

Westview Neighbourhood Traffic Review



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Westview Neighbourhood Traffic Review

Authorization

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Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides residents and City staff the opportunity to work together in developing solutions 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 Westview neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in November 2018.

A summary of recommended improvements for the Westview 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 years); 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 Westview Traffic Plan is illustrated in Exhibit ES-1.

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Table ES-1: Westview Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Junor Avenue & Peterson Crescent / Ward Road	Median island (north leg)	Reduce speed
		Replace yield signs with stop signs	Improve intersection safety
		Traffic count in spring 2019	Determine if additional improvements are needed
2	Junor Avenue & Richardson Road	Zebra crosswalk (south leg)	Improve pedestrian safety
		Median island (south leg)	Reduce speed
3	Junor Avenue & Makaroff Road	Median island (north leg)	Reduce speed
		Replace yield sign with stop sign	Improve intersection safety
4	Junor Avenue & Carrothers Court	Replace yield sign with stop sign	Improve intersection safety
5	37 th Street & pathway east of Byers Crescent	Additional pedestrian crosswalk signs	Improve visibility of pedestrian crosswalk; Improve pedestrian safety
		Make temporary curb extension permanent (north side)	
6	Byers Crescent & Selkirk Crescent (south intersection)	Make temporary curb extension permanent (east side)	Improve pedestrian safety and sight lines
		Restrict parking on Byers Crescent (west side) at 10 metres from northwest and southwest corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
		Curb extensions on northwest and southwest corners on Byers Crescent	Improve pedestrian safety
		Pedestrian accessibility ramps on east side of Byers Crescent	Improve pedestrian accessibility
7	Richardson Road & Byers Crescent	Curb extensions on northeast and southeast corners on Richardson Road	Improve pedestrian safety
8	Hnatyshyn Avenue & Nicholson Place	Median island (north leg)	Reduce speed
		Zebra crosswalk (north leg)	Improve pedestrian safety
9	Richardson Road & Avenue W North	Three-way stop	Improve intersection safety
		Pedestrian accessibility ramps	Improve pedestrian accessibility





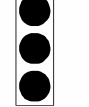


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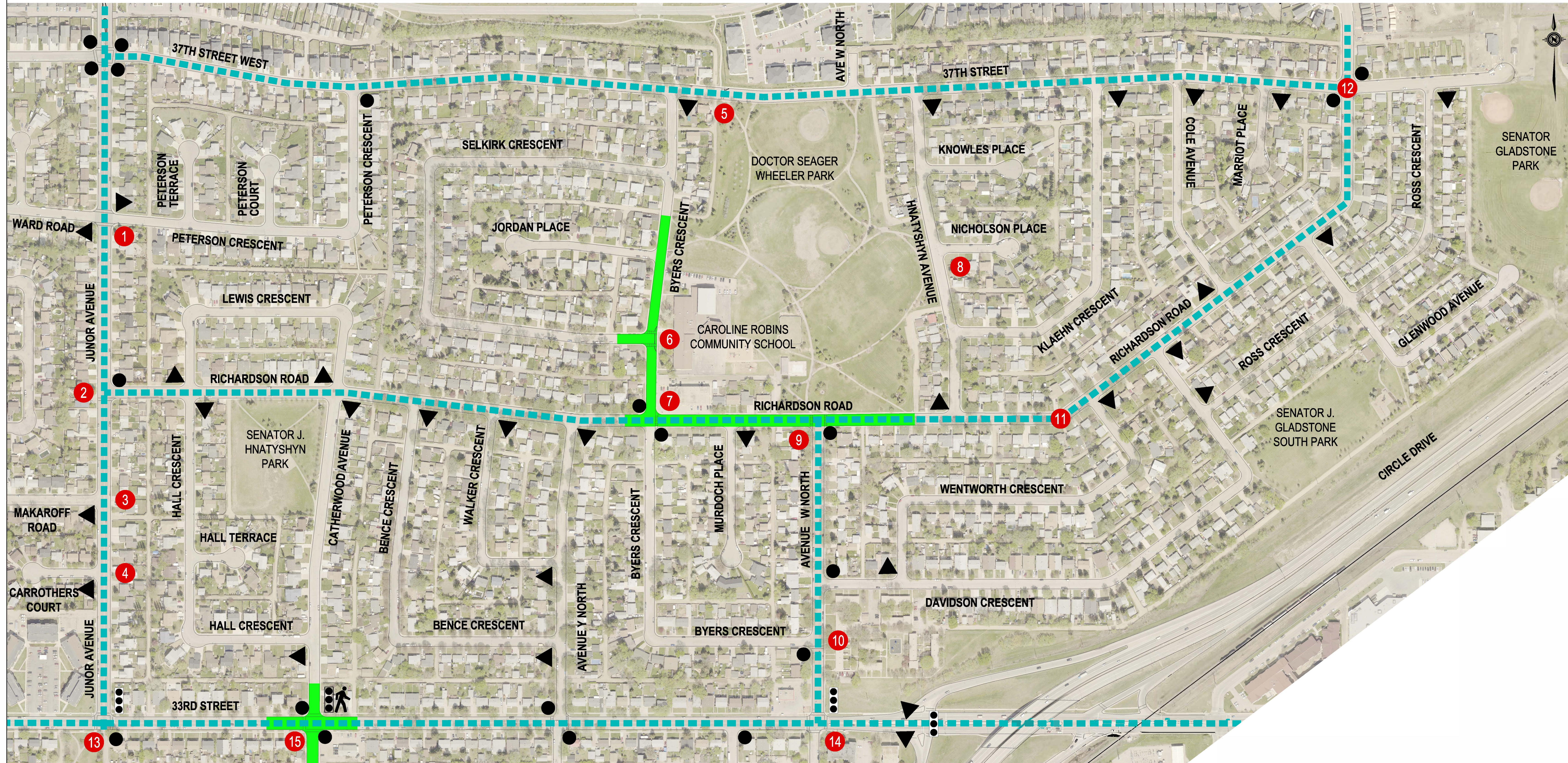
Table ES-1: Westview Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
10	Avenue W & Byers Crescent	Zebra crosswalk (south leg)	Improve pedestrian safety
		Curb extension (east side of Avenue W)	
		Pedestrian accessibility ramps	Improve pedestrian accessibility
11	Curve west of Richardson Road & Wentworth Crescent	Curve warning sign and 30 kph advisory speed tab sign in the eastbound and westbound directions	Reduce speed
12	Richardson Road & 37 th Street	Four-way stop	Improve intersection safety
		Pedestrian accessibility ramps	Improve pedestrian accessibility
13	33 rd Street & Junor Avenue	Restrict parking on west side of Junor Avenue for 30 metres north of 33 rd Street	Improve operations for southbound and westbound right-turning traffic
		Restrict parking on north side of 33 rd Street for 20 metres east of Junor Avenue	
14	33 rd Street & Avenue W	Install Right Lane Ends warning sign for westbound traffic	Improve driver expectancy
15	33 rd Street & Catherwood Avenue / Northumberland Avenue	On Traffic Signal priority list	Traffic signal was recommended in the 33 rd Street Corridor Study to improve safety and operations

