of Sandy Court.

Group 5: Chelsea Lanning

- Assiniboine Drive & Ravine Drive
  - 4-way stop westbound gets icy on Assiniboine Drive because it's on a slight downslope. Cars slide through causing near misses.
- Ravine Drive & Churchill Court
  - U-turns in the school zone happen here frequently, mostly in the morning drop-off.
- Churchill Drive & Ravine Drive
  - Tree covering the eastbound stop sign.
  - Investigate making this a 4-way stop as well as traffic calming like median islands and curb extensions to make signs more visible.
  - Crosswalks should be installed in all four directions.
  - Consider installing an active pedestrian corridor here.
- Lots of kids/adults use the walkways. Please don't close them!
- Coppermine Crescent closure
  - Would love to see it reopened.
  - Potential for a route for northern neighbourhoods to access the French Immersion School without having to use Warman Road to Churchill Drive.
- Warman Road & Churchill Drive
  - The left turn bay is too short and narrow (especially in winter when snow is present).
  - Traffic signals would help with the left turn against three lanes of traffic.
- Safety concerns in school zones (generally).
- Assiniboine Drive
  - Speeding – between Nahani Drive & Nahani Drive and Athabasca Crescent & Athabasca Crescent.
  - Consider speed display board.
  - No pedestrian crossings are respected along the length of Assiniboine Drive.
- Assiniboine Drive & Churchill Drive
  - Pedestrian corridor not respected.
  - People don't stop for pedestrians here, curb extensions have improved it.
  - Consider installing an active pedestrian corridor.
- Spadina Crescent
  - Love Spadina Crescent.
  - Issues with passing on the right along Spadina Crescent in the bike lanes. This also happens at the intersection of Ravine Drive.



- Spadina Crescent & Pembina Avenue
  - Active pedestrian corridor suggested.
  - Visibility of the crossing is poor for northbound drivers.
- Spadina Crescent & Ravine Drive
  - Cycling connection from the Meewasin trail to Ravine Drive is needed.
- Street sweeping of school zones should meet up with sweeping in the neighbourhood.
- Circle Drive traffic is loud. Hoping North Commuter Parkway will take some truck traffic off of Circle Drive.
- Sidewalks on 51<sup>st</sup> Street are needed.
- Park near southwest corner of Capilano Crescent
  - Needs enforcement for illegal activities.

## 5. Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than February 13, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than May 11, 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

## 6. Question and Answer

- a. Resident: The left turn from Warman Road onto Assiniboine Drive needs a protected arrow. Why aren't there turning arrows all over the City?  
Nathalie: Protected left turn arrows are installed on a warrant basis in the City currently. It would be costly to install them everywhere, therefore it is done on a prioritized basis. We will add this location for review outside of the NTR process.
- b. Resident: Pedestrian countdown timers are very helpful for drivers too. They help you decide if you need to slow down or not. It would be nice to have some at the intersection of 51<sup>st</sup> St & Warman Road.  
Nathalie: Pedestrian countdown timers are intended for pedestrians. They are installed in areas with high pedestrian traffic, like the downtown area.
- c. Resident: Will this review address the Circle Drive to Assiniboine Drive added lane (where vehicles exit Circle Drive westbound to northbound) and issues there?  
Chelsea: The concern is outside of the scope of the neighbourhood traffic review. The comment will be filed and addressed through our review process for major arterials.

- d.** Resident: Why is it called traffic calming when drivers are not calmed?  
People don't even slow down for speed bumps.  
Chelsea: The traffic calming does slow most vehicles.
- e.** Resident: I like the roll-out school zone signs in the middle of the street.
- f.** Resident: Regina uses a yellow strip on the sign post to make school zone signs more visible.
- g.** Resident: Do the speed display boards collect speed data? Speed data should be sent to City Hall to determine if a device is needed.  
Chelsea: Speed display boards are used to educate. Often drivers are unaware that they are speeding. We collect speed data in other ways to determine if devices are needed as well as collect information about time of day, which can be forwarded to the Saskatoon Police for enforcement purposes.  
Staff Sergeant Barbar: If we used data from the speed display boards it would be false data since the boards do tend to reduce speeding.
- h.** Resident: Have speed studies been collected on Assiniboine Drive?  
Chelsea: Yes they have in the past. I'm not sure when the most recent study was.

# River Heights Neighbourhood Traffic Review

Wednesday, April 11, 2018

7:00pm - 9:00pm

# Outline

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

# Neighbourhood Traffic Review Background

- **NTR Introduction**

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

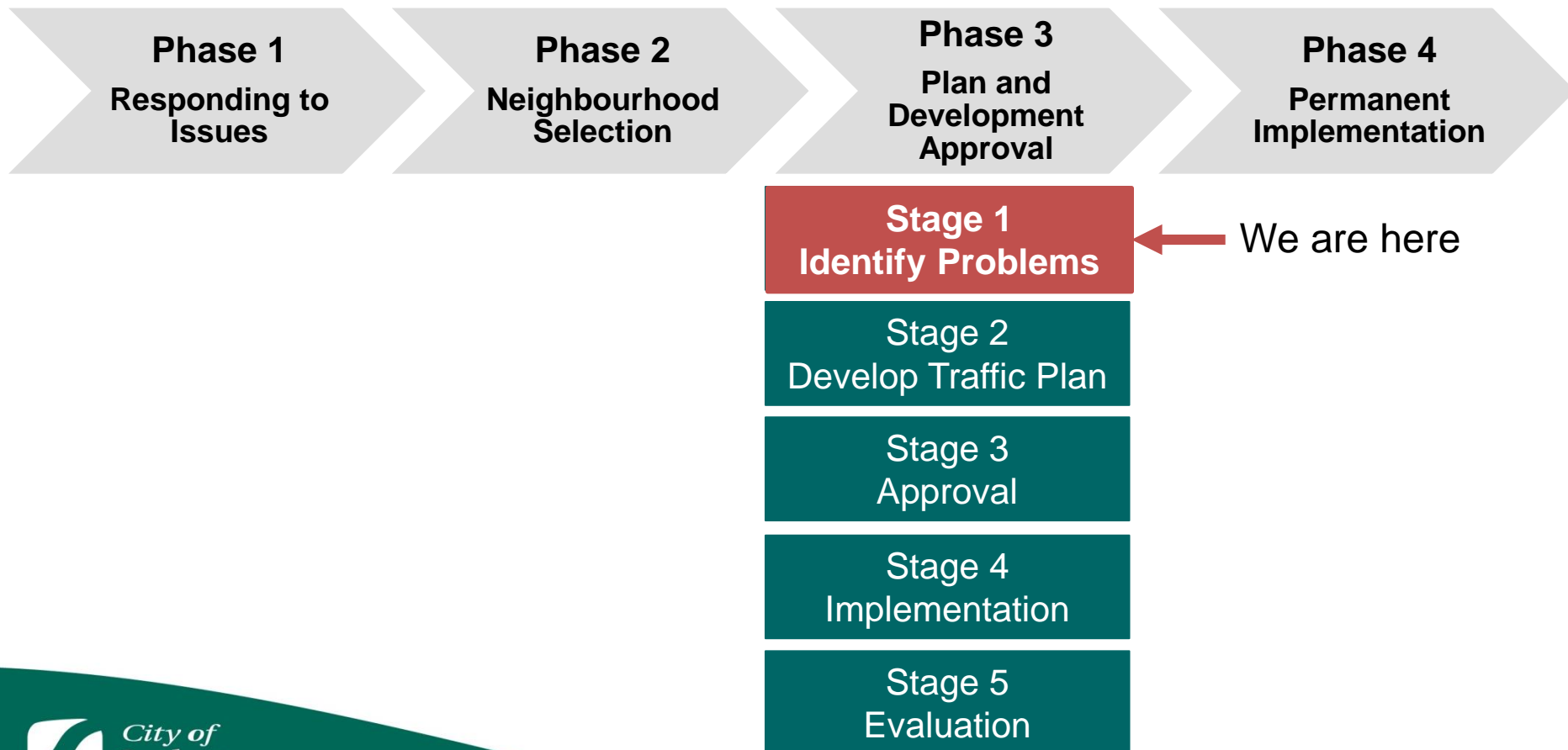
# River Heights Study Area

- Study Limits
  - Warman Road, Primrose Drive/La Ronge Road, Spadina Crescent, Circle Drive

- Local and collector roads

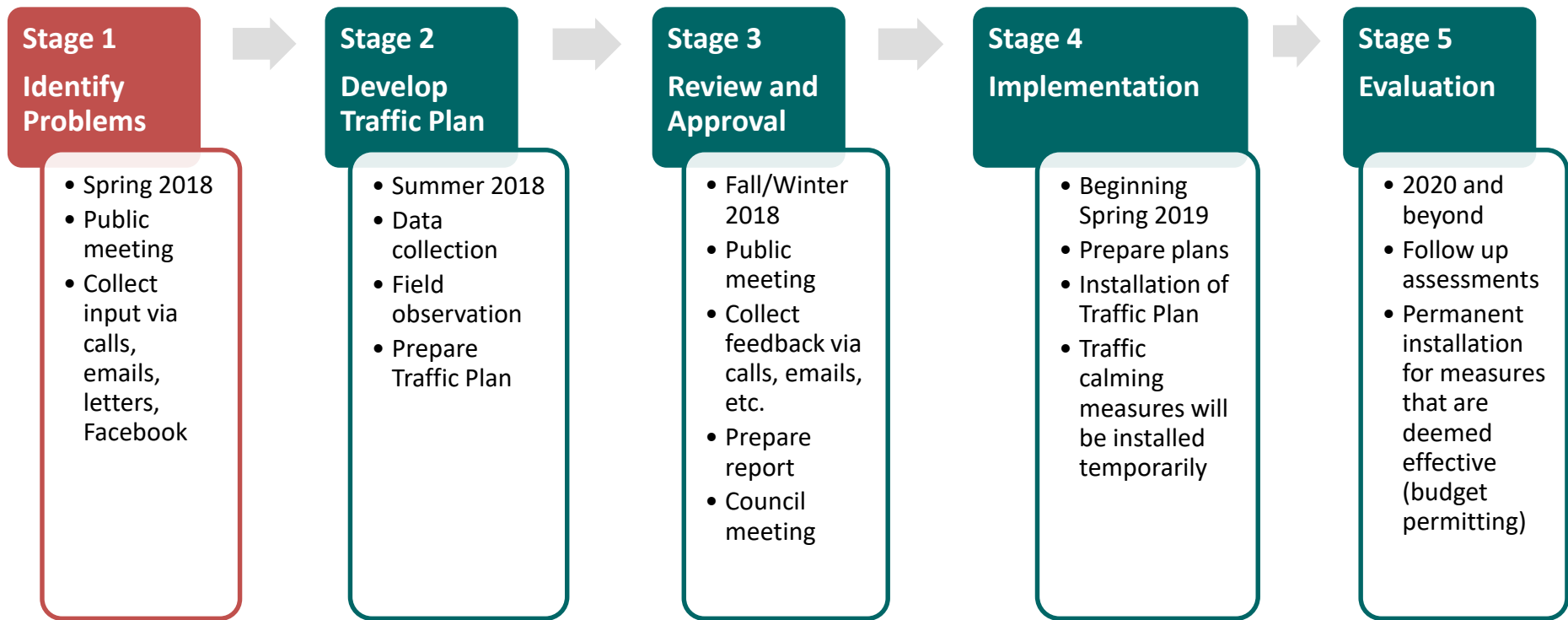


# Neighbourhood Traffic Review Process





# Neighbourhood Traffic Review Schedule



# Sources of Information

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

# Sample Concerns Received

- **Speeding, Shortcutting, Pedestrian Crossings:**
  - Assiniboine Road between Warman Road & Ravine Drive
  - Crosswalk compliance at St. Lawrence Crescent & Assiniboine Drive
  - Speeding on Spadina Cr.
- **Intersection Safety**
  - St. Lawrence Crescent & Churchill Drive
  - Assiniboine Drive & Ravine Drive
- **School Zone Compliance:**
  - U-turns in River Heights School zone
- **Sidewalk Conditions:**
  - Clearwater Road & Clearwater Place
- **Signal Timing:**
  - Warman Road & Assiniboine Drive
- **Traffic Noise**
- **Other:**
  - Maintenance on Bus Routes
  - Coppermine Crescent closure

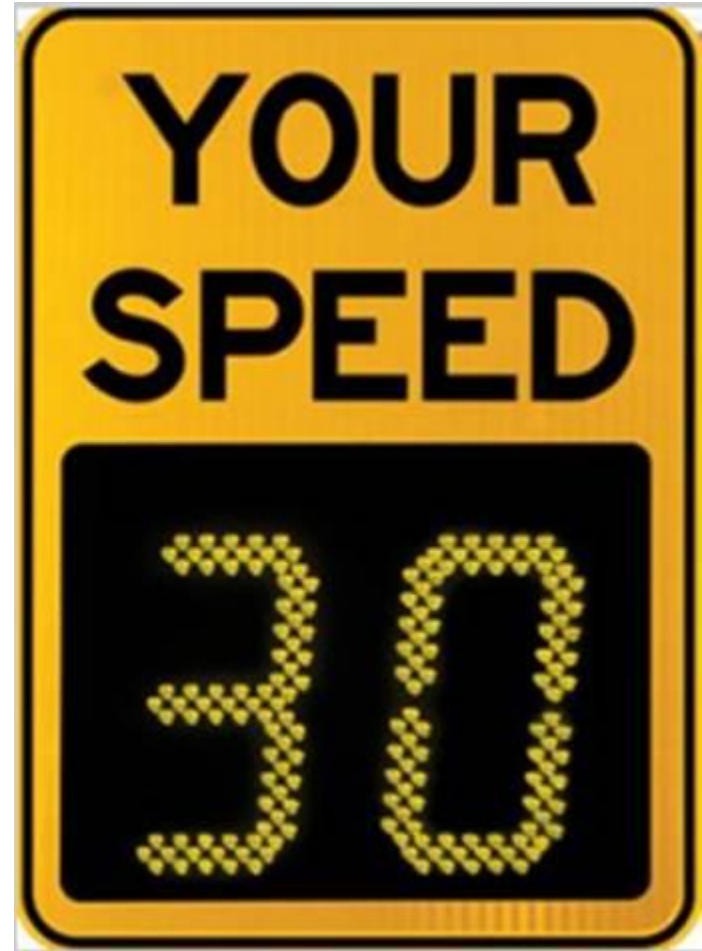
# Traffic Calming Measures

## Examples



# Speed Display Devices

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



# Horizontal Deflection Devices

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

# Curb Extension



# Raised Median Island





# Roundabout



# Vertical Deflection Devices

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

# Raised Crosswalk



# Raised Intersection



# Speed Humps



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

# Obstructions

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

# Directional Closure



# Diverter





# Right In / Right Out Island



# Raised Median Through Intersection



# Full Closure



# Pedestrian Crossing Devices

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

# Standard Crosswalk



# Zebra Crosswalk



# Active Pedestrian Corridor



# Pedestrian Actuated Signal





# Traffic Issues in River Heights

Seeking Your Ideas and Solutions!

# Table Group Discussions

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

# Stay Engaged

## Join our Facebook group

The screenshot shows a Facebook group page. At the top, there's a search bar with the text 'Neighbourhood Traffic Review - River Heights'. Below that is a navigation bar with 'Home' and icons for people, messages, and help. The main content area features a large landscape photo of a path leading to a lake. Below the photo are buttons for '+ Join Group' and 'More', along with a search bar for the group. On the left sidebar, there are links for 'About', 'Discussion', 'Members', 'Events', 'Photos', and 'Shortcuts'. Below the photo, there's a section titled 'About This Group' with a description: '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, River Heights is one... See More'. Below that, it says 'Group Type: Neighbors' and 'Members · 25'. At the bottom of the sidebar, there's a 'Join Group' button.