WESTVIEW TRAFFIC PLAN

LEGEND

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



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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 Westview neighbourhood.

The Westview neighbourhood is bound by 33rd Street to the south, Circle Drive to the east, Junor Avenue to the west and 37th Street to the north. The land use is mostly residential with Caroline Robins School on Byers Crescent.

The neighbourhood traffic review includes four stages:

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

- 33rd Street
- 37th Street
- Alley east of Junor Avenue
- Byers Crescent
- Davidson Crescent at Senator J. Gladstone South Park
- Hnatyshyn Avenue
- Junor Avenue
- Lewis Crescent
- Richardson Road
- Selkirk Crescent

The residents proposed the following solutions:

- Enforcement by police
- Additional traffic control (e.g. stop signs or traffic signals)
- Traffic calming (e.g. curb extensions, median islands, speed bumps)
- Closure of 37th Street (Ross Crescent to Claypool Drive)
- Extension of 37th Street (Ross Crescent to Claypool Drive)
- Extension of Claypool Drive to Dalmeny Road
- Raised median barrier
- Reduced neighbourhood speed limit

2.2. Pedestrian Safety

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

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

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

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

- 33rd Street
- 37th Street & Byers Crescent
- 37th Street & Richardson Road
- 37th Street (Byers Crescent to Hnatyshyn Avenue)
- 37th Street (Ross Crescent to Claypool Drive)
- Avenue W & Byers Crescent
- Avenue W & Richardson Road
- Byers Crescent & Selkirk Crescent
- Byers Crescent (37th Street to Richardson Road)
- Glenwood Avenue
- Junor Avenue & Richardson Road
- Richardson Road & Byers Crescent
- Richardson Road & Lehrer Crescent
- Richardson Road & Walker Crescent
- Richardson Road (Hnatyshyn Avenue to Wentworth Crescent)
- Richardson Road (Lewis Crescent to Lewis Crescent)

The residents proposed the following solutions:

- Active Pedestrian Devices (e.g. actuated pedestrian corridor, pedestrian actuated signal)
- Crosswalks
- Additional traffic control (e.g. stop signs or traffic signals)
- “Children at Play” signs
- Speed reduction
- Student crossing guards
- Education

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:

- 33rd Street & Richardson Road
- 37th Street & Byers Crescent
- 37th Street & Richardson Road
- Junor Avenue & Richardson Road
- Richardson Road & Avenue W
- Richardson Road & Hnatyshyn Avenue

Proposed solutions identified by residents:

- Stop signs
- Traffic signals

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:

- 33rd Street
- 37th Street & Byers Crescent
- 37th Street (Ross Crescent to Claypool Drive)
- Byers Crescent (37th Street to Richardson Road)
- Senator Gladstone Park

Proposed solutions identified by residents:

- Education
- Enforcement

2.5. Major Intersections & Corridors

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

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

- 33rd Street
- 33rd Street & Avenue P
- 33rd Street & Catherwood Avenue / Northumberland Avenue
- 33rd Street & Edmonton Avenue
- 33rd Street & Junor Avenue
- 33rd Street & Avenue W
- 37th Street
- 37th Street & Junor Avenue
- Circle Drive
- Circle Drive & 33rd Street

2.6. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Snow clearing issues
 - 33rd Street & Circle Drive
 - 37th Street & Richardson Road
 - Avenue W & Richardson Road
 - Byers Crescent in front of Caroline Robins School
 - Murdoch Place
 - Richardson Road across Dr. Seager Wheeler Park
 - Back lanes
 - Various sidewalks in the neighbourhood
- Grading issues
 - 37th Street (Ross Crescent to Claypool Drive)
- Drainage issues
 - 1425 Hnatyshyn Avenue
 - Richardson Road & Byers Crescent
- Trees obstructing signs
 - 37th Street & Cole Avenue
- Surface condition issues
 - West end of 37th Street
 - Various sidewalks in the neighbourhood

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

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3.2. Traffic Volume and Speed Assessments

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

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

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

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Westview 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)
37 th Street	Peterson Crescent and Byers Crescent	Collector	1,000	50
37 th Street	Hnatyshyn Avenue and Klaehn Crescent	Collector	650	52
37 th Street	Ross Crescent and Senator Gladstone Park	Local	550	41
Byers Crescent	Jordan Place and Selkirk Crescent (South)	Local	1,300	45 31 (school hours)
Byers Crescent	Richardson Road and Avenue W North	Local	300	41
Davidson Crescent	Wentworth Crescent and Ross Crescent	Local	300	44
Glenwood Avenue	South of Ross Crescent	Local	200	34
Hnatyshyn Avenue	Nicholson Place and Klaehn Crescent	Local	550	53
Junor Avenue	33 rd Street and Carrothers Court	Collector	9,400	57
Junor Avenue	Richardson Road and Peterson Crescent	Collector	8,100	56
North-South Back Lane east of Junor Avenue	Richardson Road and Peterson Crescent	Back Lane	60	26
Richardson Road	Catherwood Avenue and Bence Crescent	Collector	1,450	41
Richardson Road	Murdoch Place and Avenue W North	Collector	3,000	43 37 (school hours)
Richardson Road	Avenue W North and Hnatyshyn Avenue	Collector	4,100	47 44 (school hours)
Richardson Road	Hnatyshyn Avenue and Wentworth Crescent	Collector	3,450	45
Richardson Road	Glenwood Avenue and 37 th Street	Collector	2,450	49
Selkirk Crescent	Byers Crescent (North) and Byers Crescent (South)	Local	200	33

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 metres.

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
Richardson Road & Avenue W North	669 – Condition met	8,440 – Condition met	0 – Condition NOT met	Condition met
Richardson Road & Byers Crescent	324 – Condition NOT met	4,150 – Condition NOT met	0 – Condition NOT met	Conditions NOT met
Junor Avenue & Richardson Road	865 – Condition met	9,490 – Condition met	0 – Condition NOT met	Condition met
Richardson Road & Lewis Crescent (East)	184 – Condition NOT met	2,320 – Condition NOT met	0 – Condition NOT met	Conditions NOT met
37 th Street & Richardson Road	336 – Condition NOT met	3,760 – Condition NOT met	1 – Condition NOT met	Conditions NOT met
37 th Street & Byers Crescent	128 – Condition NOT met	1,440 – 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.

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Richardson Road & Avenue W North	40% – Condition met	No – Condition met	All-Way Stop Warranted
Richardson Road & Byers Crescent	30% – Condition NOT met	No – Condition met	All-Way Stop Not Warranted
Junor Avenue & Richardson Road	10% – Condition NOT met	No – Condition met	
Richardson Road & Lewis Crescent (East)	20% – Condition NOT met	No – Condition met	
37 th Street & Richardson Road	20% – Condition NOT met	No – Condition met	
37 th Street & Byers Crescent	35% – Condition met	No – Condition met	

Although the intersection of 37th Street & Richardson Road does not meet the warrant criteria for traffic volumes entering the intersection, an all-way stop is recommended based on safety issues identified during 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.

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

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

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Avenue W North & Byers Crescent	Confirmed	Distance from nearest control < 200 m. Unmarked crosswalk appropriate. Curb extension recommended to reduce pedestrian crossing distance. Existing zebra crosswalk to remain.
Byers Crescent & Selkirk Crescent (North)	Confirmed	Distance from nearest control > 200 m. Average daily traffic < 1,500 vehicles per day. Unmarked crosswalk appropriate.
Byers Crescent & Selkirk Crescent (South)	Confirmed	Distance from nearest control < 200 m. Important connection to Caroline Robins School. Existing zebra crosswalks appropriate with recommended curb extensions.
Junor Avenue & Richardson Road	Confirmed	Distance from nearest control > 200 m. Important connection to École Dundonald Elementary School for French immersion students living in Westview. Zebra crosswalk appropriate with recommended median island.
Richardson Road & Byers Crescent	Confirmed	Distance from nearest control < 200 m. Important connection to Caroline Robins School and commercial properties on northeast corner. Existing zebra crosswalk appropriate with recommended curb extensions.

3.5. Traffic Signal Assessments

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

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

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

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

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

Table 3-6: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Junor Avenue & Richardson Road	20	Traffic signal not warranted
Richardson Road & 37 th Street	5	
Richardson Road & Avenue W North	30	

Details of the traffic signal assessments are provided in **Appendix E**.

3.6. Collision Analysis

The most recently available five-year collision data (2013 to 2017) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections and arterial streets were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections with two or more collisions per year within Westview include:

- 37th Street & Richardson Road

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Junor Avenue & Peterson Crescent / Ward Road	Median island (north leg)	Reduce speed
Junor Avenue & Richardson Road	Median island (south leg)	Reduce speed
Junor Avenue & Makaroff Road	Median island (north leg)	Reduce speed
Hnatyshyn Avenue & Nicholson Place	Median island (north leg)	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
Junor Avenue & Richardson Road	Zebra crosswalk (south leg)	Improve pedestrian safety
37 th Street & Pathway east of Byers Crescent	Additional pedestrian crosswalk signs	Improve pedestrian safety
	Make temporary curb extension permanent (north side)	
Byers Crescent & Selkirk Crescent (South Intersection)	Make temporary curb extension permanent (east side)	Improve pedestrian safety and sight lines
	Restrict parking on Byers Crescent (west side) at 10 metres from northwest and southwest corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
	Curb extensions on northwest and southwest corners on Byers Crescent	Improve pedestrian safety
	Pedestrian accessibility ramps on east side of Byers Crescent	Improve pedestrian accessibility
Richardson Road & Byers Crescent	Curb extensions on northeast and southeast corners on Richardson Road	Improve pedestrian safety
Hnatyshyn Avenue & Nicholson Place	Median island (north leg)	Reduce speed
	Zebra crosswalk (north leg)	Improve pedestrian safety
Richardson Road & Avenue W North	Pedestrian accessibility ramps	Improve pedestrian accessibility
Avenue W & Byers Crescent	Zebra crosswalk (south leg)	Improve pedestrian safety
	Curb extension (east side of Avenue W)	
	Pedestrian accessibility ramps	Improve pedestrian accessibility
Richardson Road & 37 th Street	Pedestrian accessibility ramps	Improve pedestrian accessibility

4.4. Intersection Safety

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

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Junor Avenue & Peterson Crescent / Ward Road	Replace yield signs with stop signs	Improve intersection safety
Junor Avenue & Makaroff Road	Replace yield sign with stop sign	Improve intersection safety
Junor Avenue & Carrothers Court	Replace yield sign with stop sign	Improve intersection safety
Richardson Road & Avenue W North	Three-way stop	Improve intersection safety
Richardson Road & 37 th Street	Four-way stop	Improve intersection safety
33 rd Street & Junor Avenue	Restrict parking on west side of Junor Avenue for 30 metres north of 33 rd Street	Improve operations for southbound and westbound right-turning traffic
	Restrict parking on north side of 33 rd Street for 20 metres east of Junor Avenue	
33 rd Street & Avenue W	Install Right Lane Ends warning sign for westbound traffic	Improve driver expectancy
33 rd Street & Catherwood Avenue / Northumberland Avenue	On Traffic Signal priority list	Traffic signal was recommended in the 33 rd Street Corridor Study to improve safety and operations