Subscribe for updates at  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

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

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

## Neighbourhood Traffic Reviews

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

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

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

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

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

Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

[Subscribe to Traffic Review Notifications](#)

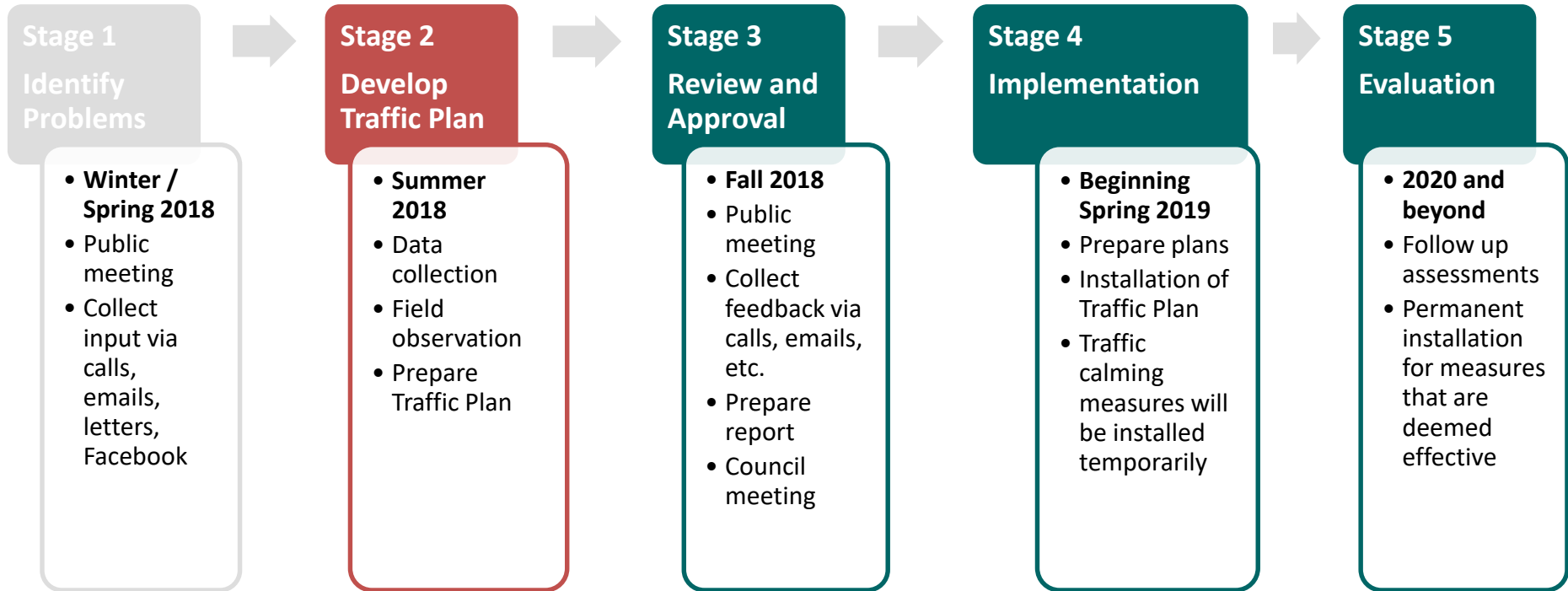
# How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

# River Heights Study Area



# Next Steps



# Join the Discussion

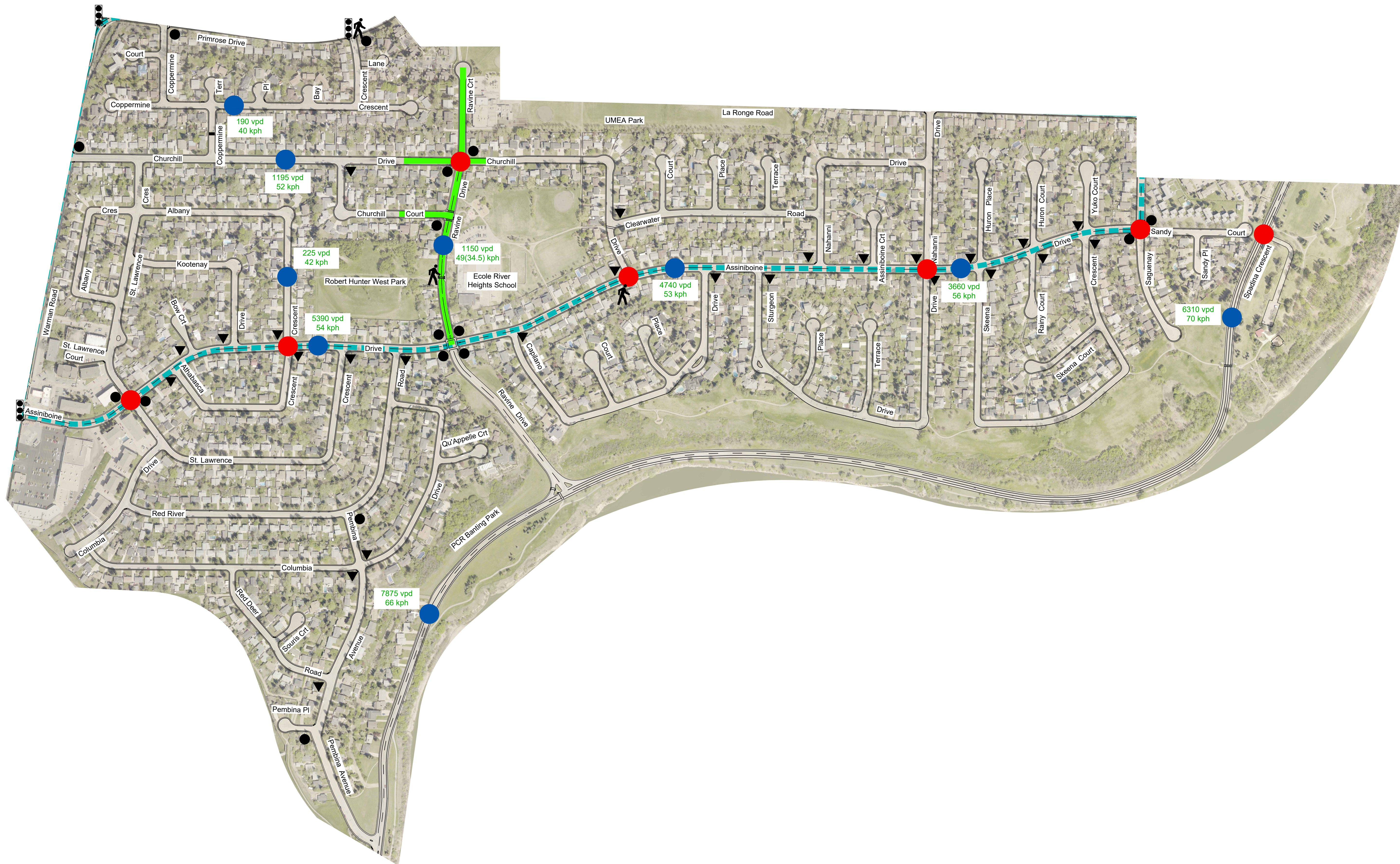
- Visit [saskatoon.ca/NTR](https://saskatoon.ca/NTR)
  - Get updates
  - Sign up for subscriber updates
- Visit [saskatoon.ca/engage](https://saskatoon.ca/engage)
  - Join the discussion
- Provide comments by:  
**Friday, May 11, 2018**





# **Appendix B**

## Traffic Data Collection



### LEGEND

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

# RIVER HEIGHTS TRAFFIC DATA

# **Appendix C**

## All-Way Stop Assessments

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

Step 1:

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

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

<b>Location</b>	<b>Condition 1: % of Traffic from minor street</b>	<b>Condition 2: Traffic Signals or all-way stop within 200m</b>	<b>All-Way Stop Warrant</b>
Assiniboine Drive and Churchill Drive	8% - Condition NOT met	No – Condition met	Continue to step 2
Assiniboine Drive and Nahanni Drive	21% - Condition NOT met	No – Condition met	Continue to step 2
Assiniboine Drive and Saguenay Drive	44% - Condition met	No – Condition met	Continue to step 2
Assiniboine Drive and St. Lawrence Crescent	20% - Condition NOT met	No – Condition met	Continue to step 2
Churchill Drive and Ravine Drive	49% - Condition met	No – Condition met	Continue to step 2

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

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

<b>Location</b>	<b>Criteria 1: 5 or more collisions in most recent 12 months</b>	<b>Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour</b>	<b>Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day</b>	<b>Results</b>
Assiniboine Drive and Churchill Drive	0 – Condition NOT met	491 – Condition NOT met	6,260 – Condition met	All-way stop NOT warranted.
Assiniboine Drive and Nahanni Drive	0 – Condition NOT met	409 – Condition NOT met	4,750 – Condition NOT met	All-way stop NOT warranted.
Assiniboine Drive and Saguenay Drive	0 – Condition NOT met	269 – Condition NOT met	2,780 – Condition NOT met	All-way stop warranted.
Assiniboine Drive and St. Lawrence Crescent	0 – Condition NOT met	809 – Condition met	9,230 – Condition met	All-way stop NOT warranted.
Churchill Drive and Ravine Drive	0 – Condition NOT met	253 – Condition NOT met	2,530 – Condition NOT met	All-way stop warranted.

# **Appendix D**

## Pedestrian Device Assessments

### Results Summary – New Process

Preliminary Assessment Decision Point		Assiniboine Drive & St Lawrence Crescent Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	3 EAU
	Vehicular Volume	4,188 (peak hours)
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	190 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 supports the neighbourhood pedestrian network providing a neighbourhood route to Lawson Heights Mall.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Standard crosswalk appropriate with installation of median island and curb extensions. Upgrade to zebra crosswalk to increase pedestrian visibility and improve compliance for drivers yielding to pedestrians.

---

<sup>1</sup> 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		Assiniboine Drive & Albany Crescent Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	4 EAU
	Vehicular Volume	5,390
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	275 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection provides connection to Transit stops and access to Robert Hunter West Park.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Standard crosswalk appropriate with installation of a median island or curb extension.

---

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



### Results Summary – New Process

Preliminary Assessment Decision Point		Assiniboine Drive & Churchill Drive Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	12 EAU
	Vehicular Volume	4,740
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	320 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 supports the neighbourhood pedestrian network. Provides connection to École River Heights School, St. Anne School, and Lawson Civic Centre.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Standard crosswalk appropriate with existing curb extensions. Existing pedestrian corridor to remain.

---

<sup>1</sup> 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		Assiniboine Drive & Nahanni/Sturgeon Drive Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	4 EAU
	Vehicular Volume	3,660
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	360 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 supports the neighbourhood pedestrian network and is the logical crossing location between Churchill Drive and Saguenay Drive and provides connection to Transit stops.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate with the installation of recommended median island.

---

<sup>1</sup> 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		Spadina Crescent & Sandy Court Pathway Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	3 EAU
	Vehicular Volume	6,310
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	>200 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand.
	Required connection?	This intersection supports the neighbourhood pedestrian network providing a link to Meewasin Park.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Standard crosswalk appropriate. Upgraded to zebra crosswalk to improve pedestrian visibility and maintain consistency with other pedestrian crossings along Spadina Crescent.

---

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

### Results Summary – New Process

Preliminary Assessment Decision Point		Ravine Drive at École River Heights School Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	1,150
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	100 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Higher than existing demand
	Required connection?	Crossing provides connection between Robert Hunter West Park and École River Heights School.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate with existing curb extension. Existing zebra crossing with pedestrian corridor to remain.

---

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

# **Appendix E**

## Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2012 – Jan. 2017)	All collisions (2016/2017)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
Coppermine Cr (300)		J2-19	1	1	1	1	0.2
Coppermine Terr	Midblock	J2-23	2	1	0	0	0.4
Coppermine Pl	Midblock	J2-7	1	1	0	0	0.2
Coppermine Cr E	Coppermine Ln - Primrose Dr	J2-30	1	1	0	0	0.2
Churchill Dr	St Lawrence Cr – Warman Rd	J3-42	1	0	0	0	0.2
Churchill Dr	St Lawrence Cr	J3-28	1	1	0	0	0.2
Churchill Dr	Coppermine Dr – St Lawrence Cr	J3-30	2	0	0	0	0.4
Churchill Dr	Churchill Cr – Coppermine Dr	J3-45	1	0	1	0	0.2
Churchill Cr	Churchill Dr – Ravine Dr	J3-53	1	0	0	0	0.2
Ravine Cr	Midblock	K2-5	4	0	0	0	0.8
Churchill Cr	Ravine Dr	J3-68	1	0	1	0	0.2
Ravine Dr	Assiniboine Dr – Churchill Dr	J3-22	3	0	0	0	0.6
Albany Cr N	St Lawrence Cr	J3-59	1	0	0	0	0.2
Kootenay Dr	Assiniboine Dr – St Lawrence Cr	J3-61	1	0	0	0	0.2
St Lawrence Cr	Assiniboine Dr – St Lawrence Cr	J3-41	1	0	0	0	0.2
Assiniboine Dr	St Lawrence Cr – Warman Rd	J3-19	12	1	2	0	2.4
Assiniboine Dr	St Lawrence Cr W	J3-21	2	0	1	0	0.4
Assiniboine Dr	Athabasca Cr – St Lawrence Cr	J3-60	2	0	0	0	0.4
Assiniboine Dr	Athabasca Cr W	J3-20	1	0	0	0	0.2
Assiniboine Dr	Kootenay Dr	J3-67	1	0	0	0	0.2
Assiniboine Dr	Albany Cr – Kootenay Dr	J3-24	1	0	0	0	0.2
Albany Cr	Assiniboine Dr	J3-43	1	1	0	0	0.2
Assiniboine Dr	Athabasca Cr – St Lawrence Cr	J3-13	6	1	0	0	1.2
Assiniboine Dr	St Lawrence Cr	J3-52	8	2	4	1	1.6
Assiniboine Dr	Red River Rd – St Lawrence Cr	J3-38	1	1	1	1	0.2
Assiniboine Dr	Red River Road	J3-65	3	0	0	0	0.6
Assiniboine Dr	Ravine Dr – Red River Rd	J3-39	1	0	0	0	0.2
Assiniboine Dr	Ravine Dr	J3-29	3	0	1	0	0.6
St Lawrence Cr	100 Assiniboine Dr – Columbia Dr	J3-40	5	0	0	0	1.0
Columbia Dr	St Lawrence Cr	J3-16	2	0	0	0	0.4
St Lawrence Cr	Columbia Dr – Assiniboine Dr	J3-7	1	0	0	0	0.2
Columbia Dr	St Lawrence Dr – Red River Rd	J3-10	1	0	0	0	0.2
Columbia Dr	Red River Rd	J3-12	5	0	0	0	1.0
Columbia Dr	Red Deer Rd – Red River Rd	J3-11	2	0	0	0	0.4
Red River Rd	Columbia Dr – Pembina Ave	J3-50	2	0	0	0	0.4
Columbia Dr	Columbia Dr – Red Deer Rd	J3-15	2	1	0	0	0.4
Columbia Dr	Pembina Ave – Qu'appelle Cr	J3-57	3	1	1	0	0.6
Ravine Dr	Spadina Cr	J3-13	9	4	2	1	1.8
Souris Cr	Midblock	J4-28	1	0	0	0	0.2

Street 1	Street 2	Ugrid	All collisions (2012 – Jan. 2017)	All collisions (2016/2017)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
Red Deer Rd	Columbia Dr – Pembina Ave	J4-23	1	0	0	0	0.2
Pembina Ave	Columbia Dr – Red Deer Rd	J4-21	1	0	0	0	0.2
Pembina Ave	Pembina Pl	J4-16	1	0	0	0	0.2
Pembina Ave	Rupert Pl – Spadina Cr	J4-10	1	0	0	0	0.2
Pembina Ave	Spadina Cr	J4-15	14	3	0	0	2.8
Spadina Cr	Pembina Ave – Ravine Dr	J4-42	11	1	1	0	2.2
Clearwater Crt	Midblock	K3-17	1	1	0	0	0.2
Clearwater Terr	Midblock	K3-20	1	0	0	0	0.2
Nahanni Dr	N leg Nahanni Dr – La Ronge Rd	L3-25	2	0	0	0	0.4
Nahanni Dr	Assiniboine Dr – Clearwater Rd	L3-3	2	0	0	0	0.4
Assiniboine Dr	Capilano Dr – Ravine Dr	K3-8	1	0	0	0	0.2
Assiniboine Dr	200 Capilano Dr – Churchill Dr	K3-9	1	1	0	0	0.2
Assiniboine Dr	Churchill Dr	K3-2	1	0	0	0	0.2
Assiniboine Dr	300 Capilano Dr – Churchill Dr	K3-14	2	0	0	0	0.4
Assiniboine Dr	Sturgeon Dr	K3-16	4	1	1	0	0.8
Assiniboine Dr	Assiniboine Crt	K3-41	1	0	0	0	1.0
Assiniboine Dr	Nahanni Dr	L3-23	3	0	2	0	0.6
Capilano Dr	Assiniboine Dr – Capilano Crt	K3-15	2	0	0	0	0.4
Capilano Pl	Midblock	K3-39	4	1	0	0	0.8
Sturgeon Dr	Assiniboine Dr – Sturgeon Pl	K3-5	1	0	0	0	0.2
Sturgeon Dr	500 block	K3-26	1	0	0	0	0.2
Assiniboine Dr	Huron Pl – Sturgeon Dr	L3-21	1	0	0	0	0.2
Assiniboine Dr	Skeena Cr E – Yuko Crt	L3-16	1	0	1	0	0.2
Assiniboine Dr	Saguenay Dr – Yuko Crt	L3-6	1	0	0	0	0.2
Assiniboine Dr	Saguenay Dr	L3-8	2	1	1	1	0.4
Sandy Crt	Sandy Pl	L3-24	2	0	0	0	0.4
Sandy Crt	E of Sandy Pl	L3-12	1	0	0	0	0.2
Saguenay Dr	200 Assiniboine Dr – La Ronge Rd	L3-5	3	0	0	0	0.6
Saguenay Dr	100 Assiniboine Dr – Spadina Cr	L3-20	3	1	0	0	0.6
Skeena Cr	100 block	L3-13	1	0	0	0	0.2
Skeena Cr	Assiniboine Dr – Skeena Crt	L3-2	1	1	0	0	0.2
Skeena Crt	Midblock	L3-9	1	0	0	0	0.2
Spadina Cr	Pinehouse Dr – Ravine Dr	L3-10	2	2	0	0	0.4
Spadina Cr	North of Ravine Dr	K3-22	1	0	1	0	0.2

# **Appendix F**

Public Meeting #2 – October 11, 2018



# CITY OF SASKATOON

## River Heights Neighbourhood Traffic Review Minutes

**Date:** Thursday, October 11, 2018

**Time:** 7:00 – 9:00 pm

**Location:** St. Anne School (102 Ravine Court, Saskatoon)

**Attendees:**

<b>Name</b>	<b>Position</b>
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Chelsea Lanning	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
David LeBoutillier	City of Saskatoon, Acting Transportation Manager
Councillor Randy Donauer	Ward 5 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – October 11, 2018

**Saskatoon Police Service**

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

**Small Group Discussions**

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

**Group 1: David LeBoutillier**

- Churchill Drive and Ravine Drive/Ravine Court
  - Not supportive of 4-way stop. Don't see the need because traffic volumes are low.
  - Wonder how many collisions there are have been at this location.
  - Only want the zebra crosswalks and pedestrian ramps installed here.
  - Concerned about impact on snow removal and sweeping if median islands are installed and cost on equipment.
- Ravine Drive and Churchill Court
  - Not supportive of proposed curb extensions.
  - Supportive of pedestrian ramp installation.
- Assiniboine Drive and St. Lawrence Crescent
  - Not supportive of median island with curb extensions. Suggested considering a roundabout, but there were mixed feelings with that amongst the group.
  - Suggested considering a pedestrian device here.
- Assiniboine Drive and Nahanni Drive
  - Not supportive of median islands.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Not supportive of 4-way stop. The volumes are low so don't see the need.
- Spadina Crescent and extension of Sandy Court
  - Supportive of recommendation for a pedestrian crossing here.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Parking is too close to the median island making the northbound left turn difficult.
  - Question placement of the median island. Transportation will review the geometry.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
- Stop/Yield infill
  - Generally supportive. A lot of concern raised over the cost of the signs.
- Assiniboine Drive and Warman Road
  - Southbound left turn is difficult. Transportation will review the operation of the signal.
  - It's easier to turn at Churchill Drive than it is at Assiniboine Drive.

**Group 2: Mariniel Flores**

- Churchill Drive and Ravine Drive/Ravine Court
  - Supportive of recommendations. It's very difficult to see the median island in winter. Make it more visible with some reflective signs around perimeter of the island.
  - Median islands will reduce U-turns that are currently occurring.

- Ravine Drive and Churchill Court
  - Pooling of water near the existing curb extensions make it difficult as a pedestrian. Maybe curb extensions would be more visible by relocating the sign post.
  - Supportive of pedestrian ramps.
- Assiniboine Drive and St. Lawrence Crescent
  - Supportive of recommendations.
  - There is a tree obstructing sight lines on the northeast corner of the intersection.
- Assiniboine Drive and Nahanni Drive
  - Supportive of recommendation.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Supportive of recommendation.
- Spadina Crescent and extension of Sandy Court
  - Supportive of pedestrian crossing here. Want to make sure both sides have accessible ramps.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Supportive of recommendation.
  - Rebuild curb on southwest corner.
  - Shortcutting to pathway exists here. Would like the cattle trail paved as a pathway.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
- Stop/Yield infill
  - Supportive.
- Warman Road and Assiniboine Drive
  - Vehicles turning onto Assiniboine and immediately turning into the 7-11 driveway access are causing congestion. Suggest low profile median barrier to block left turns into 7-11.
  - Lane ends abruptly.
  - Confusion about which lane the drivers should be in. Suggest a sign to clarify. Was better as one wide lane.
- Warman Road across from Assiniboine Drive – crossing railway tracks
  - Needs connection for pedestrians and cyclists.
- Ravine Court
  - Need accessibility ramp to the library.
- Primrose Drive and Coppermine Crescent
  - Pedestrian Activated Signal is still there so should be added to the map in case people think it's being removed.
- Spadina Crescent between 33<sup>rd</sup> Street and Queen Street
  - Will there be a bike lane there in the future so bikes aren't mixed in with traffic?

- Concrete walkways/pathways between Coppermine Crescent across Churchill Court and Ravine Court to Coppermine Crescent
  - Need to be maintained. Snow and ice pile up. Drainage needs improvement.
- Churchill Drive and Ravine Drive
  - Water is pooling in the northwest corner all winter long.
- Ravine Drive in front of school
  - Increase grade to improve drainage around curb extensions. Make sure this isn't repeated with other curb extensions.
- Coppermine Crescent and Primrose Drive
  - Sign is missing for mall parking lot. Will it be replaced or will something more physical be installed to restrict eastbound left turns into mall parking lot?

**Group 3: Nathalie Baudais**

- Churchill Drive and Ravine Drive/Ravine Court
  - Supportive of the recommendations.
- Ravine Drive and Churchill Court
  - Eliminate the crosswalk on the opposite side of the intersection.
- Assiniboine Drive and St. Lawrence Crescent
  - Supportive of the recommendations.
  - Stop signs are already helping.
- Assiniboine Drive and Nahanni Drive
  - Supportive.
  - Challenging to cross as pedestrians because of the hill.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Supportive, the 4-way stop is necessary.
- Spadina Crescent and extension of Sandy Court
  - Supportive of the recommendations.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Supportive of the device.
  - Concerned that RRFB device is not that visible in daytime.
  - Lack of lighting. Pedestrians in the crosswalk are in the shadow of the freeway bridge.
  - Crosswalk should be on the other side of the bridge.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
- Stop/Yield infill
  - Supportive.
- School zones
  - School zone should include 4-way stop at Assiniboine Drive and Ravine Drive.

- Some schools have flashing rolling silhouette signs (might be a school division initiative). Would like these for the schools and a flashing beacon on top of the school zone sign, especially the flashing lights during school hours.
- Lots of U-turns in the school zone, especially at Churchill Court.
- Would like automated speed enforcement in school zones.
- Forward speed data to police for enforcement for locations with speeding.
- Assiniboine Drive
  - Would like enforcement of speeds on Assiniboine Drive.
  - Passing should be restricted on Assiniboine Drive.
  - Would like a speed display board on Assiniboine Drive heading down the hill by Nahanni Drive.

#### **Group 4: Mingqing Deng**

- Supportive of all of the recommendations at all locations.
- 2000 block of Spadina Crescent
  - Traffic speeds are high, it seems like more than 60km/h.
  - Accident rate is high here.
  - It's difficult to exit driveways.
- Coppermine Crescent and Primrose Drive
  - Keep the lights and the pedestrian push button at the west intersection.
- Keep Coppermine Crescent full closure in place.
- Assiniboine Drive
  - Post speed limit signs on Assiniboine Drive.

#### **Group 5: Chelsea Lanning**

- Churchill Drive and Ravine Drive/Ravine Court
  - Supportive of the recommendations.
  - Use longer lasting paint on the streets.
- Ravine Drive and Churchill Court
  - Supportive of the recommendations.
  - Speeding can be worse in the summer time.
- Assiniboine Drive and St. Lawrence Crescent
  - The road is narrow with parked cars on the northbound side in the winter.
  - Jay-walkers come out from between parked cars and you don't see them as you come around the curve between Warman Road and St. Lawrence Crescent
  - Busy with multiple lanes and lane drop.
  - Stop signs recently installed are leaning. They need some maintenance.
- Assiniboine Drive and Nahanni Drive
  - Supportive of the recommendation.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Supportive of the recommendation.
- Spadina Crescent and extension of Sandy Court

- Supportive of the recommendation for a pedestrian crossing, but suggest that it should have a pedestrian crossing device for the speed there. Also suggest lowering the speed as an alternative to a device.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Supportive of the recommendation.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
  - Suggest an automated speed enforcement camera.
- Stop/Yield infill
  - Supportive of the recommendation.
- Enforcement should be done in ghost cars, not cruisers.
- Ravine Drive and Assiniboine Drive
  - Intersection should be narrowed to fit only one car in each direction at the stop signs.
- Spadina Crescent
  - Busses/coaches are using Spadina Crescent. They are speeding. Should they be there?
  - Speeding is an issue midblock between Ravine Drive and Pembina Avenue in front of the houses. Suggest lowering the speed limit to 50 km/h in front of the houses so people can get out of driveways or installation of an automated speed enforcement camera.
  - Snow removal on Spadina Crescent is poor.
- Churchill Drive snow clearing practice should be to remove windrows. School busses have a hard time getting through when they meet another vehicle because it's narrow.
- Need a speed limit sign on Assiniboine Drive near Warman Road eastbound.
- City wide
  - Left hand turns are dangerous. There should be a protected left turn phase at signals. People go through red lights adding to how dangerous they are.

### **Next Steps**

1. Mail-in or email comments no later than November 8, 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 Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

### **Question and Answer**

Q: Can we post the report on the website before it is approved by City Council?

A (Nathalie): Agenda is public and goes to Community Associations. We don't typically post reports prior to Council approval.

Q: How do you use traffic circles? Are they to slow people down?

A (Chelsea): There are different levels of traffic circles. Small traffic circles are used on less busy roadways. They do slow drivers down similar to other horizontal deflection devices. They are also a type of traffic control measure. The intersection of Assiniboine Drive and St. Lawrence Crescent would require more investigation and would likely require a full, larger traffic circle due to the traffic volumes there.

Q: The hill at Ravine Drive and Assiniboine Drive is slippery and needs to be sanded in winter.

A (Chelsea): We will pass this comment on to the Roadways and Operations group.

Q: What about a mini-roundabout at Assiniboine Drive and St. Lawrence Crescent instead of 4-way stop?

A (Chelsea): This location doesn't meet criteria for a mini-roundabout due to the traffic volumes through the intersection.

Q: Island at Primrose Drive and Lawson Heights mall has a sign knocked down on top of it. Does it need to be replaced to restrict left turns or make it into a proper right angle entrance?

A (Nathalie): This sign is part of the Lawson Heights mall development and they are responsible for these signs.

Q: Was a pedestrian activated device considered for Assiniboine Drive and Churchill Drive?

A (Chelsea): It is a pedestrian corridor right now. We discussed upgrading to a pedestrian activated corridor. We looked at the traffic volumes and pedestrians there. Since there are curb extensions, it already exceeds our pedestrian crossing policy standards, so we didn't recommend an upgrade.

Q: Will traffic data be available?

A (Chelsea): Yes, it will be in the report appendices that go forward to City Council.

Councillor Donauer: We are working on a pedestrian and cyclist connection across railway tracks across Warman Road from Assiniboine Drive. The crossing must be approved by the railway in order to proceed.

Q: How will you make all of the neighbourhood aware of recommendations? Especially if you suggest a roundabout or something. Not everyone comes to the meetings. They might oppose the recommendations.

A (Chelsea): During the implementation phase, residents are notified with flyers. Sometimes we hear from residents during the implementation phase. Our recommendations are based on data we collected, so we have justification for the recommendations that we explain to the residents that we hear from later in the process.



# River Heights Neighbourhood Traffic Review

Thursday, October 11, 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

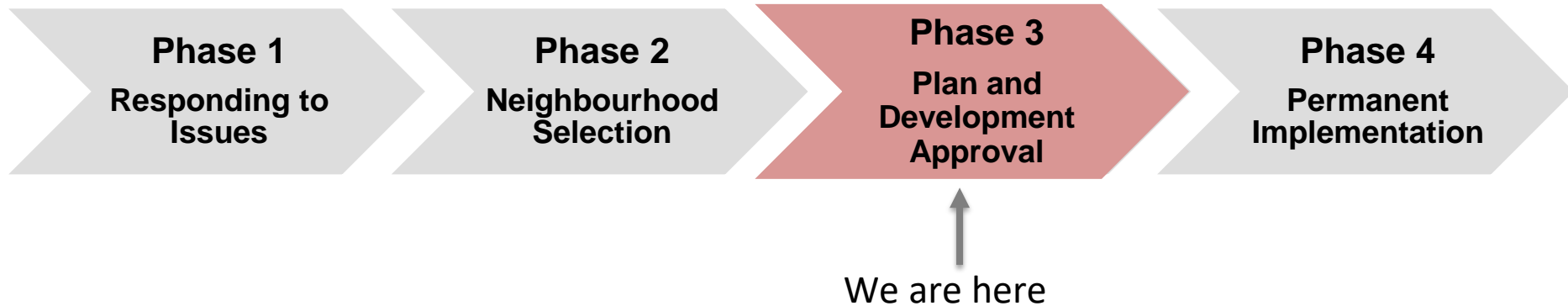
# River Heights Study Area

- Study Limits
  - Warman Road, Primrose Drive/La Ronge Road, Spadina Crescent, Circle Drive

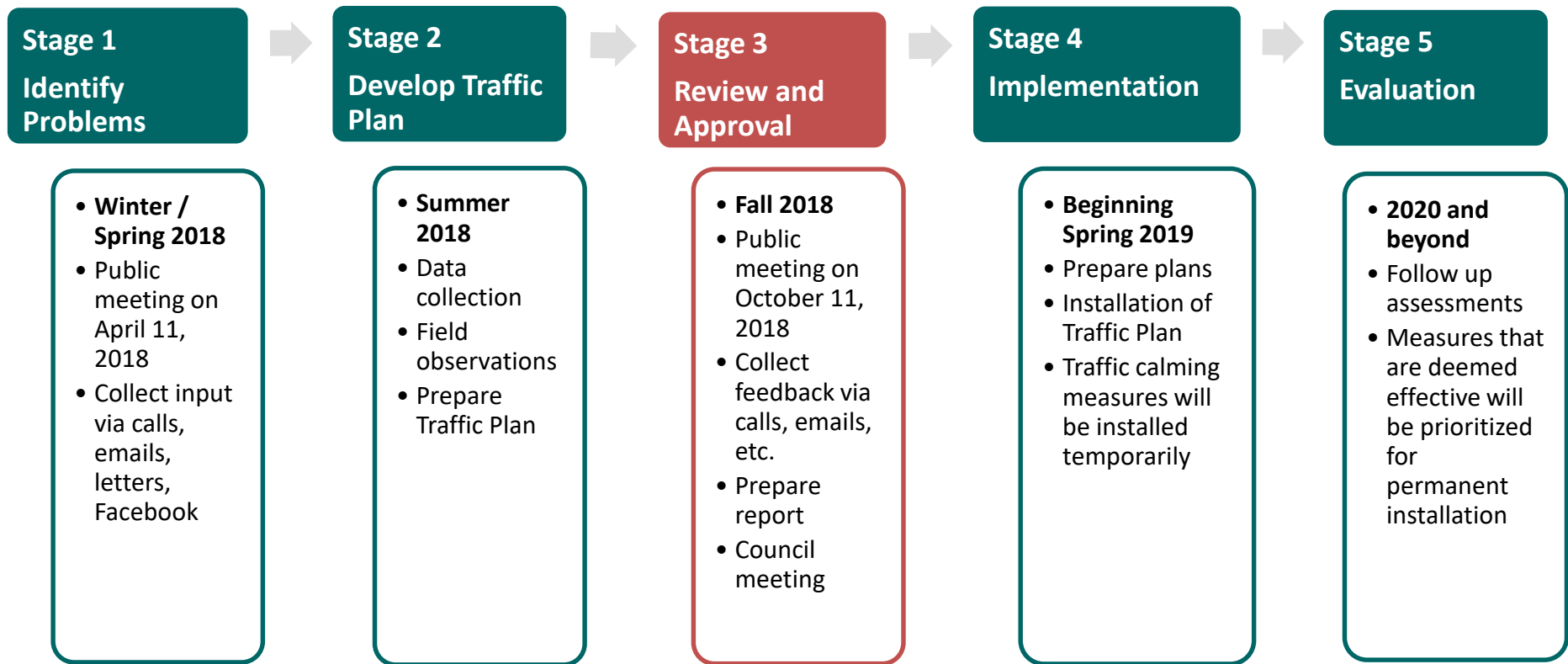
- Local and collector roads



# Neighbourhood Traffic Review Process



# Neighbourhood Traffic Review Schedule





# What We Heard

## A. Speeding / Short-cutting Concerns:

- Assiniboine Drive
- Churchill Drive
- Ravine Drive
- Spadina Crescent
- Coppermine Crescent
- Albany Crescent
- School Zone compliance

# What We Heard

## B. Pedestrian Safety Concerns:

- Churchill Drive & Ravine Drive
- Churchill Drive & Churchill Court
- Assiniboine Drive generally
- Spadina Crescent near Sandy Court
- Spadina Crescent & Pembina Avenue

# What We Heard

## C. Intersection Safety and Delay Concerns:

- Assiniboine Drive & Saguenay Drive
- Ravine Drive & Churchill Drive
- Assiniboine Drive & St. Lawrence Crescent
- Assiniboine Drive & Ravine Drive

## D. Other Concerns:

- Assignment of the right of way

# What We Did

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

# What We Propose

- Median islands
- Curb extensions
- Standard & Zebra crosswalks
- Rectangular Rapid Flashing Beacon
- Speed display board

# Median Island



# Curb Extensions



# Standard Crosswalk





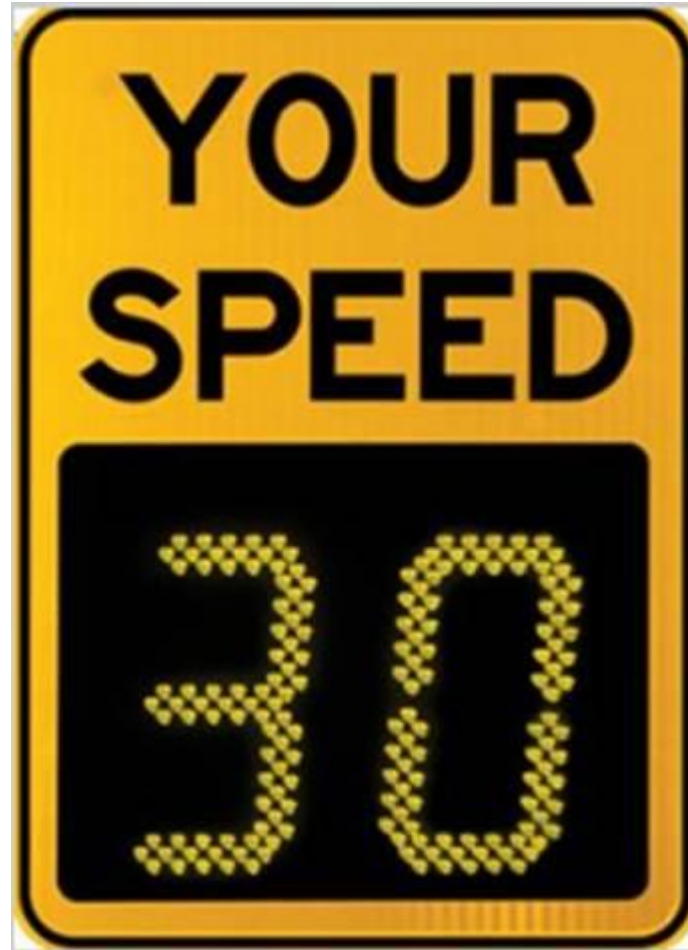
# Zebra Crosswalk



# Rectangular Rapid Flashing Beacon



# Speed Display Board

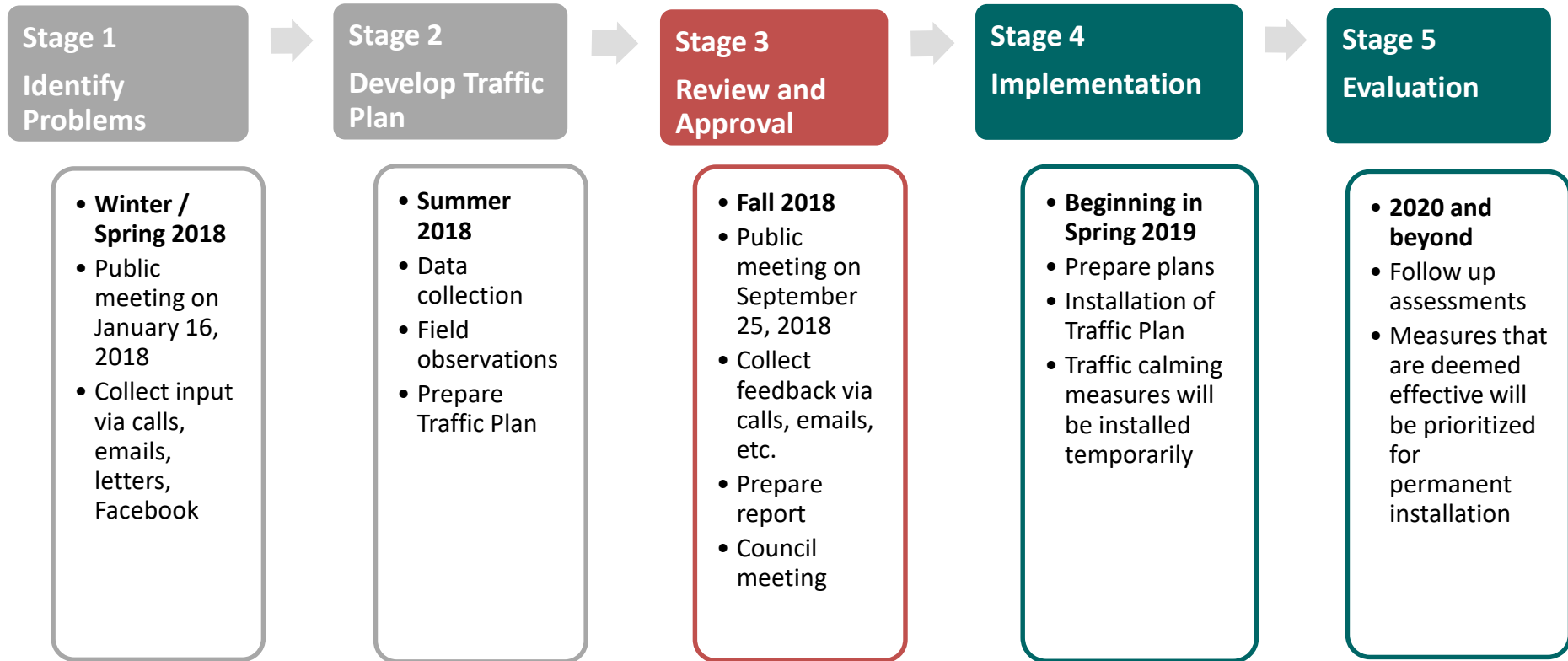


# Small Group Discussions

# How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

# Next Steps



# Next Steps

1. Send comments no later than **November 8, 2018**
2. Additional public input via the Engage page no later than **November 8, 2018**  
<https://www.saskatoon.ca/engage/river-heights>
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?