4.5. Parking

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

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Byers Crescent & Selkirk Crescent (South Intersection)	Restrict parking on Byers Crescent (west side) at 10 metres from northwest and southwest corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in November 2018. The meeting minutes and feedback from emails and phone calls are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix H**. Additional issues raised during and after the follow-up meeting were assessed and outlined in **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

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

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 19, 2018 Caroline Robins School 30 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 November 29, 2018 Caroline Robins School 37 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix G

Residents and stakeholders in Westview were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- social media (i.e. Facebook advertising);
- billboards placed on the northeast corner of 33rd Street & Avenue W North;
- 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.

Westview Neighbourhood Traffic Review

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 60 members in the Facebook group for the Westview Neighbourhood Traffic Review.

There are 14 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

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

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

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

Photo 1: Meeting #1 Presentation



Westview Neighbourhood Traffic Review

Photo 2: Meeting #2 Presentation



5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus. The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Westview 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: Additional Traffic Counts Cost Estimate
- Table 5-3: Permanent Traffic Calming Cost Estimate
- Table 5-4: Pedestrian Ramps Cost Estimate
- Table 5-5: Total Cost Estimate

Westview Neighbourhood Traffic Review

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

Location	Device	Cost Estimate	Time Frame
Junor Avenue & Peterson Crescent / Ward Road	Median island (1)	\$500	1 to 2 years (traffic calming devices will be installed temporarily until proven effective)
	Stop sign (2)	\$500	
Junor Avenue & Richardson Road	Zebra crosswalk (1)	\$500	
	Median island (1)	\$500	
Junor Avenue & Makaroff Road	Median island (1)	\$500	
	Stop sign (1)	\$250	
Junor Avenue & Carrothers Court	Stop sign (1)	\$250	
37 th Street & Pathway east of Byers Crescent	Pedestrian crosswalk sign (2)	\$500	
Byers Crescent & Selkirk Crescent (South Intersection)	No Parking sign (2)	\$500	
	Curb extension (2)	\$1,000	
Richardson Road & Byers Crescent	Curb extension (2)	\$1,000	
Hnatyshyn Avenue & Nicholson Place	Median island (1)	\$500	
	Zebra crosswalk (1)	\$500	
Richardson Road & Avenue W North	Stop sign (2)	\$500	
Avenue W & Byers Crescent	Zebra crosswalk (1)	\$500	
	Curb extension (1)	\$500	
Curve west of Richardson Road & Wentworth Crescent	Curve warning sign (2)	\$500	
	30 kph advisory speed tab sign (2)	\$500	
Richardson Road & 37 th Street	Stop sign (2)	\$500	
33 rd Street & Junor Avenue	No Parking sign (2)	\$500	
33 rd Street & Avenue W	Right Lane Ends warning sign (1)	\$250	
Total		\$10,750	

Westview Neighbourhood Traffic Review

Table 5-2: Additional Traffic Counts Cost Estimate

Location	Device	Cost Estimate	Time Frame
Junor Avenue & Peterson Crescent / Ward Road	Peak Hour Turning Movement Count	\$200	1 to 2 years
Total		\$200	

Table 5-3: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Junor Avenue & Peterson Crescent / Ward Road	Median island (north leg)	\$5,000	3 to 5 years
Junor Avenue & Richardson Road	Median island (south leg)	\$5,000	
Junor Avenue & Makaroff Road	Median island (north leg)	\$5,000	
37 th Street & pathway east of Byers Crescent	Make temporary curb extension permanent (north side)	\$45,000	
Byers Crescent & Selkirk Crescent (south intersection)	Make temporary curb extension permanent (east side)	\$45,000	
	Curb extensions on northwest and southwest corners on Byers Crescent	\$90,000	
Richardson Road & Byers Crescent	Curb extensions on northeast and southeast corners on Richardson Road	\$90,000	
Avenue W & Byers Crescent	Curb extension (east side of Avenue W)	\$45,000	
Total		\$330,000	

Westview Neighbourhood Traffic Review

Table 5-4: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
Byers Crescent & Selkirk Crescent (south intersection)	Pedestrian accessibility ramp (2)	\$7,000	
Richardson Road & Avenue W North	Pedestrian accessibility ramp (2)	\$7,000	
Avenue W & Byers Crescent	Pedestrian accessibility ramp (2)	\$7,000	
Richardson Road & 37 th Street	Pedestrian accessibility ramp (3)	\$10,500	
Total		\$31,500	

Table 5-5: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$10,750	-	-
Additional Traffic Counts	\$200	-	-
Permanent Traffic Calming	-	\$330,000	-
Pedestrian Accessible Ramps	-	-	\$31,500
Total	\$10,950	\$330,000	\$31,500

The total cost estimate for short-term improvements (signs, pavement markings, temporary traffic calming, and additional traffic counts) is \$10,950. The total cost estimate for medium and long-term improvements (permanent traffic calming and pedestrian ramps) is \$361,500.

Resulting from the neighbourhood traffic review is a list of recommended improvements, including the location and justification as summarized in Table 5-6.

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

Westview Neighbourhood Traffic Review

Table 5-6: Westview Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Junor Avenue & Peterson Crescent / Ward Road	Median island (north leg)	Reduce speed
		Replace yield signs with stop signs	Improve intersection safety
		Traffic count in spring 2019	Determine if additional improvements are needed
2	Junor Avenue & Richardson Road	Zebra crosswalk (south leg)	Improve pedestrian safety
		Median island (south leg)	Reduce speed
3	Junor Avenue & Makaroff Road	Median island (north leg)	Reduce speed
		Replace yield sign with stop sign	Improve intersection safety
4	Junor Avenue & Carrothers Court	Replace yield sign with stop sign	Improve intersection safety
5	37 th Street & pathway east of Byers Crescent	Additional pedestrian crosswalk signs	Improve visibility of pedestrian crosswalk; Improve pedestrian safety
		Make temporary curb extension permanent (north side)	
6	Byers Crescent & Selkirk Crescent (south intersection)	Make temporary curb extension permanent (east side)	Improve pedestrian safety and sight lines
		Restrict parking on Byers Crescent (west side) at 10 metres from northwest and southwest corners	Restricted in Traffic Bylaw Encourage compliance and improve sightlines
		Curb extensions on northwest and southwest corners on Byers Crescent	Improve pedestrian safety
		Pedestrian accessibility ramps on east side of Byers Crescent	Improve pedestrian accessibility
7	Richardson Road & Byers Crescent	Curb extensions on northeast and southeast corners on Richardson Road	Improve pedestrian safety
8	Hnatyshyn Avenue & Nicholson Place	Median island (north leg)	Reduce speed
		Zebra crosswalk (north leg)	Improve pedestrian safety
9	Richardson Road & Avenue W North	Three-way stop	Improve intersection safety
		Pedestrian accessibility ramps	Improve pedestrian accessibility

Westview Neighbourhood Traffic Review

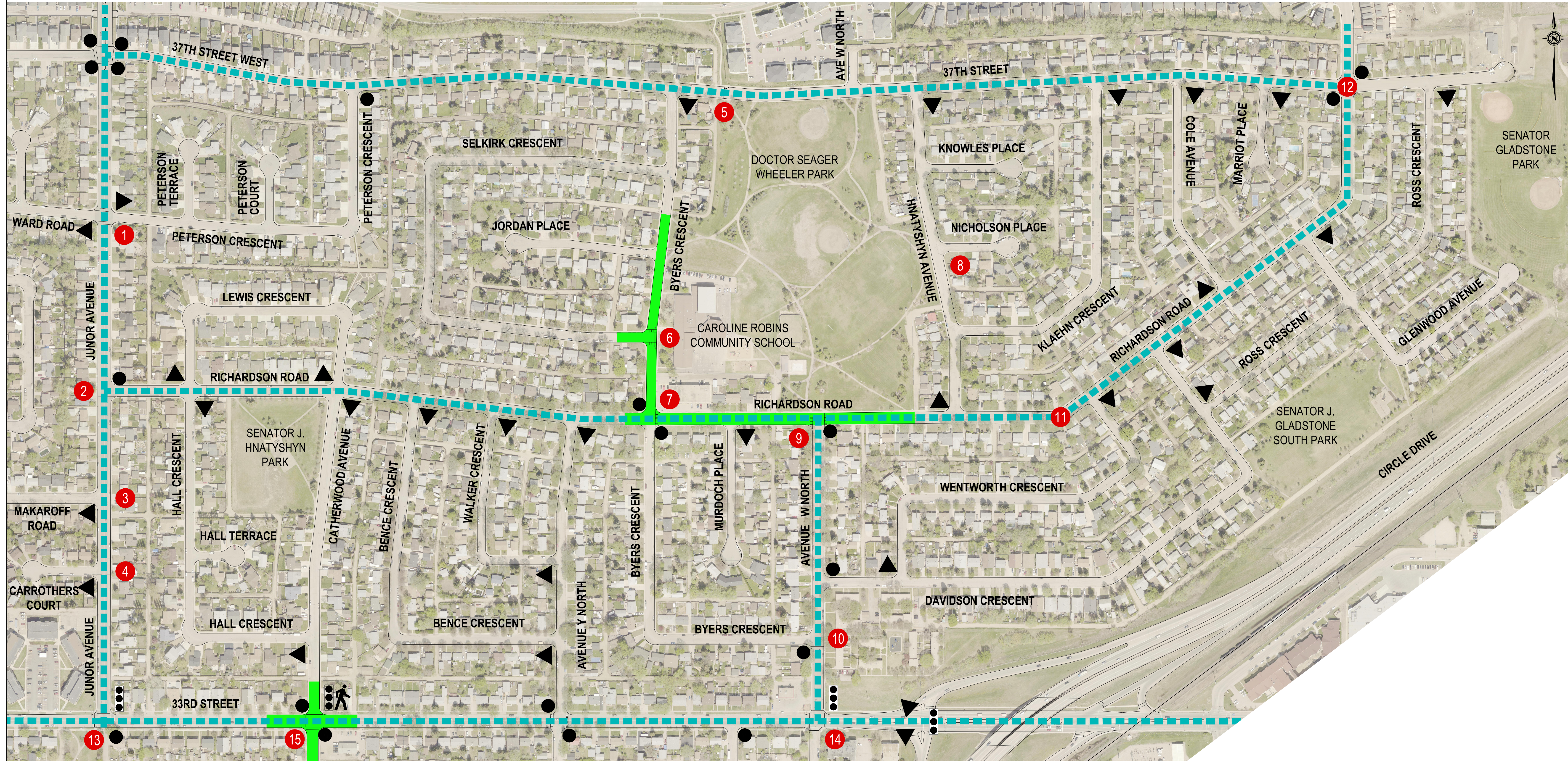
Table 5-6: Westview Recommended Improvements

Item	Location	Recommended Improvement	Justification
10	Avenue W & Byers Crescent	Zebra crosswalk (south leg)	Improve pedestrian safety
		Curb extension (east side of Avenue W)	
		Pedestrian accessibility ramps	Improve pedestrian accessibility
11	Curve west of Richardson Road & Wentworth Crescent	Curve warning sign and 30 kph advisory speed tab sign in the eastbound and westbound directions	Reduce speed
12	Richardson Road & 37 th Street	Four-way stop	Improve intersection safety
		Pedestrian accessibility ramps	Improve pedestrian accessibility
13	33 rd Street & Junor Avenue	Restrict parking on west side of Junor Avenue for 30 metres north of 33 rd Street	Improve operations for southbound and westbound right-turning traffic
		Restrict parking on north side of 33 rd Street for 20 metres east of Junor Avenue	
14	33 rd Street & Avenue W	Install Right Lane Ends warning sign for westbound traffic	Improve driver expectancy
15	33 rd Street & Catherwood Avenue / Northumberland Avenue	On Traffic Signal priority list	Traffic signal was recommended in the 33 rd Street Corridor Study to improve safety and operations