# Stay Engaged

## Join our Facebook group

The screenshot shows a Facebook group page. At the top, the search bar contains 'Neighbourhood Traffic Review - River Heights'. The group name is 'Neighbourhood Traffic Review - River Heights' and it is a 'Public Group'. The cover photo is a scenic view of a paved path winding through a park-like area with trees and a body of water in the background. Below the cover photo is a '+ Join Group' button and a 'More' button. The left sidebar has navigation options: 'About', 'Discussion', 'Events', and 'Photos'. Below that is a search bar for the group. The main content area shows an announcement from 'Traffic Review' dated December 28, 2017, with a link icon. The announcement text reads: '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 River Heights. This page is for residents of this neighbourhood inclusively, bound by Primrose Dr/Churchill Dr/La Ronge Rd (north), the river (east), Circle Dr (south), and Warman Rd (west).'

Subscribe for updates at  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

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

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

## Neighbourhood Traffic Reviews

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

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

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

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

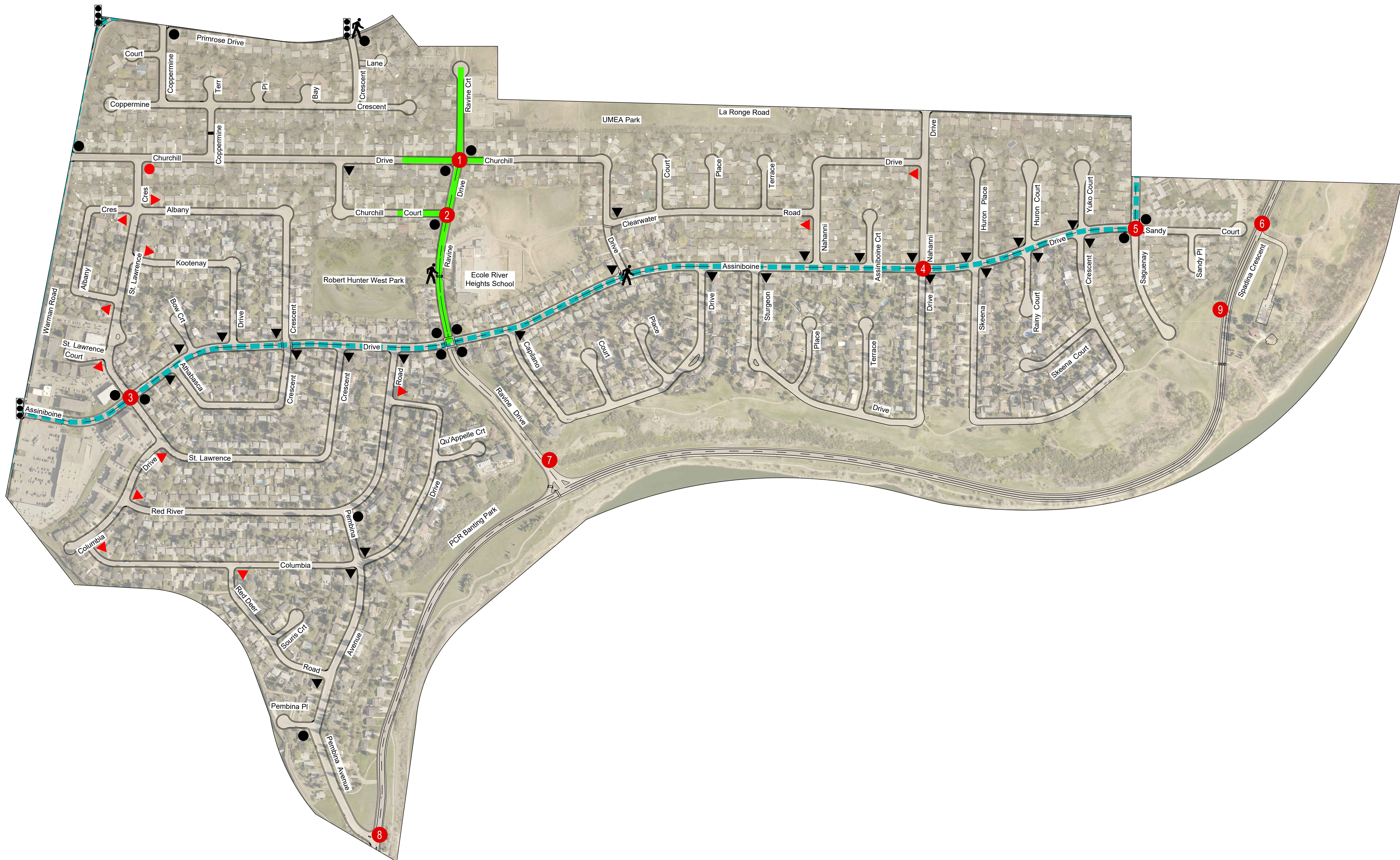
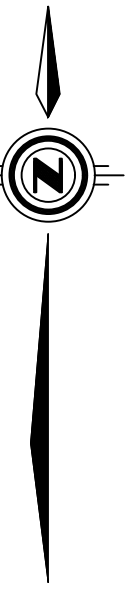
Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

[Subscribe to Traffic Review Notifications](#)







### LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- PROPOSED STOP SIGN
- ▼ PROPOSED YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⬆️ EXISTING TRAFFIC SIGNAL
- ⬆️🚶 EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶 EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- 🚶 EXISTING PEDESTRIAN CORRIDOR LOCATION
- # RECOMMENDATION

FOR COMMENTS & INFORMATION VISIT:

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

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

# RIVER HEIGHTS TRAFFIC PLAN



# Appendix G

## Decision Matrix

**Appendix G: Decision Matrix**

Item	Location	Recommendation	Reason	David's Group	Mariniel's Group	Nathalie's Group	Min's Group	Chelsea's Group	Decision	
1	Churchill Drive & Ravine Drive/Ravine Court	4-way stop control	Balanced traffic volumes warrant an all-way stop control. This will also aid in safe pedestrian crossing in the school zone.	Not supportive of 4-way stop. Don't see the need because traffic volumes are low; wonder how many collisions there have been at this location.	Supportive.	Supportive.	Supportive.	Supportive.	Carried.	
		Zebra crosswalk painting	Zebra crosswalks are now standard in school zones.	Want zebra crosswalks.	Supportive.	Supportive.	Supportive.	Supportive. Use longer lasting paint on the streets.	Carried.	
		Median island (all legs)	Increase visibility of stop signs.	Concerned about impact on snow removal and sweeping if median islands are installed, and cost on equipment.	Supportive. It's very difficult to see the median island in winter. Make it more visible with some reflective signs around perimeter of the islands. Median islands will reduce U-turns that are currently occurring.	Supportive.	Supportive.	Supportive.	Supportive.	Carried.
		Pedestrian ramp installation	Improve accessibility in the school zone.	Supportive of pedestrian ramp installation.	Supportive.	Supportive.	Supportive.	Supportive.	Supportive.	Carried.
2	Ravine Drive & Churchill Court	Curb Extensions (all legs)	Reduce speeds and discourage U-turns in the school zone.	Not supportive.	Pooling of water near the existing curb extensions make it difficult as a pedestrian. Maybe curb extensions would be more visible by relocating the sign post.	Eliminate the crosswalk on the opposite side of the intersection.	Supportive.	Supportive. Speeding can be worse in the summer time.	Carried.	
		Pedestrian ramp installation (west leg)	Improve accessibility in the school zone.	Supportive of pedestrian ramp installation.	Supportive.		Supportive.	Supportive.	Supportive.	Carried.
3	Assiniboine Drive & St. Lawrence Crescent	Median island with curb extensions (west leg)	Increase visibility of the pedestrian crossing and reduce speeds for traffic entering the residential portion of the neighbourhood.	Not supportive. Suggest considering a roundabout, but there were mixed feelings with that amongst the group.	Supportive. There is a tree obstructing sight lines on the northeast corner of the intersection.	Supportive.	Supportive.	The road is narrow with parked cars on the northbound side in the winter. Jay-walkers come out from between parked cars and you don't see them as you come around the curve between Warman Road and St. Lawrence Crescent. Busy with multiple lanes and lane drop. Stop signs need some maintenance.	The median island and curb extensions will be placed on the east side of the intersection to facilitate eastbound right turns.  Roundabout not recommended at this location.	
		Zebra crosswalk markings	Increase visibility of the pedestrian crossing.	Suggested considering a pedestrian device here.	Supportive.	Supportive.	Supportive.	Supportive.	Supportive.	Carried.
4	Assiniboine Drive & Nahanni Drive	Median island (east & west legs)	Reduce speeds.	Not supportive.	Supportive.	Supportive. Challenging to cross as pedestrians because of the hill.	Supportive.	Supportive.	Carried.	

Item	Location	Recommendation	Reason	David's Group	Mariniel's Group	Nathalie's Group	Min's Group	Chelsea's Group	Decision
5	Assiniboine Drive/Sandy Court & Saguenay Drive	4-way stop	Balanced traffic volumes warrant an all-way stop control.	Not supportive of 4-way stop. The volumes are low so don't see the need.	Supportive.	Supportive. The 4-way stop is necessary.	Supportive.	Supportive.	Carried.
6	Spadina Crescent & extension of Sandy Court	Zebra crosswalk	Increase visibility of the pedestrian crossing.	Supportive of a pedestrian crossing here.	Supportive of pedestrian crossing here.	Supportive.	Supportive.	Supportive, but suggest that it should have a pedestrian crossing device for the speed there. Also suggest lowering the speed limit as an alternative to a device.	Carried.  Pedestrian device not warranted at this location based on Pedestrian Crossing Policy.
		Pathway connection from Sandy Court to Spadina Crescent sidewalk	Provide pedestrian link from the neighbourhood to the Meewasin pathway system.		Supportive.	Supportive.	Supportive.	Supportive.	Carried.
		Pedestrian ramp installation (west side)	Improve accessibility.		Want to make sure both sides have accessible ramps.	Supportive.	Supportive.	Supportive.	Carried.  East side has accessible access.
7	Ravine Drive	Install 50km/h speed limit sign (NB)	Speed limit sign is missing and will be re-installed.	Supportive.	Supportive.	Supportive.	Supportive.	Supportive.	Carried.
8	Spadina Crescent & Pembina Avenue	Install Rectangular Rapid Flashing Beacon (RRFB)	Increase visibility of pedestrian crossing.	Parking is too close to the median island making the northbound left turn difficult. Question placement of the median island.	Supportive. Rebuild curb on southwest corner. Shortcutting to pathway exists here. Would like the cattle trail paved as a pathway.	Supportive of the device. Concerned that RRFB device is not that visible in daytime. Lack of lighting; pedestrians in the crosswalk are in the shadow of the freeway bridge. Crosswalk should be on the other side of the bridge.	Supportive.	Supportive.	Carried.  Median island placement and parking restrictions have been reviewed and modifications made.  Pathways in Meewasin Park are the responsibility of Meewasin.  Visibility will be considered during the design of the RRFB device.
9	Spadina Crescent near Meewasin parking lot	Speed Display Board	Reduce speeds.	Supportive.	Supportive.	Supportive.	Supportive.	Supportive. Suggest an automated speed enforcement camera.	Carried.
10	Yield Infill	Various (shown as red triangles)	Assign right of way.	Generally supportive. A lot of concern raised over the cost of the signs.	Supportive.	Supportive.	Supportive.	Supportive.	Carried.

## **Appendix H**

Additional Concerns Received  
After Presentation of Draft Plan

## Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Warman Road & Assiniboine Drive	Southbound left turn is difficult. It's easier to turn at Churchill Drive than it is at Assiniboine Drive.	This comment will be forwarded to the traffic signal timing specialist for consideration.
	Vehicles turning onto Assiniboine Drive and immediately turning into the 7-11 driveway access are causing congestion. Suggest low profile median barrier to block left turns into 7-11.	This is a legal crossing. No revisions are recommended.
	Lane ends abruptly (on Assiniboine Drive). Confusion about which lane the drivers should be in. Suggest a sign to clarify. Was better as one wide lane.	This location will be reviewed to assess the need for signage.
Warman Road across from Assiniboine Drive	Needs connection for pedestrians and cyclists.	The Administration is in discussions with Canadian National (CN) regarding the possibility of pedestrian crossings of the CN rail tracks from River Heights to the North Industrial Area.
Assiniboine Drive	Would like enforcement of speeds on Assiniboine Drive. Passing should be restricted on Assiniboine Drive. Would like a speed display board on Assiniboine Drive heading down the hill by Nahanni Drive.	Request for enforcement and speed data will be forwarded to Saskatoon Police Service. Pavement markings cannot be used to restrict passing on Assiniboine Drive due to the driveway accesses. A solid centreline would indicate that drivers could not cross. Traffic calming measures have been recommended to address speeding on Assiniboine Drive.
	Need a speed limit sign eastbound near Warman Road.	Speed limit sign exists. The placement will be reviewed to ensure it is visible.
Ravine Drive & Assiniboine Drive	Intersection should be narrowed to fit only one car in each direction at the stop signs.	There are transit bus stops on Assiniboine Drive on the far side of this intersection. To ensure that there is sufficient bus access to the stops, narrowing the lanes through the intersection is not recommended.
Ravine Court	Need accessibility ramp to the library.	This concern will be sent to the Lawson Heights Civic Centre Facility for review. A ramp onto Ravine Court at the pathway entrance is not recommended.
Ravine Drive in front of École River Heights School	Increase grade to improve drainage around curb extensions. Make sure this isn't repeated with other curb extensions.	Drainage concern will be forwarded to Roadways, Fleet & Support Division.
Churchill Drive and Ravine Drive	Water is pooling in the northwest corner all winter long.	Drainage concern will be forwarded to Roadways, Fleet & Support Division.
Coppermine Crescent & Primrose Drive	Sign is missing for mall parking lot. Will it be replaced or will something more physical be installed to restrict eastbound left turns into mall parking lot?	The intent of the channelized island at the mall entrance is to restrict southbound left turns from the mall onto Primrose Drive. Eastbound left turns into the mall access are permitted.

Location	Concerns	Decision
Coppermine Crescent & Primrose Drive	Keep the lights and the pedestrian push button at the west intersection.	Comment noted.
Coppermine Crescent closure	Keep full closure in place.	There is no recommendation to make changes to the existing closure.
Churchill Drive	Snow clearing practice should be to remove windrows. School busses have a hard time getting through when they meet another vehicle because it's narrow.	Comment will be forwarded to Roadways, Fleet & Support Division for consideration.
Spadina Crescent	Busses/coaches are using Spadina Crescent. They are speeding. Should they be there?	There are no restrictions for buses / coaches using Spadina Crescent. Speeding concerns should be reported to the Saskatoon Police Service for enforcement.
	Speeding is an issue midblock between Ravine Drive and Pembina Avenue in front of the houses. Suggest lowering the speed limit to 50kph in front of the houses so people can get out of driveways or installation of an automated speed enforcement camera.	A review of the speed limits on residential streets is currently underway. The Administration will be providing a report to Council in fall 2019.  Speed display board is included in the recommendations.  Speed data will be forwarded to Saskatoon Police Service to consider enforcement.
	Snow removal is poor.	Comment will be forwarded to Roadways, Fleet & Support Division for consideration.
2000 block of Spadina Crescent	Traffic speeds are high. It seems like more than 60kph. Accident rate is high here. It's difficult to exit driveways.	Comment will be forwarded to Saskatoon Police Service to consider enforcement.
Concrete walkways/pathways between Coppermine Crescent across Churchill Court and Ravine Court to Coppermine Crescent	Need to be maintained. Snow and ice pile up. Drainage needs improvement.	Comment will be forwarded to Roadways, Fleet & Support Division for consideration.
School Zones	Should include 4-way stop at Assiniboine Drive and Ravine Drive. Some schools have flashing rolling silhouette signs (might be a school division initiative). Would like these for the schools and a flashing beacon on top of the school zone sign, especially the flashing lights during school hours. Lots of U-turn in the school zone, especially at Churchill Court. Would like automated speed enforcement in school zones.	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. The school silhouette program is managed by the School Division and Saskatoon Police Service.  U-turns at Churchill Court and Ravine Drive are being addressed through recommendation 2 in this report.  The automated speed enforcement program is administered through SGI and the Province.
	Forward speed data to police for enforcement in school zones.	Speed data collected as part of the study will be provided to the Saskatoon Police Service.



Location	Concerns	Decision
City wide	Left hand turns are dangerous. There should be a protected left turn phase at signals. People go through red lights adding to how dangerous they are.	Comment noted.
	Enforcement should be done in ghost cars, not cruisers.	Comment will be forwarded to Saskatoon Police Service.
Spadina Crescent between 33 <sup>rd</sup> Street and Queen Street	Will there be a bike lane there in the future so bikes aren't mixed in with traffic?	This portion of Spadina Crescent is outside of the study area boundary, but the comment will be forwarded to the active transportation program manager.

# Appendix I

## Public Feedback

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Tuesday, March 20, 2018 4:46 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights Traffic review

Hello. I tried to find the Facebook page but couldn't so I will leave my review here. I have a daughter at River Heights School. The snow needs to be picked up immediately after being plowed. It is extremely dangerous to have huge snow drifts. There are many parents who have more than 1 child that they need to strap into a car seat. Now imagine doing that basically in the middle of the street because we have to park 5 feet off the sidewalk. There are cars literally inches away as I'm trying to attend to my young child. The snow banks are slippery and having my older child have to climb on them to get into the car, she's lucky if she doesn't slide under the car. They cause blind spots and restrict an already very limited parking area for parents. I would like to see the banks picked up as soon as the roads are plowed. They are just dangerous and an easy fix! Thank you.

Sent from my iPad

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Tuesday, March 20, 2018 8:07 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Traffic review

Problem intersection LaRonge Rd. And Pinehouse drive, also speeders on Pinehouse drive. Need controls very bad for seniors.

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Wednesday, March 21, 2018 1:06 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights - Neighborhood Traffic Review

Hi,

I understand there is going to be a River Heights traffic review on April 11. I am unable to attend however I would like to put forth my concerns on one particular area:

**Saguenay Dr and Assinibone Dr** – something needs to be done with the Stop sign at this intersection. I reside and have witnessed several accidents and hundreds of incidents of this stop sign being ran. People do not see this sign! Nor do they expect it to be there. I cannot count how many times I have almost been hit entering or exiting our cul de sac.

This sign needs to be made more **visible**, it needs to come off of the light post it is currently mounted on and be mounted on its own post so it is closer to the lane of traffic  
OR it needs to be mounted in the center of the street with surrounding rubber curbs as I have seen done with cross walk signs etc.

Spend an hour at this intersection and you will be convinced that there needs to be something done here.

Thank you,

## Lanning, Chelsea (TU - Transportation)

---

**From:**  
**Sent:** Thursday, March 22, 2018 4:06 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Traffic Concerns

I live at :

I have the following concerns:

1. There are more than 20 manhole covers on Assiniboine Dr. between Saguenay and Ravine Drive. Many of these covers need resurfacing around them in order to prevent Smart cars from going ballistic. Roads with major waterlines and bus lines such as this need better maintenance.
2. The blockade on Coppermine Cr. needs to be removed. A lot of traffic to and from the Lawson Mall is forced to go down Warman Road which results in traffic tieups on Warman Rd. during rush hour. Many of these folks are just trying to get back home and are forced to drive down Warman Rd to Assiniboine Dr. or Churchill Rd. This also adds to global warming as cars are idling and not moving.

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Sunday, March 25, 2018 5:32 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Traffic Concerns

Hi received your letter in mail and wanted to mention if more could be done at corner of Pinehouse and Spadina/Whiteswan, I find most vehicles and especially the loud mufflers going south open her right up and the noise is terrible especially in the summer when we enjoy opening our windows. Maybe speed bumps like Howell Ave, or you'd make a lot of money off a traffic camera like on 33rd! Please consider some change as it's a beautiful area and location. Thank you for your consideration,

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Monday, March 26, 2018 1:11 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights Traffic Review

For your consideration regarding the River Heights traffic review:

Location: Intersection of La Ronge Road and Pinehouse Drive

Primary issue is pedestrian safety. When an eastbound vehicle on Pinehouse has slowed to make a right hand turn on to La Ronge, other straight-through eastbound vehicles following behind will often pass the turning vehicle on the left. This occurs within or near the pedestrian crosswalk on Pinehouse where the turning vehicle can block the view of any pedestrians crossing from the south side.

This intersection was on my work commute route for over 27 years. With a bus stop, seniors residence, and several apartments nearby, there are numerous pedestrians of all ages that attempt to cross at this intersection. In that time I have seen several dangerous near-miss situations. In my view, the reasons are-

1. Although Pinehouse Drive primarily operates with two opposing driving lanes and two parking lanes, it is wide enough to physically accommodate the opportunity to make the dangerous passes noted above.
2. During my experience as a driver, cyclist, and a pedestrian in Saskatoon I have concluded that Saskatoon is very much a vehicle-centric city with a lack of respect for pedestrians and crosswalks.
3. There are no traffic calming devices anywhere between Primrose Drive and Whiteswan Drive to slow down traffic on Pinehouse.

A secondary issue at this intersection is the difficulty of making a left hand turn from La Ronge onto Pinehouse. During peak hours, making this maneuver requires considerable driver alertness and confidence. There are numerous elderly drivers from the nearby seniors' complex that often struggle with this challenging turn.



## Proposed Mitigation:

Since changing Saskatoon's vehicle-centric culture is all but impossible, the issues at this intersection are best addressed by physical means:

1. Best solution- Install a three-way stop sign at this intersection. This would require straight through eastbound vehicles on Pinehouse to stop before passing turning vehicles and the presence of pedestrians would be more evident. Maybe they would even let pedestrians cross the road. Additionally, vehicles turning left from La Ronge onto Pinehouse would be treated equally to those on Pinehouse. While I laud the City for not resolving every intersection issue with stop signs, I believe this is the most appropriate solution in this location.
2. Second choice - Install curbing to throttle Pinehouse down to one lane each way at the intersection. While this would eliminate the ability of vehicles to pass others in the crosswalk, it will not increase driver's respect for pedestrians trying to cross Pinehouse. In other such installations (ex- Assiniboine Drive at Churchill Drive), it is rare that a vehicle will stop to allow a pedestrian to cross. These designs are also more expensive and make snow clearing and other maintenance more difficult.

I don't know if Pinehouse traffic count data suggests a three-way stop is warranted but I do know this is a dangerous intersection, particularly for pedestrians. As the consequences of a vehicle-pedestrian accident can be much greater than a typical fender bender, please consider proactive measures at this location. Let's not wait until we have to react to a tragedy.

Thank you,

## **Lanning, Chelsea (TU - Transportation)**

---

**From:**  
**Sent:** Tuesday, March 27, 2018 1:07 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights Traffic Concerns

The intersection at Warman Road and Assiniboine Drive is troublesome. There are many that speed through Red and Orange lights making it difficult to make a left hand turn onto Assiniboine. That intersection could use a turning green arrow at all times, or more frequently than it is set at now.

Another spot (crosswalk at St Lawrence and Assiniboine) should be painted brighter, so pedestrians can cross and cars come to a stop. Many ignore that crosswalk.

Thank you,

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Thursday, March 29, 2018 9:33 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Traffic concerns

Thank-you for this opportunity to voice my concerns regarding traffic in this area that I believe will only become worse and soon.

It is becoming clear to me that the traffic on Pinehouse is getting heavier each year. A large complex was built near the end of Pinehouse and when fully rented, there will be more cars on the road making it even more difficult to make a left turn on to Pinehouse from La Ronge Road. There is also a large bush on that corner that tends to obstruct one's view making it even more dangerous.

I would like to suggest that a light that perhaps could include an arrow could be placed on the above mentioned Corner, improving the safety of drivers.

Regards,

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Saturday, March 31, 2018 2:59 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights Traffic review

- 1) School zone U turns prohibited as of council meeting July 19/2013. Numerous daily violations of this occur at the intersection of Churchill Court and Ravine Dr. at River Heights School. Signage required, note sent from school to River Height School parents and then enforcement.
- 2) Northbound traffic on St. Lawrence Crescent has right of way over eastbound traffic on Churchill Dr. T intersections have the same rules as four way intersections. I have had a couple of close calls with people who do not know the law. Put up a yield sign for St. Lawrence north bound and eliminate the problem.
- 3) Four way stop at Assinibione and Ravine Drive is routinely ignored especially by cyclists.
- 4) Leaving Churchill Drive to proceed north on Warman Rd. People northbound on Warman frequently fail to signal intentions to enter far right lane as you enter this lane. The result is that most people will not leave Churchill until all northbound lanes are clear. This can result in backups and frustration. This would be hard to enforce except for the occasional ticket for failure to signal a lane change. Thank You

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Tuesday, April 03, 2018 10:34 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** For River Heights - Neighbourhood Traffic Review

Good morning,

Please note there are a number of significant and growing cracks/breaks in sidewalks on La Ronge Road, an increasing tripping hazard for users. Many of the residents on this street are seniors (I'm one of them), some with vision and mobility issues, including residents of Bethany Manor. It would be greatly appreciated if the City would address this concern promptly to prevent any serious injury.

Thank you for inviting comments.

Confirm Email: 1

Neighbourhood where you live: River Heights

Phone Number:

==Your Message==

Service category: Traffic Issues

Subject: Neighbourhood Traffic Review for River Heights

Message:

The higher speed traffic along Whiteswan/Spadina Crescent poses a risk to pedestrians who attempt to cross midwalk to and from the ski hut and playground on the extreme east side of the road. Perhaps a flashing warning light (as in place by Kinsmen Park) should be installed to alert vehicle traffic of pedestrians crossing.

Accumulated banks of snow along curbs created by grading in front of neighbourhood schools, pose a risk to students who try to enter or exit vehicles. Graded snow should immediately be removed from this street.

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

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Wednesday, April 04, 2018 10:39 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** NTR River Heights

We would like to draw the City's attention to all the cars driving/parking in Meewasin park - in particular off Capilano Drive.

This results in ruts left in grass, trash strewn about and open alcohol/drug use. Police are regularly called to attend.

We were wondering if it would be possible to put up some type of barrier to discourage this.

Thank you,

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Thursday, April 05, 2018 8:50 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Re: Traffic Review for River Heights

Re: River Heights Traffic

Thank you for the opportunity to express an ongoing traffic problem I have on my street in River Heights. My family and I have lived at \_\_\_\_\_ver Heights for \_\_\_\_\_ Two years ago a large, commercial, 30-child daycare business opened \_\_\_\_\_ The traffic issues created by this business are exceedingly unfair to us. The following points should serve to illustrate what we mean:

- City of Saskatoon bylaws state that daycares such as this one must have a drop-off space and one parking space for each 10 kids. This daycare has none of this. It uses narrow Ravine Court \_\_\_\_\_ for all their staff parking and daily drop-offs. They get around the rule by claiming the school parking lot at the far end of St. Anne School (which they are not allowed to use) is theirs. Anywhere from five to seven of the daycare staff's vehicles park on Ravine Court for 11 hours a day every weekday of the year.
- Staff and parent vehicles begin arriving on Ravine Court each weekday at 7 a.m. Vehicles are often left running during drop-off and pick-up, vehicle lights remain on and we are forced to listen to a daily chorus of everything from door slamming to children screaming. That's more than 35 vehicles every morning at breakfast time, 35 more at suppertime, as well as vehicles coming and going throughout the day. Add to this the regular service vehicles, delivery trucks and maintenance staff. The last daycare vehicles don't leave Ravine Court until after 6 p.m. For most of the week, they've turned Ravine Court into their own personal parking lot and drop-off zone.
- Daycare businesses do not follow school schedules, so we deal with all this disruption all summer long and over Christmas, Easter, spring and other school breaks.
- With daycare staff taking so many parking spots \_\_\_\_\_ no place to park on the street near our homes. I built driveways \_\_\_\_\_ great trouble and expense – for myself and my tenant. Two driveway entrances on city sidewalks alone cost \$1,000. Some 30 to 40 vehicles a day picking up and dropping off children repeatedly pull u-turns across my driveway entrance, the city sidewalk and even onto my front lawn.
- For the past two years my neighbors and I have tried to remedy this situation – unsuccessfully – by politely expressing our concerns to everybody from the daycare itself, to St. Anne School, to the Catholic school board and several City of Saskatoon departments from Parking and Land Use to the Saskatoon Police Service. Because there are no city bylaws, rules, follow-up, check-ups in place governing these businesses, daycares are answerable to no one.

My questions for your survey are, then:

- 1) When the City of Saskatoon allowed large, commercial daycares to locate in the heart of residential neighborhoods, did they have any idea of the traffic issues they would create for tax-paying residents already living there?
- 2) Why is there no follow-up by the City to assess neighborhood impact or bylaws in place to hold these hugely profitable (\$30,000/mo. gross) businesses accountable for these actions?
- 3) Why are large for-profit daycare businesses allowed to skirt existing city land use, noise, parking and business zoning bylaws? Just calling themselves 'learning centres' doesn't make them schools, deserving of special school zone designation and privileges. A 7-11 store across the street could hardly be more disruptive.
- 4) Why should this traffic situation in my neighborhood be allowed to continue? With all the empty commercial space available in this city, why can't this daycare be moved to an appropriate business area instead of staying and disturbing residents in the heart of a quiet residential zone?



## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Monday, April 09, 2018 9:11 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights Traffic

I've always been curious why Saguenay Dr. and Assiniboine the stop sign is on Assiniboine...all the other feeder streets have to Yield but not Saguenay, did the mayor used to live on Saguenay Dr. I find it confusing, especially on my bike. Couldn't Saguenay yield or stop like the others..

## Lanning, Chelsea (TU - Transportation)

---

**From:**  
**Sent:** Wednesday, April 11, 2018 4:59 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Traffic Review Input

Good morning.

We live at [redacted] There seems to be a significant amount of traffic that uses this crescent as a shortcut. The majority of this traffic is travelling fast, much too fast given its a crescent.

We have a walkway that allows access to Robert Hunter West Part. Given this walkway is used by many to walk their animals, or young people to go to school, there is a potential for a serious accident.

We are asking for speed bumps to be installed on Albany Crescent near the walkway.

Thanks,

## Lanning, Chelsea (TU - Transportation)

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**From:** Microsoft Outlook on behalf of  
**Sent:** Wednesday, April 11, 2018 11:03 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Voice Mail (41 seconds)  
**Attachments:** (41 seconds) Voice Mail.mp3

Hi yes my name is I'm just calling in regards to the traffic review for river height area.

II just curious but I'm an unable to do to attend in person but I really would like to be involved with do have a few issues with the traffic and never heard I was just wondering is there any kind online form or anything like that I wasn't responses I think the doina facebook I have no desire to do facebook an account physically ten tonight if you can give me a shout back or you can call me would be greatly appreciated thank you bye bye.

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

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### You received a voice message from

Caller-Id:

## Lanning, Chelsea (TU - Transportation)

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**From:** Microsoft Outlook on behalf of  
**Sent:** Wednesday, April 11, 2018 1:15 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Voice Mail (38 seconds)  
**Attachments:** (38 seconds) Voice Mail.mp3

Hi .

Hello I'm I'm sorry about the river Heights neighbourhood traffic previews -- though one thing that disturb me is that turn signal -- even after right from Portland to send went to turn signal comes on the only once in awhile -- people are always going through the red light to turn.

I think this signal should be going all the time and done where money is this year offer time so thank you appreciate it bye.

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

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**You received a voice message from** \_\_\_\_\_

Caller-Id:

## Lanning, Chelsea (TU - Transportation)

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**From:** [REDACTED]  
**Sent:** Wednesday, April 11, 2018 4:42 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Traffic Review - River Heights

Hi I read the recent information regarding the neighbourhood traffic review for River Heights and would like to voice my concern regarding the following:

### **60 Km Speed limit on Spadina Cres E**

Currently the speed limit is 60 Km. I believe that the speed limit should be reduced to 50 Km as this is a residential area. (currently the 50km signs are at Pinehouse /Spadina) The 60 km speed limit signs should be relocated a few blocks further south, where no housing exists on Spadina. Many of my neighbours that I have spoken to agree with a lower speed limit as well. In addition, the cars/motorcycles are often speeding, (over 60km) which is a safety concern, as well as the excessive noise created, particularly from motorcycles. As the city is growing and there is more traffic on Spadina, I believe this change is warranted.

### **Pedestrian Crosswalk at Sandy Court/Spadina to Meewasin Park**

Currently there is no pedestrian signage at this location, even though there is a pedestrian entrance to the park, across the street. ( beside the parking lot entrance.) There is a lot of pedestrian traffic trying to cross Spadina at that location. It is dangerous to do so, especially with the 60km speed limit. (which per my above suggestion should be reduced to 50 Km) I've seen some close calls and feel that this is an accident waiting to happen. The closest pedestrian signs are blocks away at Pinehouse Drive or much further south at another park entrance, which is not accessible from my area by a sidewalk.

Unfortunately I am unable to attend the meeting tonight at St. Anne elementary but am requesting you investigate these issues.

Thank you for your consideration.

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Wednesday, April 11, 2018 5:48 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** River Heights Traffic Review

Re: River Heights Traffic Review

We think that the access from Ravine Drive to Primrose Drive should be reopened. There are many schools in the city with major traffic with the school zone speed limit.

Since the closure of Coppermine Crescent at Churchill Drive and the implementation of no southbound turns off Churchill Drive onto Warman Road, the majority of traffic now takes St. Lawrence Crescent to be able to get south on Warman Road. There is excessive traffic, including school buses, down Churchill Drive to go to both schools; vehicles southbound on Warman Road turning onto Churchill Drive to turn south on St. Lawrence Crescent to get to Canarama Shopping Center (so they don't have to go through the lights at Warman Road and Assiniboine Drive). So now we have all the same excessive travel now going down St. Lawrence Crescent instead of Coppermine Crescent.

With this excessive traffic volume, St. Lawrence Crescent should be better maintained and plowed. It was only plowed once this winter. Furthermore Churchill Drive should be a Snow Route as long as the school buses are using this street. This would enable wider access, without snow build up on the sides, when meeting the buses.

If the north end of Ravine Drive, by St. Anne's school, was opened up, then all the buses could use Assiniboine Drive, Ravine Drive to Primrose Drive (with a set of lights) and not even use Churchill Drive.

More police presence on Churchill Drive is required to catch the many speeders. Some seem to be parents dropping off children at the schools.

Due to safety concerns we think the issue of access to neighboring crescents needs to be re-examined. The concerns that come to our mind happened in 2014.

On August 20, 2014, around noon, we heard and saw a fire truck and one of their SUV's (fire supervisor?) going east down Churchill Drive. Ten or fifteen seconds later we saw it going back west down Churchill Drive. Then we heard the siren on Coppermine Crescent. Obviously they found out they couldn't get to Coppermine Crescent off Churchill Drive. Then realized they had to go north on Warman Road to get into Coppermine Crescent off Primrose Drive Only! This caused extra critical time for the Fire Dept. to get to them!

On August 22, 2014, there was a Stand Off on Coppermine Crescent. At 7:15 p.m. a Police vehicle went west down Churchill Drive with flashing lights. He had to go all the way to Warman Road, down to Primrose Drive to get into Coppermine (just like the fire truck had to do).