WESTVIEW TRAFFIC PLAN

LEGEND

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



Appendix A

Public Meeting #1 – April 19, 2018

CITY OF SASKATOON

Westview Neighbourhood Traffic Review Minutes

Date: Thursday, April 19, 2018

Time: 7:00 – 9:00 pm

Location: Caroline Robins Elementary School (1410 Byers Crescent)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon Transportation Engineer Westview Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Lanre Akindipe	City of Saskatoon Transportation Engineer
Minqing Deng	City of Saskatoon Transportation Engineer
Sheliza Kelts	City of Saskatoon Transportation Engineer
Staff Sergeant Patrick Barbar	Saskatoon Police Service, Traffic Unit

Regrets:

Councillor Troy Davies	Ward 4 City Council Representative
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Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – April 19, 2018

Saskatoon Police Service

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

Small Group Discussions

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

Small group reports to large group

Group 1: Lanre Akindipe

- Avenue W & Richardson Road
 - Too many vehicles and speeding.
 - Traffic count is needed for this street.
 - There currently is no parking because snow is not plowed in the winter season.
- Avenue W & Byers Crescent
 - Pedestrian safety concerns at this intersection.
 - Pedestrians don't use the crosswalk.
- Richardson Road
 - Speed humps suggested.
- Richardson Road & Junor Avenue
 - Difficult to make left-turns.
 - Difficult for pedestrians to cross.
 - Traffic signals or three-way stop suggested.
- Richardson Road & Hnatyshyn Avenue
 - Vehicles are not obeying the yield sign.
- 37th Street
 - Speeding is an issue from Junor Avenue to Richardson Road.
- 33rd Street & Matheson Drive
 - Pedestrian lights suggested.
- 33rd Street & Avenue W
 - Signal timing for pedestrian crossing takes too long.
- 22nd Street & Avenue P
 - Left-turn signal arrow suggested.
- 33rd Street & Avenue P
 - Left-turn signal arrow suggested.
- 33rd Street & Edmonton Ave
 - Noisy and rough when cars drive over the railroad tracks despite past improvements.
- General
 - Sidewalks within the neighbourhood are in poor condition.
 - Industrial development on McClocklin Road will have a huge impact on traffic patterns in Westview.
 - Speeding in school zones in the neighbourhood.

Group 2: Nathalie Baudais

- 33rd Street & Junor Avenue
 - Concerns regarding southbound traffic flow at peak hours. Suggest restricting parking to create southbound right turn lane.

- Concerns regarding westbound traffic flow at peak hours. Suggest restricting parking to create a westbound right turn lane.
- Correcting this intersection would alleviate shortcutting through Westview.
- 37th Street
 - Used to be dead-end, but now is a speedway.
 - Speeding along entire length.
 - Traffic and shortcutting will be worse once McClocklin Road opens.
 - Are there plans to extend Claypool Drive to 37th Street? The existing back road needs grading and is currently used as a shortcut because McClocklin Road is closed. Is a new road connection planned here?
 - Lack of parking on 37th Street by Senator Gladstone Park.
 - Want a good solution, but not speed humps or horizontal deflections.
 - Pedestrians aren't visible and don't wait to cross at walkway to Doctor Seager Wheeler Park. The brick wall on the north side by the condo development blocks drivers' view of pedestrians.
- Byers Crescent
 - Traffic issues around school. U-turns in school zone.
 - Drivers are avoiding Byers Crescent due to school traffic.
 - Parking too close to the curb extensions.
- Byers Crescent & 37th Street
 - Suggest stop sign because vehicles are not complying with yield signs.
 - School buses stop on this corner, causing operational issues.
- Richardson Road
 - Pedestrian crossing unsafe at the bend, near walkway connection off Davidson Crescent.
 - Speeding along the curve and parked cars are getting hit.
 - Drivers use it as a shortcut to Dundonald neighbourhood.
 - Students pop out of parked cars.
 - Speeding by Senator Hnatyshyn Park is particularly bad.
- Richardson Road & Byers Crescent
 - Pedestrian crossing is dangerous.
 - Sightlines are not good.
 - Pedestrian device is suggested.
 - Education suggested for students to focus their crossings here.
- Richardson Road & Avenue W
 - Difficult to make left-turns onto Richardson Road.
 - Students from school cross without looking.
 - Would like a zebra crosswalk.
 - Would like a three-way stop or traffic signals.
- Richardson Road & Murdoch Place
 - Crosswalk needs to be painted.

- 37th Street & Richardson Road
 - Lots of accidents.
 - Needs a four-way stop. Drivers expect a four-way stop because they are used to them at Junor Avenue & 37th Street.
- McClocklin Road
 - When will McClocklin Road open? (*Construction will be completed on July 1.*)
- Glenwood Avenue
 - Would like a sound wall to reduce traffic noise for houses that back Circle Drive. Can't use backyard. This location did not make the top ten in 2015.
 - Would like "Children at Play" signs and speed reduction. Street is very busy in the summer months due to nearby park activities.
- 33rd Street & Avenue W
 - Always busy.
- Senator Gladstone Park
 - Dirt road (east-west) north of this park should be closed.
 - Illegal dumping.
- General
 - McClocklin Road needs to be considered when reviewing Westview traffic.
 - Transit buses are speeding.
 - Who is responsible for air traffic control? There has been an increase in air activities and wondering how flight paths are set. (*Transport Canada, Toll Free Number: 1-888-463-0521*)

Group 3: Sheliza Kelts

- Lewis Crescent
 - Drivers cutting corners into oncoming traffic.
- Alley east of Junor Avenue from Peterson Crescent to Richardson Road
 - Shortcutting down alley/lane.
 - Barrier suggested at t-intersection in the alley south of Peterson Crescent.
- Richardson Road & 37th Street
 - Four-way stop rather than two-way stop signs suggested. Two-way stop signs were switched last year or so.
 - Kids crossing on north leg.
 - Speeding & pedestrian crossing issues.
- North of Senator Gladstone Park by Community Garden
 - People are parking and are up to no good late at night.
- Road from Claypool Drive to 37th Street
 - Dirt road now. Would like it maintained.
- Richardson Road & Avenue W
 - Want three-way stop.
 - Pedestrian issues.