With the Coppermine access off Churchill Drive closed and no access from Ravine Drive to Primrose Drive, it prevents and delays fire crews and other emergency vehicles from getting to the destination promptly that could result in deaths. Sometimes minutes can make a difference!

Sincerely

## Lanning, Chelsea (TU - Transportation)

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**From:** (TU - Transportation)  
**Sent:** Thursday, April 12, 2018 8:15 AM  
**To:** Baudais, Nathalie (TU - Transportation)  
**Subject:** FW: Voice Mail (43 seconds)  
**Attachments:** (43 seconds) Voice Mail.mp3

Hi Nathalie,

This call should have been directed to you. Please respond as you see fit.

Thanks,

---

**From:** Microsoft Outlook **On Behalf Of**  
**Sent:** Thursday, April 12, 2018 8:11 AM  
**To:** (TU - Transportation)  
**Subject:** Voice Mail (43 seconds)

Hi this is ; also be calling I am responding to an letter that came out in the mail with engage for the traffic concerns in our neighborhood and I had filled out an email and sent it off to you online but if you would like to call me and talk about it my phone number is . I will be in and out today.

And you can give me a call and I'd sent it off and then I got a response saying that you could also call this number but if my letter to you on the email is good enough and that's fine too thank you very much bye bye.

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

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**You received a voice message from .**

Caller-Id: \_\_\_\_\_

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Friday, April 13, 2018 9:21 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** traffic concerns

We have lived s. In that time, we have seen the vehicular traffic increase substantially. Along with that, the speed of these vehicles has also increased to the point of being dangerous. We have 2 schools in this vicinity. Due to the excessive speeds, crossing at the pedestrian crosswalk can, at times, be a very dangerous feat. Narrowing the roadway, using cement bumpouts, has helped for passing near the crosswalk but the speeding and unwillingness to yield to the foot traffic continues. In summary, our main concerns are the excessive speed and traffic increase on Assiniboine Dr.

Yours truly



## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Friday, April 13, 2018 10:52 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** NTR-River Heights

Good Morning,

I thought I had submitted my comments via the Facebook Group prior to April 11, but perhaps it did not go through. Hope you will consider my suggestions even if they are a bit late.

1- For safe pedestrian crossing, there should be a crosswalk at Bethany Manor where there is a Bus stop, Hindu Temple, and a short cut to the mall.

2- Also 3-way stop signs where La Ronge Rd enters Pinehouse Dr

3- There should be a center white line on LaRonge Rd.

4- The pavement by Bethany Manor needs repair again and sections of the sidewalks need replacing.

Thank you,

## **Lanning, Chelsea (TU - Transportation)**

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**From:**  
**Sent:** Friday, April 13, 2018 3:42 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Parking

Hello,

I am glad to see you are asking about on street parking.

With a major construction project going on across the street, there are as many as 20 vehicles (mostly trucks) parked every day on Saguenay Drive.

In our building some of the owners in addition to their assigned parking spot, park a second vehicle on the street. This then becomes a competition for limited spaces available. This is especially troublesome when we get snow and have to clear our parking lots. Owners have to move their vehicles and have a major problem finding a temporary spot to park on the street while the clearing is done. An additional problem arises when the City brings its street clearing equipment to our street. With construction worker's trucks on the street, the graders can only make passes down the middle and leave banks where there might be an open spot along the sidewalk. We didn't have any notices posted this year announcing City activity so the street was certainly hard to clear and navigate.

Thanks for addressing this issue.

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Tuesday, April 17, 2018 5:57 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Cc:**  
**Subject:** River Heights Traffic Review

I would like to contribute our concerns about the traffic along Spadina Crescent at Pinehouse Drive

The traffic driving by is not our concern, the problem is the stop sign. When people have to stop that's okay. It's when they take off after stopping that creates the noise. Souped up cars and motorcycles like to use Spadina as a cruise area spring, summer and fall. They make an awful noise taking off after stopping.

We have lived here for , spend a lot of time on our deck, and have NEVER seen a police ghost car here monitoring the traffic. If the traffic was allowed to continue on, that would eliminate all the noise. There is no stop sign at Lenore Drive - why is there one at Pinehouse Drive?

We do understand the thought process is probably to slow down the traffic, and that is a good idea. But, we think instead of a stop sign, that speed bumps along Spadina and Whiteswan would be more effective. In fact, the inconvenience of speed bumps would probably eliminate those that are causing the problem. It is not the residents in the north end causing the problem - it is all the "visitors" enjoying the river valley in their motorcycles and muscle cars.

The ones causing the noise pollution would not be happy having to slow down for speed bumps and would cease to use Spadina and Whiteswan to show off their wheels.

Another thought is, if there must be a stop sign for the sole purpose of slowing down traffic along the drive, it should be where the Meewasin Playground is. If there is a safety concern it should be for children and they all cross where the playground is. Plus, across Spadina from the playground there are no residences that the stopping/starting traffic noise would bother. There is an open green space on west side of Spadina.

So, please, if the city must have a stop sign, please move it away from the residences that the noise is so adversely affecting.

Thank you for considering our concern.

## Lanning, Chelsea (TU - Transportation)

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**From:** Microsoft Outlook on behalf of  
**Sent:** Wednesday, April 18, 2018 11:09 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Voice Mail (50 seconds)  
**Attachments:** (50 seconds) Voice Mail.mp3

Oh hi I was transferred to you because I was trying to go into you straight on someone in your brochures and TRSFT 2 dot ca for.

New traffic concerns in your area well I could never get in there I couldn't find it on on the computer so I didn't know if you had to go into the CD to get that if I take the units as it's -- you know it's not really afraid it's just that Saskatoon dot ca so this is owner brochures from my councillor never height so now I wanted to do this survey that I.

Can't get into it so insurance . you could leave a message since I'll be probably hope this afternoon thank you.

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

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**You received a voice message from**

Caller-Id:

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Tuesday, April 24, 2018 11:37 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Cc:** Donauer, Randy (City Councillor)  
**Subject:** Pinehouse and Spadina

I understand that there was a meeting in regards to a traffic study done in the Lawson Heights area but a review of that shows that it did not include this intersection. For those of us who live on Spadina the 3 way stop at that intersection makes it extremely noisy. Many of those who do stop there, seem to believe that after the stop they can/should accelerate as quickly a possible, with as much noise as possible. Since most of the traffic flows north and south the stop does not control the speed and simply seems to aggravate the noisy cars and motorcycles. I believe the removal of the two Spadina stop signs would mitigate the noise considerably, without reducing the safety of that intersection.

The other option which would be even better would be if the city would enforce a noise pollution law. For some reason we can enforce garbage pollution, fire pit pollution, but do not have the will to bring in an adequate noise pollution law or enforce it if it is there.

I will wait for your response before talking to even more of my neighbours to get them to call for action on this noise issue.

## Lanning, Chelsea (TU - Transportation)

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**From:**  
**Sent:** Tuesday, May 22, 2018 9:52 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** School zone

Hi Chelsea!

I wasn't able to be at the meeting held at St Anne's school. I was told you were leading the meeting though, so I wanted to get ahold of you.

Last Thursday I was walking my kids to school (river heights on ravine.) I got to the crosswalk and looked for cars. There wasn't any so we started walking. I all the sudden saw something from the corner of my eye and it was a car coming at us. He was speeding and came through the first cross walk. I had to scream and put my hands up for him to stop. He then began inching towards me instead of stopping. I was yelling at him to stop and that he was in a school zone, then I asked him to unroll his window. I wanted to tell him he was in a school zone and speeding plus the children have the right of way in the crosswalk. He had inched along so close that he was about a foot from me and my kids. When I went to go to his window, he took off speeding again, completely endangering other kids. I tried to get his licence plate but I was unfortunately not fast enough.

I apologize, this was a very long story and I'd like to just be able to let it go, except I see stuff like this every day. There are times I actually gasp watching people speed, not watch for kids, text, blow through the stop sign, u-turn through the crosswalks and other atrocities. My fear is that a person will have to be hit by a car before something is done. I have gone to the school and the police and nothing has been done. I'm at a loss as to what to do or where to go. I'm hoping you will be able to help. We love living in river heights and want a nice safe neighbourhood for our kids to grow up in. Thank you so much for your time,

Sent from my iPhone

## Lanning, Chelsea (TU - Transportation)

---

**From:** Donauer, Randy (City Councillor)  
**Sent:** Thursday, May 24, 2018 11:10 AM  
**To:** TU - Councillor Correspondence; City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Fw: Weblog e-mail - School Zone

See the issue below... please add this to River Height NTR and add your contact list for River Heights.

- RAndy

---

**From:** teamdonauer@gmail.com  
**Sent:** Tuesday, May 22, 2018 9:47 PM  
**To:** Donauer, Randy (City Councillor)  
**Subject:** Fwd: Weblog e-mail - School Zone

Begin forwarded message:

**From:**  
**Date:** May 22, 2018 at 9:36:38 PM CST  
**To:** [TeamDonauer@gmail.com](mailto:TeamDonauer@gmail.com)  
**Subject:** Weblog e-mail - School Zone  
**Reply-To:**

Hi Randy,  
My family and I live . For years I have watched accidents waiting to happen. Twice my kids and I have almost been hit by cars speeding through the school zone and the children's cross walk. Speeding, not stopping at the crosswalks, u-turning through the crosswalks, not stopping at the stop sign are a few of the things I have seen. This is very near and dear to my heart as I have school age kids. It makes me sad that I can't give my kids the freedom to walk to school on their own and we . I have gone to the school a few times to talk about getting better signs, perhaps even those sandwich board school zone signs that are put on the street. So far there is nothing they can do. I've phoned the police and they came out once to hand out flyers. I'm sort of at a loss as to where to go for help. I want a safe environment for my children and other children to grow up in. I really don't want to see a person get hurt or hit by a car before something is done. I'm hoping you will be able to help me out with this.  
Thank you for your time,

---

## Author information

**Name:**  
**E-mail:**  
**IP address:**

## Lanning, Chelsea (TU - Transportation)

---

**From:** Lanning, Chelsea (TU - Transportation)  
**Sent:** Thursday, June 21, 2018 10:24 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** FW: RE: NTR  
**Attachments:** RE: Crosswalks - River Heights

Called back on Thursday, June 21, 2018:

Happy with a mid-July timeline for line painting/crosswalk painting.

Spoke about the NTR and he was happy to know that his concerns are being looked into.

In Europe / Holland. They use better quality paint. Can we do that?

I explained that we use different types of paint for different types of roads. Freeway will get more permanent type lines.

---

**From:** Deng, Minqing (TU - Transportation)  
**Sent:** Tuesday, June 19, 2018 4:24 PM  
**To:** Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca>  
**Subject:** RE: NTR

Hi Chelsea,

Please let me know if this address fall into your NTR please?

- 1) No 50 kph sign from Ravine to Assiniboine Dr, please add a 50kph speed limit sign. if City have problem to find location to install, has no problem to have this sign install in front of his property.
- 2) Pedestrian crosswalk pavement marking is gone, for crosswalk at Albany Cres and Assiniboine Dr, he and his dog had a near miss accident by a lady missed them crossing

Thank you,  
Min

**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](mailto:minqing.deng@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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



## **Lanning, Chelsea (TU - Transportation)**

---

**From:** Lazic, Goran (TU - Transportation)  
**Sent:** Wednesday, July 11, 2018 5:01 PM  
**To:**  
**Cc:** Lanning, Chelsea (TU - Transportation); Baudais, Nathalie (TU - Transportation)  
**Subject:** RE: Status of City report on pedestrian/cyclist crossing of train tracks at Warman Rd. and Assiniboine Dr.  
**Attachments:** Admin Report-Inq R.Donauer(Jan 29-18)Method for Pedestrians and Cyclists Moving from River Heights and Lawson Heights.pdf

Hi

To the best of my knowledge, the Active Transportation Plan (from June 2016) identified locations where future pedestrian connections are desired, without giving a great deal of consideration to a detail design, construction cost or feasibility of recommended connections. Its primary purpose is to serve as a high-level concept plan, and each proposed location has to be looked at in more detail to determine the most practical and cost effective design based on field conditions.

The attached report provides additional explanation, i.e. how it wouldn't be practical to design back-to-back wheelchair ramps (in a zig-zag fashion) that would have acceptable grade/slope for wheelchair users to safely navigate over a short distance between the road and tracks. It also notes that the North Industrial area on the west side of the tracks doesn't have sidewalks or ramps and might mislead users into thinking that the destination area is also fully accessible.

Lastly, as you know, pedestrian overpasses are a lot more expensive and it would be difficult to secure funding in the near future for their construction. On the other hand, tunnels have proved to have some public safety and security concerns and are not a recommended alternative as per the Crime Prevention guidelines.

We always try to make new facilities fully accessible, but in this case our rationale was that the proposed concept is still better to what we have now, or waiting for many years down the road for funding.

We haven't received any feedback from CN yet, and as report states assuming CN's agreement in principal, we will proceed with a more detailed design. We are definitely interested in hearing feedback from all stakeholders, especially the end users.

Please let us know your suggestions/input so that we can take it into consideration during the design stage.

Thanks,

**Goran Lazic, P. Eng | tel 306.975.2896**

Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[goran.lazic@saskatoon.ca](mailto:goran.lazic@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:**

**Sent:** Tuesday, July 10, 2018 10:45 PM

**To:** Lazic, Goran (TU - Transportation)

**Cc:** Lanning, Chelsea (TU - Transportation)

**Subject:** Re: Status of City report on pedestrian/cyclist crossing of train tracks at Warman Rd. and Assiniboine Dr.

Hi Goran,

According to my recollection from the Neighbourhood Traffic Review meeting I attended, the City staff told me that the Administration's report on this topic would go to the Standing Policy Committee on Transportation or Council in June at the earliest. I had hoped to be able to speak to the committee/Council regarding the report, so I was quite surprised to hear from Chelsea Lanning that the report had already been presented. Since I missed that opportunity, I would like an update on when the next opportunity to speak on this topic at either the committee or Council level would be.

What discussions have taken place with CN and Transport Canada since the May 14th meeting of the Standing Policy Committee on Transportation? Is CN being cooperative? As far as I can tell, that committee and subsequently City Council voted to receive the report dated May 14th "as information." Please forgive my ignorance of City Hall parlance and procedure, but it is unclear to me what, if any, position the committee and/or Council formally took on the recommendations and options presented in that report. For example, in the report the Administration recommends against making the rail crossings accessible (e.g. for people in wheelchairs, with walkers, on mobility scooters, etc.) and instead recommends a concept plan forcing anyone crossing the tracks to use stairs.

One section of the report states:

*The Active Transportation Plan (June 2016) proposed a pedestrian connection in the vicinity of Assiniboine Drive. However, an overpass or underpass is not feasible due to the proximity of the railway to Warman Road, elevation differences and the limited right-of-way width.*

The topology of the area at Warman Road and Assiniboine Drive has not changed significantly since 2016. If, as the Administration's May 14th 2018 report claims, "an overpass or underpass is not feasible", how is it that just two years ago the Administration could have endorsed the Active Transportation Plan that recommended an "overpass or underpass" at the same location?

Is there any plan for the Administration to solicit feedback and recommendations from the public as to what type of crossing would be preferred by those who will actually use it? Please let me know.

Thank you,

On 10 July 2018 at 08:33, Lanning, Chelsea (TU - Transportation) <[Chelsea.Lanning@saskatoon.ca](mailto:Chelsea.Lanning@saskatoon.ca)> wrote:

Hello

I believe you may have spoken to my colleague, Nathalie Baudais, regarding a report about pedestrian/cyclist crossing of the CN Rail tracks along Warman Road. She and Goran Lazic are the primary contacts for the project. I have included Goran on this email.

A report titled *Inquiry – Councillor R. Donauer (January 29, 2018) Method for Pedestrians and Cyclists Moving from River Heights and Lawson Heights to the North Industrial Area* went forward to the Standing Policy Committee (SPC) on Transportation meeting in May, and then on to City Council for information that same month. I've provided a link to the Committee agenda below, and this report is item 7.2.3. You can view the report, attachment, and watch the discussion at the Committee meeting by clicking on the item.

[https://apps2.saskatoon.ca/tpapp/eamm\\_public/Meeting?id=9f40416f-00fb-4b16-9151-d4c92a20e909&Agenda=Merged&lang=English#27](https://apps2.saskatoon.ca/tpapp/eamm_public/Meeting?id=9f40416f-00fb-4b16-9151-d4c92a20e909&Agenda=Merged&lang=English#27)

Thank-you for your email. If you have any further questions please let myself or Goran know.

**Chelsea Lanning, P. Eng. | tel 306.975.2483**  
Transportation Engineer

Transportation

City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[chelsea.lanning@saskatoon.ca](mailto:chelsea.lanning@saskatoon.ca)

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

**From:**

**Sent:** Monday, July 09, 2018 4:54 PM

**To:** Lanning, Chelsea (TU - Transportation) <[Chelsea.Lanning@Saskatoon.ca](mailto:Chelsea.Lanning@Saskatoon.ca)>

**Subject:** Status of City report on pedestrian/cyclist crossing of train tracks at Warman Rd. and Assiniboine Dr.

Hi Chelsea,

I attended the Neighbourhood Traffic Review meeting for River Heights in the spring. At that meeting, the issue of the unofficial pedestrian/cyclist crossing of the train tracks at Warman Road and Assiniboine Drive was raised, and you or another City staff person said that a report was being prepared to go to City Council this summer regarding the options for making a legal crossing at/near that location. I would like to know the status of that report. I know you are not the one responsible for writing it, but I have phoned the City multiple times to try to find out who is responsible for it and nobody answering the phones seems to know the answer. Could you please provide me with the contact name, phone number, and email address for whoever is working on that report or, alternatively, forward this email to them and ask them to provide me with an update?

Thank you,

## Lanning, Chelsea (TU - Transportation)

---

**From:**  
**Sent:** Tuesday, September 25, 2018 5:02 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** road closure

The merge off 51st going south to warman rd. [GONE] we would like it back There is plenty of room.. that yeild is no good a traffic time

You took away our safe way to the lawson mall Churchill to Coppermine We would like that back too. You are forcing us out onto warman rd. at 3pm to 6pm right into a jam up.

You only let Churchill exit north only onto warman rd.