- Unpredictable.
- Slow down drivers.
- 37th Street & Cole Drive
 - May need to trim tree to improve visibility of the yield sign.
- Byers Crescent
 - Speeding in front of Caroline Robins School.
 - Seeing speeding more in the afternoon.
 - Difficulty crossing.
 - People parking where they should not be. Parking enforcement required.
 - Enforcement of illegal u-turns required.
- 33rd Street School Zone
 - Speeding.
 - Difficulty crossing.
 - People parking where they should not be. Parking enforcement required.
 - Enforcement for u-turns required.
- Richardson Road & Byers Crescent
 - Hard to cross.
- Byers Crescent & Selkirk Crescent
 - Hard to cross.
- Richardson Road & Junor Avenue
 - Hard to cross.
 - Want push button pedestrian crossing.

Group 4: Mariniel Flores

- Richardson Road
 - Speeding in the 1700 block. Vehicles are losing control and are driving on resident's lawn. Median islands on the outside and inside of the curve was suggested.
 - Speeding along entire stretch.
 - Traffic shortcutting from school to Junor Avenue to Hampton Village.
 - Aggressive drivers are passing vehicles and tailgating.
 - Curb extensions suggested at Bence Avenue and at Catherwood Avenue.
 - Poor snow removal on Richardson Road so pedestrians have to walk on road.
 - Speeding in front of Senator J. Hnatyshyn Park. Difficult to cross. Four-way stop suggested at Catherwood Avenue.
 - Speeding along 2000 block near Wentworth Road. Eastbound vehicles are encroaching into the westbound traffic lane along the curve. Raised median is suggested.
- Richardson Road & Avenue W
 - Three-way stop or some type of barrier suggested.

- Richardson Road & Byers Crescent
 - Four-way stop suggested.
 - Westbound traffic encroach into the eastbound traffic lane.
 - Vehicles are not stopping fully.
 - Poor drainage. Intersection floods every year.
- 37th Street West
 - Extend 37th Street to Circle Drive to reduce traffic on 33rd Street.
Some residents do not want this road extended as this may result in increased traffic on 37th Street.
- 37th Street & Richardson Road
 - Four-way stop suggested.
 - Curb extensions at all four corners suggested.
 - Traffic signals suggested.
- 33rd Street & Catherwood Avenue
 - Supportive of recommended traffic signals from 33rd Street Corridor Study.
- Selkirk Crescent
 - Vehicles speeding in the northbound and southbound direction.
 - Buses speeding.
- Byers Crescent in front of Caroline Robins School
 - Illegal parking.
 - Road is narrow due to snow.
 - U-turns in school zones.
 - Speeding.
 - Shortcutting.
 - Lots of kids.
 - Speed humps or a drainage swale suggested to reduce speeds.
 - Children should get into parked vehicles on the passenger side.
 - Raised median barrier suggested.
- Avenue W & Byers Crescent
 - Pedestrian device with red flashing lights suggested.
 - Jaywalking across Richardson Road.
- Byers Crescent & Selkirk Crescent
 - Pedestrian device with red flashing lights suggested.
- 37th Street & Byers Crescent
 - Speeding.
- Maintenance road from 37th Street to Claypool Drive
 - Needs to be graded/maintained.
 - People park wherever and will get hit.
 - People are using this because McClocklin Road is closed.
 - Lots of kids.
 - Road needs more gravel.
- 33rd Street
 - Supportive of creating a bus bay at the bus stop east of Avenue W.

- Added lane on 33rd Street for westbound right-turning traffic onto Avenue W suggested.
- Circle Drive
 - Traffic noise. Sound walls suggested.
- Circle Drive & 33rd Street
 - Icy.
 - Snow piled on median which makes it difficult to see oncoming westbound vehicles when turning left.
- General
 - Pedestrians almost hit in school zones within the neighbourhood. Some type of activated pedestrian device and enforcement for u-turns is suggested.

Additional Concerns

- 37th Street
 - Wondering if the dirt road at the end of 37th Street presently being used to access Claypool Drive will be converted to a proper roadway.
 - This north/south dirt road from airport needs grading. Lots of people using it because McClocklin Road is closed.
- Seager Wheeler Park in front of Richardson Road
 - Snow piled along sides of road.
 - Pedestrians are walking on snow banks.
 - Remove snow off road.
 - Road is narrow because it is a bus route and people are parking next to the snow windrow.
- Avenue W & Byers Crescent
 - Would like an Active Pedestrian Corridor similar to the one installed at 33rd Street & Avenue K
- General
 - Sidewalks in the neighbourhood need to be replaced (especially in front of 150 Selkirk Crescent).
 - Sidewalks in the neighbourhood are icy.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 21, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than May 21, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

Question and Answer

Q: If traffic counts are collected this summer, your data will not reflect all the changes after opening McClocklin Road. How are you going to address that?

A: (Mariniel) This has come up during the small table discussion. We have captured the concern and this will be taken into consideration in the data collection program.

Q: Can you have red and amber flashing lights as a pedestrian device? A device with one color does not stand out as much over time. Alternating colors would really capture driver's attention. Can you use this type of device?

A: (Nathalie) The City of Saskatoon follows standard devices recommended by the Transportation Association of Canada. Unfortunately, that is not a standard device. Amber flashing lights are activated only when the button is pushed. The flashing lights should capture driver's attention.

Q: There are too many all-way stops suggested on Richardson Road after hearing the summaries from each table group. Police enforcement will be needed way more than ever if there are stop signs at every block during rush hour.