## **Lanning, Chelsea (TU - Transportation)**

---

**From:**  
**Sent:** Wednesday, September 26, 2018 3:14 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** River Heights NTR

Hi, Chelsea, I'm a resident that lives at . I would like to raise the issue of excessive speeding on Saguenay Dr., it is a straight street and people continually speed. I would like to see a light up speed sign on the street and perhaps the Police could set up radar once in a while.  
Thanks for your attention,

## Lanning, Chelsea (TU - Transportation)

---

**From:** Lanning, Chelsea (TU - Transportation)  
**Sent:** Thursday, September 27, 2018 1:51 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** FW: Voice Mail (50 seconds)  
**Attachments:** (50 seconds) Voice Mail.mp3

River Heights Comments;

Returned call to September 27, 2018 at 1:45pm

- Need a 4-way stop at Assiniboine Dr and St. Lawrence Cr.
  - Takes a long time to turn left or get across.
- Pembina and Spadina
  - Median island is dangerous
  - Pull parking back further or enforce it
  - Awkward intersection with the median island there
- Stop/Yield infill for the neighbourhood.
  - There are lots of uncontrolled intersections and people don't always know/follow the rules where the vehicle on the right has right of way.

---

**From:** Microsoft Outlook On Behalf Of  
**Sent:** Thursday, September 27, 2018 12:41 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Voice Mail (50 seconds)

Oh hi Chelsea my name's \_\_\_\_\_ and I live \_\_\_\_\_ I got a letter about engage about propose traffic changes in our neighborhood I'm on the web page and I am on the river Heights page but I can't seem to get any information about what the actual changes that your proposing are I am interested and whatever is going on and I wondered if you could.

Tell me what it is or how to get to the right page you could reach me at \_\_\_\_\_ or \_\_\_\_\_ thanks appreciate hearing more thanks bye.

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

---

### You received a voice message from \_\_\_\_\_

Caller-Id:

## Lanning, Chelsea (TU - Transportation)

---

**From:**  
**Sent:** Friday, September 28, 2018 5:20 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** River Heights traffic changes Engage

Hi Chelsea; My name is [redacted] I received your feedback notice in the mail recently. I have reviewed the minutes from the meeting I unfortunately was not able to attend. Two things are on my mind;

- Pinehouse and LaRonge Road (although out of the described boundaries) – this intersection has been increasingly difficult to manage. Entering this intersection, as a vehicle from a stand still, from LaRonge Road is becoming increasingly hazardous. Foot traffic, most importantly, is consequently at risk. Please entertain with your team with the introduction of a three-way stop at this intersection.
- Assiniboine Drive and Nahanni Drive west. The manhole covers have become a bother to both the sedan driver as well as the SUV operator. I have arrived at this intersection travelling south on Nahanni to be nearly clipped by traffic travelling at, what feels like, the full extent of the allowable speed limit. (Wouldn't want to spill my coffee or exercise my shocks huh? ) I suggest some temporary rubber barricades on the east side of Nahanni intersection.

Thank You,



## Lanning, Chelsea (TU - Transportation)

---

**From:**  
**Sent:** Saturday, September 29, 2018 9:22 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Fwd: NTR River Heights

Hi Chelsea:

I reviewed the notes from the first meeting and didn't see any reference to the parking problem we have in Meewasin Park. I'm just wondering if it could get included in future discussion.

Thanks,

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

Subject: NTR River Heights  
Date: Wed, 04 Apr 2018 22:39:22 -0600  
From: >  
To: NTR@saskatoon.ca

We would like to draw the City's attention to all the cars driving/parking in Meewasin park - in particular off Capilano Drive.

This results in ruts left in grass, trash strewn about and open alcohol/drug use. Police are regularly called to attend.

We were wondering if it would be possible to put up some type of barrier to discourage this.

Thank you,

## Lanning, Chelsea (TU - Transportation)

---

**From:**  
**Sent:** Friday, October 05, 2018 10:41 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Re: River Heights Neighbourhood Traffic Review - Draft Traffic Plan Review

Hello Chelsea,

Will the draft traffic plan/report be available to the public before the meeting next week? The discussion at the meeting would be a lot more useful and meaningful if people had the opportunity to review the proposal ahead of time. If the draft plan will not be shared with the public before the meeting, please explain the reasoning behind that decision.

Thank you,

On Fri, 5 Oct 2018 at 10:24, City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@saskatoon.ca](mailto:NTR@saskatoon.ca)> wrote:

Good morning,

Thank you for your interest in the River Heights Neighbourhood Traffic Review. The first meeting was held on April 11th, 2018 at St. Anne School. If you were unable to attend or would like to revisit what was discussed, the presentation is available online at [saskatoon.ca/NTR](http://saskatoon.ca/NTR).

### Progress Update

We have completed the data collection for your neighbourhood for locations of concern identified through our various forums (meeting, online discussions, in person, by phone, etc.). We have reviewed the input received from residents and gathered traffic data to develop a draft traffic plan for your neighbourhood. A second and final community meeting has been planned to discuss the draft traffic plan with you and your neighbours. We would love to have you join us from **7:00 pm to 9:00 pm on October 11<sup>th</sup> at St. Anne School (102 Ravine Court)**.

### Online Discussion

Whether you're able to join our in-person meeting or not, please consider joining our online discussion forum on the [Facebook](#) page or [saskatoon.ca/Engage](http://saskatoon.ca/Engage). Before you participate in our online traffic discussions, we invite you to review the information available at [saskatoon.ca/NTR](http://saskatoon.ca/NTR) including valuable information about the traffic review process and various traffic calming devices. If you would like to invite others from your neighbourhood to join the discussion, you are welcome to do so.

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

Regards,

## **Lanning, Chelsea (TU - Transportation)**

---

**From:**  
**Sent:** Tuesday, October 09, 2018 10:43 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** RE: Draft Traffic Plan - River Heights

Hello - thank you for your response. I would like to also submit the following if I may:

A countdown timer is needed at the intersection of Warman Road and Assiniboine Drive to reduce the risk to public safety that this intersection poses.

There is a bus stop on both the east and west sides of Warman Road near this intersection so pedestrians need to be able to safely cross. Some of the pedestrians crossing Warman Road are elderly and may not be able to cross swiftly.

The speed limit on Warman Road at this intersection is 60 km/hr. A large volume of vehicles pass through this intersection at the times of day when many pedestrians are also needing to safely cross.

Vehicles are regularly observed 'running the red light' instead of stopping.

Warman Road is a major conduit for vehicles travelling to and from the north industrial area. Some of these vehicles are large and/or have significant mass and may not be able to safely stop without adequate notification, increasing the risk to public safety.

Especially during the summer, vehicles passing through this intersection may be pulling boat trailers, camper trailers and utility trailers. In the absence of adequate notification, vehicles pulling trailers may not be able to safely stop, increasing the risk to public safety.

In addition to being of benefit to pedestrians, countdown timers would also enable drivers to determine when the traffic signals will change and therefore be able to make an informed decision about proceeding or stopping in a controlled manner.

Thank you.

On Fri, 5 Oct 2018 16:58:51 +0000, "Lanning, Chelsea (TU - Transportation)" wrote:

Hello

Thank-you for your email. They will be taken into consideration with all other comments for the River Heights Traffic Plan. I hope to see you out at the meeting on October 11 at St. Anne School.

Regards,

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

From:

Sent: Tuesday, September 25, 2018 6:53 PM

To: Lanning, Chelsea (TU - Transportation)

Subject: Draft Traffic Plan - River Heights

Hello - in the September 27, 2018 Engage newsletter it seems to state that there is a draft Traffic Plan for River Heights available for review. I visited the City website but was unable to locate a draft Traffic Plan. Would you be able to email it to me?

Thank you.

## **Lanning, Chelsea (TU - Transportation)**

---

**From:**  
**Sent:** Friday, October 12, 2018 6:37 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Re: Coppermine Crescent

Hi  
I attended your St. Anne Traffic meeting last night. The presentation and discussion were very good.

On a personal note...I have met you several times during the Gordie Howe Bridge project years ago. and had several meetings on site with you (and others) when you were the City rep. for the overpasses , etc.  
Please give my "thumbs up" to for their great work last night as well.

Thanks,

On Friday, September 28, 2018 2:10 PM, "Lanning, Chelsea (TU - Transportation)" wrote:

Hello  
Thank you for your email regarding the River Heights Neighbourhood Traffic Review. We have a public meeting scheduled for October 11 where residents are invited to come talk about the draft traffic plan. If you are unable to make that meeting you can also contribute by looking for the plan online after the meeting at either [www.saskatoon.ca/ntr](http://www.saskatoon.ca/ntr) or [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage) and checking for River Heights after which you can submit your comments about that plan to me for consideration.

The concerns you've outlined to me in this email will be included with all other correspondence from the neighbourhood for consideration.

Regards,

**Chelsea Lanning, P. Eng. | tel 306.975.2483**

Transportation Engineer

Transportation

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

[chelsea.lanning@saskatoon.ca](mailto:chelsea.lanning@saskatoon.ca)

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

---

**From:**  
**Sent:** Friday, September 28, 2018 7:28 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Coppermine Crescent

Hi:  
I am concerned about the Traffic Review and the possible re-opening of Coppermine Crescent.

I have lived for over 41 years and have experienced traffic before and after the closure.

Before the closure of Coppermine I can confirm at least three vehicle roll overs due to high speeds and one child being hit by a motorcycle.

People would use our residential crescent as a short cut to access the high schools, the mall and the confectioneries.

After the closure life returned to safety and quietness on Coppermine (we pay higher taxes for crescent living).

Please feel free to contact me either by phone or email.

## **Lanning, Chelsea (TU - Transportation)**

---

**From:**  
**Sent:** Tuesday, October 16, 2018 8:57 AM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** River Hights Road Closure

Hey Chelsea, I hope it isn't too late to voice my concerns regarding opening the road blockage connecting Coppermine Cres. with Churchill Drive.

We have lived \_\_\_\_\_ and agreed with our fellow Coppermine residents when we wanted the through road closed due to the traffic numbers, noise and accidents due to speeding on Coppermine. Now some 25 years later we have twice the amount of cars parked on the road and will have twice the amount of traffic running through our quiet neighborhood. There was a very good reason we had it closed in the first place.

Although some may think it an inconvenience to have to drive around.....think about it, you're in a car! The closure doesn't affect the walking public at all, so if you are in a car, is it really that much of an inconvenience to drive an extra 2 - 3 minutes to go around?

The amount of traffic all day and night was non stop. All day from the BJM kids driving to 711, all the diners at Miners Brew Pub cutting back this way, and ALL the traffic going to the mall and Lawson Civic Center.

Winter accidents are high with cars going around the corners too fast and ending up on the lawns, non-stop revving of engines. No one ever went around if they knew about this opening. During the winter, with parking on both sides of the road, traffic is usually down to one lane. I don't think it fair that I will have to wait for joy riders to cut through when I am trying to get into my cul-de-sac. We have a lot of foot traffic on Coppermine Crescent as well.

In my opinion, opening this up would be a convenience everyone EXCEPT for the ones that live on the Coppermines and pay their taxes to live on the Coppermines.

Please do not open this closed road. It is not fair to have the equivalent of a highway going through our lovely quiet neighborhood.

Weren't those two new bridges going to ease the traffic flow?

Thank you

## **Lanning, Chelsea (TU - Transportation)**

---

**From:**  
**Sent:** Tuesday, October 16, 2018 12:40 PM  
**To:** Lanning, Chelsea (TU - Transportation)  
**Subject:** Re: Neighbourhood Traffic Review - River Heights.

Just one more thing about the rapid flashing beacon. I noticed the pedestrian in the middle of the road before I noticed the beacon, so it wasn't much of a warning.

On Oct 16, 2018, at 8:13 AM, Lanning, Chelsea (TU - Transportation) <[Chelsea.Lanning@Saskatoon.ca](mailto:Chelsea.Lanning@Saskatoon.ca)> wrote:

Hello

Thank-you for your email in regards to the River Heights Neighbourhood Traffic Review. Your comments will be included in the project file, and I will speak with my colleagues about your observations concerning the rapid flashing beacon installation.

Regards,

**Chelsea Lanning, P. Eng. | tel 306.975.2483**

Transportation Engineer

Transportation

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

[chelsea.lanning@saskatoon.ca](mailto:chelsea.lanning@saskatoon.ca)

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

---

**From:**  
**Sent:** Monday, October 15, 2018 5:12 PM  
**To:** Lanning, Chelsea (TU - Transportation) <[Chelsea.Lanning@Saskatoon.ca](mailto:Chelsea.Lanning@Saskatoon.ca)>  
**Subject:** Neighbourhood Traffic Review - River Heights.

I thought I would drop you a note.

I was unable to be present at the presentation on Oct 11th.

I have reviewed your recommendations and am in agreement with them all. I would however make a suggestion on the proposed installation of the rapid flashing beacon at Spadina and Pembina.

We recently saw the rapid flashing beacon in use on Miller and 43rd street. Although the lights were visible if you looked up (they are quite high on the post) I don't think they are positioned in such a way to draw a drivers attention to them when activated. I think they are too high off the ground or should be angled down to be in line with the drivers sight lines. I am unaware how it works for the pedestrian but I think there should be some indicator to show when it is safe to cross.

# Neighbourhood Traffic Review - River Heights

Public group

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Write something...

### Recommended groups Hide

Link groups that you recommend and they'll appear in this group.

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### Announcements See all (2)

**Traffic Review** shared a link.  
6 November at 08:00

**PLEASE NOTE:** the deadline to submit comments on the draft Neighbourhood Traffic Plan for River Heights is midnight November 9, 2018. The plan, which was released for comment on October 11 is available at [Saskatoon.ca/NTR](http://Saskatoon.ca/NTR) (2018 Neighbourhood Traffic Review, River Heights, October 11, 2018).

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 November 9, 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.

### ADD MEMBERS Embed invitation

MEMBERS 129 members

### SUGGESTED MEMBERS Hide

Friends

### DESCRIPTION Edit

The City of Saskatoon started a Neighbourhood Traffic Review (NT... [See more](#))

GROUP TYPE  
Neighbours

### LOCATIONS Edit

River Heights, Saskatoon, Saskatchewan · River Heights, Saskatoon

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

### TAGS Edit

River Heights, Saskatoon · Saskatoon Meewasin

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Chat (Off) All



# Neighbourhood Traffic Review - River Heights

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## Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

Seen by 70

Like Comment Share

### NEW ACTIVITY

**Traffic Review** shared a link.  
10 November at 00:05

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.  
The City of Saskatoon undertook a Neighbourhood Traffic Review in River Heights 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 April 11 and November 9, 2018. For questions or more information about Neighbourhood Traffic Reviews please contact [NTR@saskatoon.ca](mailto:NTR@saskatoon.ca) or visit [saskatoon.ca/NTR](http://saskatoon.ca/NTR).



SASKATOON.CA

## Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

Seen by 55

Like Comment Share

Write a comment...

### OLDER

**Traffic Review** shared a link.  
10 November at 00:01

The deadline to submit comments on the draft River Heights Traffic Plan was November 9, 2018. City staff can no longer incorporate feedback received after this date.  
For questions about the River Heights NTR, please contact



**Sask Houseplant swap&share**  
161 members

Join



**Saskatoon and area Animal Welfare**  
1,238 members

Join



**Saskatchewan Restaurants And Pubs deals and meals**  
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**Saskatoon Houses, Apartments, Rooms For Rent**  
5,253 members

Join



**Saskatchewan Restaurants, The Good, The Bad And Th...**  
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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](https://www.saskatoon.ca/meetings) > Write a Letter to Council/Committees.

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



SASKATOON.CA

## Upcoming and Past Meetings

Get agendas, minutes and meeting video for upcoming and past (back to...

Seen by 53

Like

Comment

Share



Write a comment...



Traffic Review uploaded a file.

18 October

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for River Heights is midnight, November 8th. The plan, which was released for comment on October 11, 2018, 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 November 8th, 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.

For more information on the River Heights Neighbourhood Traffic Review, please visit

<https://www.saskatoon.ca/.../tr.../neighbourhood-traffic-reviews>

river\_heights\_draft\_traffic\_plan.pdf  
PDF

6 Comments Seen by 87

Like

Comment

Share



Would like to see the speed limit on the Spadina East residential area posted the same as Whiteswan. We are even closer

Chat (Off)

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Like · Reply · 5w

aving a controlled cross walk would be helpful at the circle drive bridge. Lots of people crossing all the time. Cars need to be careful and I would say it's high risk for accident. Push button with flashing lights and walk symbols telling the pedestrian when they can cross. That way the traffic flow can continue and stop them momentarily every few minutes.

Like · Reply · 5w

Not sure if you would include warman road/51st st intersection within your scope. But heading north/south bound the pedestrian cross lights don't turn on automatically (you have to push the button before the light turns green). While east/west they tur... [See more](#)

Like · Reply · 5w

LaRonge Rd has been re-paved and broken sidewalks replaced! Great! Now we would like to see 3-way stop signs where La Ronge Rd enters Pinehouse Dr. Centre line painted on La Ronge Rd.... [See more](#)

Like · Reply · 5w

Traffic speed on Spadina Cr East very fast. Dangerous trying to cross at pedestrian walkway. Drivers texting etc. Most exceed 60, more like 70 . Not sure solution.

Like · Reply · 2w

Intersection of Red River Rd and Pembina Ave needs work as the Southbound traffic off Red River -> Pembina often cuts the corner on that turn and is usually travelling far too quickly. this is due to that turn being less a turn (since Red River also turns there) and more of a fork in the road.

Suggestion would be to place some kind of median near the turn to prevent cutting the corner

Like · Reply · 2w

**Traffic Review** shared a link.  
15 October

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for River Heights is midnight, November 8th. You can view the draft plan at [saskatoon.ca/engage](http://saskatoon.ca/engage) > look for Neighbourhood Traffic Review - River Heights. The plan is also attached to our Oct. 18th post.



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## River Heights

Engage On April 11, 2018, a community meeting was held in River Height...

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Neighbourhood Traffic ...

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This site takes you round and round. I cannot find anything that was discussed or suggested at the October event.  
Like · Reply · 5w 1

Click on "Past Engagement" and you'll find all or Oct. 11 stuff.  
Like · Reply · 5w

where is past engagement? Not on my phone.  
Like · Reply · 5w

When you click on the City of Saskatoon display on this FB entry, there should be 4 tabs visible. One is Past Engagement. Maybe try a desktop if it doesn't show on your phone. I don't have my phone with me to see that view. Sorry,  
Like · Reply · 5w

Thanks! Got it on desktop.  
Like · Reply · 5w

Write a reply...

After reading the information from the last meeting, I noticed there was no mention of the turn arrow from Warman Road on to Assiniboine. Does anyone know if this was discussed, as this is the reason that people take Churchill to get into the area. The arrow is either nonexistent or too short.  
Like · Reply · 5w 2

Why is there nothing about turning left off of warman road onto assiniboine?!?! There are accidents there all the time. Just ask the staff at the shell gas station. I refuse to turn left at that intersection!  
Like · Reply · 5w 2

is very dangerous to make that left turn without a turning arrow. I would really like to see a turning arrow there all the time.  
Like · Reply · 2w

Write a comment...

**Traffic Review** shared a link.  
6 November at 08:00

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for River Heights is midnight November 9, 2018. The plan, which was released for comment on October 11 is available at [Saskatoon.ca/NTR](http://Saskatoon.ca/NTR) (2018 Neighbourhood Traffic Review, River Heights, October 11, 2018). 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 November 9, 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.

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### Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

Seen by 70

Like

Comment

Share



Write a comment...



#### Traffic Review

10 September

On April 11, 2018, a community meeting was held in River Heights 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 St. Anne School on Thursday, October 11th 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](http://bit.ly/NeighbourhoodUpdates)

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saskatoon.ca/engage

September 27, 2018

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

The City is undertaking a Neighbourhood Traffic Review for River Heights and inviting your input. This neighbourhood is bound by Primrose Drive and La Ronge Road (north), Spadina Crescent (east), Spadina Crescent and Circle Drive (south), and Warman Road (west).

This review was initiated in April 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 April 11, 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
Thursday, Oct. 11 <sup>th</sup> 7:00 pm – 9:00 pm St. Anne School 102 Ravine Court	<ol style="list-style-type: none"> <li>1. Login to Facebook</li> <li>2. Enter this in the Facebook search field: Neighbourhood Traffic Review – River Heights</li> <li>3. Choose Groups from menu choices across top</li> <li>4. Click Join beside our Group</li> </ol>	Find the tile for Neighbourhood Traffic Review –River Heights

#### 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: [Chelsea.Lanning@Saskatoon.ca](mailto:Chelsea.Lanning@Saskatoon.ca)  
Phone: 306-975-2483

Subscribe for Neighbourhood Traffic Review updates at [saskatoon.ca/NTR](http://saskatoon.ca/NTR)

Seen by 106

Like

Comment

Share



Write a comment...



Traffic Review shared a link.

28 May

The River Heights meeting minutes and presentation are now available on the City of Saskatoon Engage page for River Heights.



SASKATOON.CA

### River Heights

Engage Stay tuned for Meeting #2 details (Fall 2018) where we will discus...

1 Comment 1 share Seen by 120

Like

Comment

Share

Chat (Off)

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they under?

Like · Reply · 25w

**Traffic Review** Hi . You can find the April 11th meeting minutes and presentation at [saskatoon.ca/NTR](http://saskatoon.ca/NTR) (under 2018 Neighbourhood Traffic Review > River Heights).



SASKATOON.CA

**Neighbourhood Traffic Reviews**

Like · Reply · Remove Preview · 25w

Write a reply...

Write a comment...

27 March

My concerns are 1) speeding on Spadina and 2) air brakes being used by trucks as they slow down on Circle Drive Bridge—they are very loud. There's a bylaw against this but police say they can't enforce it because, as they say, they "can't sit on the bridge waiting for this to happen." It happens many times during day and night.

5

1 Comment · Seen by 123

Like

Comment

Share

If you want to learn more about noise pollution and health click on this. <https://www.facebook.com>



Noise pollution affects human hearing, health, and quality of life

05:45

1,896,997 Views

**Tech Insider**  
30 January ·

Like Page

Noise pollution is a bigger threat to your health than you may think, and Americans aren't taking it seriously.

Like · Reply · Remove Preview · 29w

Write a comment...

28 March

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ON WHITESWAN DR.

2 1 Comment Seen by 122

Like Comment Share

 Pinehouse is especially unsafe with narrow street and parked cars.

Like · Reply · 33w 1

There's a lot more I want to add to my statement involving people and drugs and driving, including alcohol. I know this from first hand experience...

Like · Reply · 33w

If you want to learn more about noise pollution and health click on this.  
<https://www.facebook.com>



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Like · Reply · Remove Preview · 29w

 Write a reply...


 Write a comment...

18 April

Traffic noise is loud on Spadina, particularly noticeable after work. Much of the noise is the result of the stop signs at Primrose and Spadina. If there was no stop signs on Spadina and just one at the end of Primrose, the vast majority of vehicles would not have to stop and start, with the frequent gearing up and down. It is seldom difficult to enter from Primrose to Spadina going south, but I'm not sure about going north bound at heavy traffic times.

4 2 Comments Seen by 121

Like Comment Share

 My apologies, fliers were delivered to the complex, and I didn't check the map. I will watch next spring for Lawson Heights.

Like · Reply · 30w

In regard to the area covered by the River Heights review, there seems to be some confusion re the

Chat (Off)



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Like · Reply · 30w

The boundaries stated in the newsletter & corresponding map were officially provided by City of Saskatoon. Is it possible the boundaries have changed?


and was told the area for review was as st... [See more](#)

Like · Reply · 30w

Write a reply...



If you want to learn more about noise pollution and health click on this. <https://www.facebook.com/>



**Noise pollution affects human hearing, health, and quality of life**  
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Noise pollution is a bigger threat to your health than you may think, and Americans aren't taking it seriously.

Like · Reply · Remove Preview · 29w

Write a comment...

7 25 April

Due to the noise level from vehicles, primarily motorcycles and high-powered cars, it is very difficult to relax and/or visit outdoors, from spring to fall. Neighbors have expressed the same concern.

The problem seems to be the stop signs on Spadina and Whiteswan, as vehicles rev their engines after coming to a stop, and then speed down Spadina. A possible solution would be removing these stop signs, and/or installing rumble strips.

1

2 Comments · Seen by 120

Like

Comment

Share



Agreed!! However the Spadina and Whiteswan intersection is not up for review until next year. At which time there will be a LOT of people voicing concerns - from residents on both sides of Pinehouse, as well as down Whiteswan.

Like · Reply · 30w



If you want to learn more about noise pollution and health click on this. <https://www.facebook.com/raj.randhawa.333/posts/1771423199545388>

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Noise pollution affects human hearing, health, and quality of life

05:45

1,896,997 Views

Tech Insider  
30 January ·

Like Page

Noise pollution is a bigger threat to your health than you may think, and Americans aren't taking it seriously.

Like · Reply · Remove Preview · 29w

Write a comment...

20 April

Hello All,

I'd like to know what the status of the entrance to the new Safeway off Primrose Drive is. There was a "no left turns" (off of Primrose) sign there for awhile, which was generally ignored. That sign eventually disappeared and now people are coming off of Warman road onto primrose and blocking the whole left lane of traffic almost to the intersection itself waiting for an opportunity to turn left across traffic. It seems like the intent was for that entrance to only be accessible by a right hand turn, has this been given up on?

5

1 Comment Seen by 121

Like

Comment

Share

I wondered the same thing..

Like · Reply · 30w

Write a comment...

0 April

I see they have painted lane markings on Warman Road. Thank you! Now if they could just do something with the mess that is Clearwater Road!

Seen by 120

Like

Comment

Share

Write a comment...

23 March

so the only way to get in and out of our street is to turn onto Primrose. When the traffic light turns red I will wait 5-10 secs just so I don't get hit. The other issue is the people will ignore the light and drive and stop right into the turning lane. I can't stand it... we have no other way of getting out of our street because some prior MAYOR had the street blocked.

Chat (Off)

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Like Comment Share

Never understood the logic in blocking Coppermine...seems to me to cause River Heights residents (including fire trucks and police) to have travel extra unnecessary and inconvenient distances. Want to hear City logic at the upcoming meeting. Agree with that this blockage should be removed!

Like · Reply · 34w 2

I understand it was blocked because the residents complained that people were using it as a shortcut to get to the mall and endangering their children. Unfortunately it means that people where I live ( ) have to backtrack all the way up Churchill to Warman to get to the mall.

Like · Reply · 34w 5

It won't save that much distance as it's so close to Warman Road anyways what's another block

Like · Reply · 34w

I agree with the lights..People go right through them..People also will block the intersection so you have to sit longer..We also get people flying down the street like it's a speed way..

Like · Reply · 33w 2

so this wouldn't affect me a whole lot, but I think this barrier ~~definitely~~ needs to stay in place. It's not ideal to have to drive around to Warman road to get to other parts of River Heights, but the alternative ... [See more](#)

Like · Reply · 30w 1

Write a comment...

Traffic Review updated the description. 12 April

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, River Heights is one of the 8 selected 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. The first Neighbourhood Traffic Review public meeting for River Heights was held at St. Anne School on April 11, 2018. For all Neighbourhood Traffic Review information, and neighbourhood specific social media channels, please visit <http://www.saskatoon.ca/NTR>

Seen by 117

Like Comment

Write a comment...

11 April · Saskatoon

## When is the actual traffic review meeting?

2 Comments Seen by 120

Like Comment Share

Chat (Off)

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2018

Like · Reply · 32w 1

Thank you

Like · Reply · 32w

Write a comment...

11 April

Does the meeting pertain to Lawson Heights as well since we don't seem to be on the list?

1 1 Comment Seen by 121

Like Comment Share

Lawson will be next year. They are working their way through the city... neighbourhood by neighbourhood.

Like · Reply · 32w 1

Write a comment...

11 April · Saskatoon

I have seen multiple near miss incidents near the Pinehouse Dr and LaRonge Rd crosswalk . Early morning and evening lighting of the crosswalk is poor due to the position of the street lights.

A solution may be as simple as adjusting lighting in the area, to increase visibility of pedestrians. Cross walk lights may also mitigate the issue here.

5 Seen by 121

Like Comment Share

Write a comment...

11 April · Saskatoon

## There is no centre white line on LaRonge Rd.

4 1 Comment Seen by 122

Like Comment Share

Lane markings on Warman would be nice too!

Like · Reply · 32w

Write a comment...

23 March · Saskatoon

and everytime I try to cross Assiniboine I wait and then I wait some more – finally somebody stops. Theres a crosswalk there; but I have seen every type of vehicle go through it. My mom almost got hit there once.

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Like Comment Share

 I agree! Traffic on Assiniboine needs to be slowed down. We try to cross at the corner of Assiniboine and Athabasca/Albany which is also a marked crosswalk and can wait for many cars to pass (going much faster than the speed limit) before someone wil... [See more](#)

Like · Reply · 34w 2

 We need pedestrian controlled lights at these intersections.

Like · Reply · 34w 1

 I wish we had the pedestrian crossing lights there like at Taylor and McEown: <https://goo.gl/maps/6NcZBCByKPr> I've had to wait for multiple cars there too, I was also rear-ended trying to turn left onto St. Lawrence by someone going straight not paying attention.




GOOGLE.COM  
**Taylor St E & Mceown Ave**

Like · Reply · Remove Preview · 32w


 Write a comment...

6 April · Saskatoon


 : Saguenay Drive. The intersection at Saguenay and Assiniboine has stop signs going east/west, but not north/south. Unfortunately, many people run the stop signs at high speed, or stop where there are NO stop signs. I feel there should be a four way stop to make it safer, and slow down the traffic coming into the cul-de-sac at the end of Assiniboine. The current situation makes it very dangerous for the many pedestrians, and children playing in the area.

13 2 Comments Seen by 122

Like Comment Share

 Agreed!  
and have witnessed accidents and have been involved in many close calls from people not seeing this sign.

Like · Reply · 32w 1

 Assiniboine is the main street...It makes no sense to have people going through Assiniboine on Saguenay at high-speed. It's a recipe for disaster...it would be better left as an uncontrolled intersection than as is. I agree with a 4-way stop.

Like · Reply · 32w

 Write a comment...

24 March · Saskatoon

I am not sure if this is related to a traffic review but snow needs to be cleared from the sides of the streets in front of our schools once it is graded. There is already so much traffic congestion during school drop off and pick up. Piled up on the side of the road all winter adds ever more risk to an already chaotic situation as parents cannot park properly or even have two vehicles pass each other safely. Drop off and pickup at our schools is unsafe on a good day.

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Like

Comment

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I also agree!!! The snow piled along the sidewalk was so high the kids all had to exit vehicles on the traffic side of the car. When you add in busses and many other cars, it is very dangerous and unacceptable in a school zone. I have added a picture I took in February after months of snow being piled up.



Like · Reply · 32w



Write a comment...

6 April

Just in Hawaii and all the school zone crosswalks have fast flashing lights at street sign level. They are much more visible than our overhead crosswalk signs and they are consistently placed at every single school zone crosswalk.

Edited to add: here's a pic, they are LED. Some are even solar powered.  
<http://honolulu.legalexaminer.com/.../Cisco%20Systems%20IRWL%...>

Seen by 122

Like

Comment

Share



Write a comment...

5 April · Saskatoon

Our traffic concern is related to the pedestrian crosswalk in the 200 block of Churchill Drive/ east of Ravine. This crosswalk connects to the back end of both River Heights school park and St Anne's School park. This is a highly used crosswalk by many neighborhood children. The crosswalk sign visibility is very poor. This crosswalk is not at a corner. Most drivers do not stop at this crosswalk regardless of people waiting at the crosswalk. There have been many near misses. This area is a fatality waiting to happen. Better signage is a must. Potentially the overhead crosswalk signage would improve this risk area.

5

1 Comment Seen by 122

Like

Comment

Share



----- This would be another great place for a raised crosswalk, and flashing signs

Like · Reply · 32w



Write a comment...

3 April

Chat (Off)

# Neighbourhood Traffic Review - River Heights

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Seen by 122

Like Comment Share

Write a comment...

31 March

I'd like to see the streets opened up that were originally open; this would improve traffic flow. It's a waste of gas and time to drive such convoluted paths and others get the increased flow which isn't really fair.

2

Seen by 123

Like Comment Share

Write a comment...

31 March

I'd like to see raised crosswalks (like a wide speed bump) in all the school zones. This is a visual and physical cue to slow down. I'm sure there must be evidence for this, if not, why not gather it??

4

Seen by 122

Like Comment Share

Write a comment...

28 March

My concern is the speed at which people travel from Columbia Drive turning onto Red River. For some reason vehicles tend to pick up speed as they come around the corner. We have had a drunk driver hit the tree (which is now gone) another driver lost control and hit a parked vehicle further down the street. The amount of traffic also pushes all the snow to the South side of Red River at the corner (of Columbia) and blocks the snow drainage so I am not sure if a speed bump would help. Very dangerous for kids playing in that area.

1

Seen by 123

Like Comment Share

Write a comment...

26 March

My concern is the speed of traffic down Assiniboine. and we notice it especially down towards our end of Assiniboine, people really pick up speed coming down the hill and around the curve. We've almost been hit numerous times trying to cross. Maybe speed tables down Assiniboine as a reminder to slow down on our residential street would help

6

Seen by 122

Like Comment Share

Chat (Off)

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Traffic Review shared a link.

28 December 2017

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

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in River Heights. This page is for residents of this neighbourhood inclusively, bound by Primrose Dr/Churchill Dr/La Ronge Rd (north), the river (east), Circle Dr (south), and Warman Rd (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 is now underway following the first neighbourhood meeting which was held at St. Anne School April 11, 2018.

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](http://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...

32

1 Comment 1 share Seen by 122

Like

Comment

Share



I agree that we need a turning arrow south on Warman Road and turning left on to Assiniboine. So many vehicles do not stop for a yellow and even already turned red light. It is dangerous to make that turn without the arrow.

Like · Reply · 34w

4



Write a comment...

23 March

I wish there were more frequent left turn arrows going south on Warman Road and turning left on to Assiniboine. In earlier times there was an actual break in traffic, but since the enhancements to Circle Drive exits, the stream of traffic rarely ceases. This has led to more use of Churchill Drive, because at that point there is a natural break in traffic to allow a safer left turn. My other wish would be a tweaking of the signs leaving Lawson Heights Mall at the crossing to the Rusty Macdonald Library. There would be less congestion if the left lane was only left turns and the right lane was used for straight through travel to the library or right turns. (This would match the strategy at 24th St. and Spadina by Knox United Church. That corner flows pretty well.)

6

1 Comment Seen by 122

Like

Comment

Share

Chat (Off)



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Also it seems that there is an higher than average amount of red light running from the north bound Warman traffic at this intersection.

Like · Reply · 34w

1

Write a comment...

23 March

My main concern is the traffic on Pembina Avenue from Spadina to Red River Road. This road is used as a through way for traffic either coming from downtown into River Heights or vice versa. Also, for those who want to park near the dog park on the south end of Pembina. Everyday (at all times a day) I watch traffic speed around 50+ and at night much quicker. Neighbours have tried to place basketball nets on adjacent sides of the street to each other to narrow the road in hopes it makes traffic slow down and/or be cognitive that it's a neighbourhood with small children playing on their property. A speed reminder, digital speed sign and/or a "kids at play" sign would be greatly appreciated so drivers can remember they are driving through a residential street and not a main through way.

My second concern is the pedestrian crosswalk across Spadina just north of Circle Drive bridge. Traffic is passing by quickly and sometimes drivers either do not see the crosswalk signs or just do not stop. Would like to see pedestrian walk lights so traffic can be reminded to stop. This crosswalk is used frequently for individuals accessing the dog park across the river.

Thank you!

3

1 Comment Seen by 123

Like

Comment

Share

At the intersection of Pembina and Red River I fully agree with this assessment of the traffic on those roads. Some kind of traffic calming measures should likely be placed at that specific intersection (boulevards, signs, etc) with possible added measures down the rest of Pembina to ensure drivers are acting like it's a fully residential street (despite it's width) with kids everywhere.

Additionally, the blind corner at the Pembina Place/Ave intersection is also dangerous with people heading south often cutting the corner too close. A median boulevard would likely help improve the safety there as well.

Like · Reply · 34w

2

Excellent comments and suggestions!

Like · Reply · 34w

Write a reply...

Write a comment...

23 March

So after almost getting hit by another semi at the new 51st warman intersection. My question is that am I not correct saying that millar ave is the designated truck route? I see more and more semis using warman road and turning onto 51st.

2

Seen by 122

Like

Comment

Share

Write a comment...

Chat (Off)

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 **Traffic Review** updated the group photo.  
28 December 2017



1 Seen by 122

[Like](#)      [Comment](#)      [Share](#)



 created the group [Neighbourhood Traffic Review - River Heights](#).  
20 December 2017  
2 Seen by 122

[Like](#)

You turned off commenting for this post.

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