A: (Nathalie) We will follow our Stop and Yield Policy when we assess and install stop signs. We will only recommend stop signs at locations that are warranted.

Q: What are the requirements for stop signs?

A: (Nathalie) There are many different considerations, such as traffic volume, collision history, and whether or not the intersection is a three-legged or four-legged intersection.

Q: Can you tell us what the time frame of the McClocklin Road construction is?

A: (Nathalie) The road was initially expected to open in 2017; however, there were delays due to servicing issues. I do not have firm timelines but we are expecting it to be open this summer. *(Construction will be completed on July 1. Contact Brad Zurevinski at bzurevinski@dream.ca for construction updates).*

Q: How big is the industrial development going to be?

A: (Nathalie) Councillor Davies will be able to provide that information. I think it will be mostly commercial.

Q: There are many issues in the school zones in our neighbourhood, such as speeding, parents not parking correctly when dropping off and picking up their children, u-turns etc. What are some other ways these issues can be addressed?

A: (Staff Sergeant Barbar) The Kiss 'n Ride program is a great program that has been implemented in schools. Saskatoon Police Service also has mobile speed display boards and are receiving good feedback. If you follow us on Twitter @SPSTraffic, issues posted here will reach me directly. The Saskatoon Police Service website also has a general email inbox. I would also encourage you to send letters to school. Parent patrols and parent volunteers can help in addressing these problems so I encourage you to look into that as well.

C: I wanted the group to know that I received a flyer from Dream Development about a meeting regarding the industrial development and McClocklin Road. The flyer includes the meeting location and time.

C: The City should make the dirt road at the end of 37th Street into an access. It is going to be relatively easy to maintain.

A: We will pass this comment to our colleagues in Roadways & Operations as it has come up in different small group discussions as well.

C: There are many pedestrians that jaywalk across Richardson Road.

A: (Staff Sergeant Barbar) It is only considered "jaywalking" when there are traffic lights on both ends of the block.

Westview Neighbourhood Traffic Review

Thursday, April 19, 2018

7:00pm - 9:00pm

Agenda

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

Having a Productive Discussion

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

Outline

- Neighbourhood Traffic Review (NTR) Process
- Westview 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**

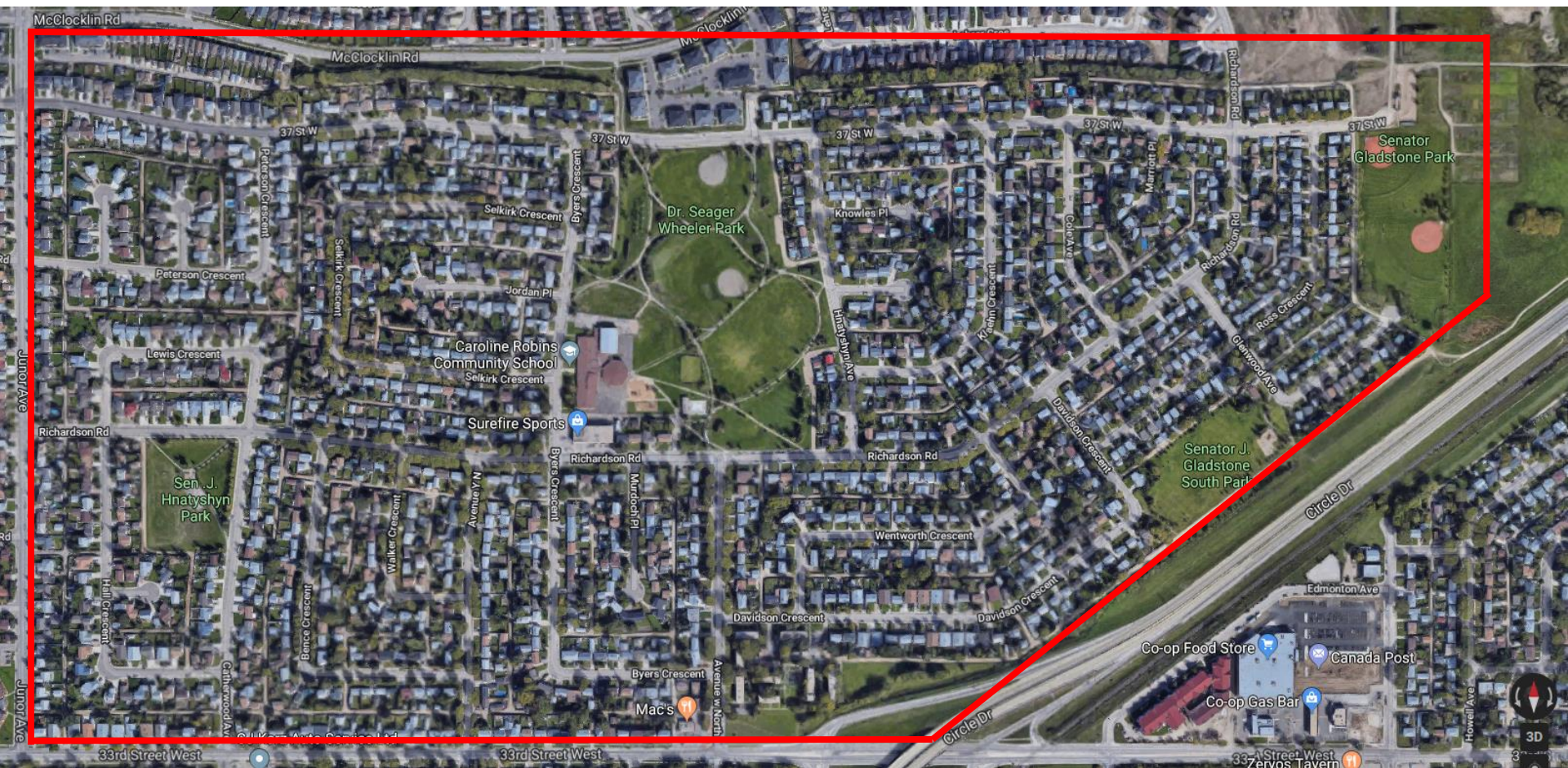
- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

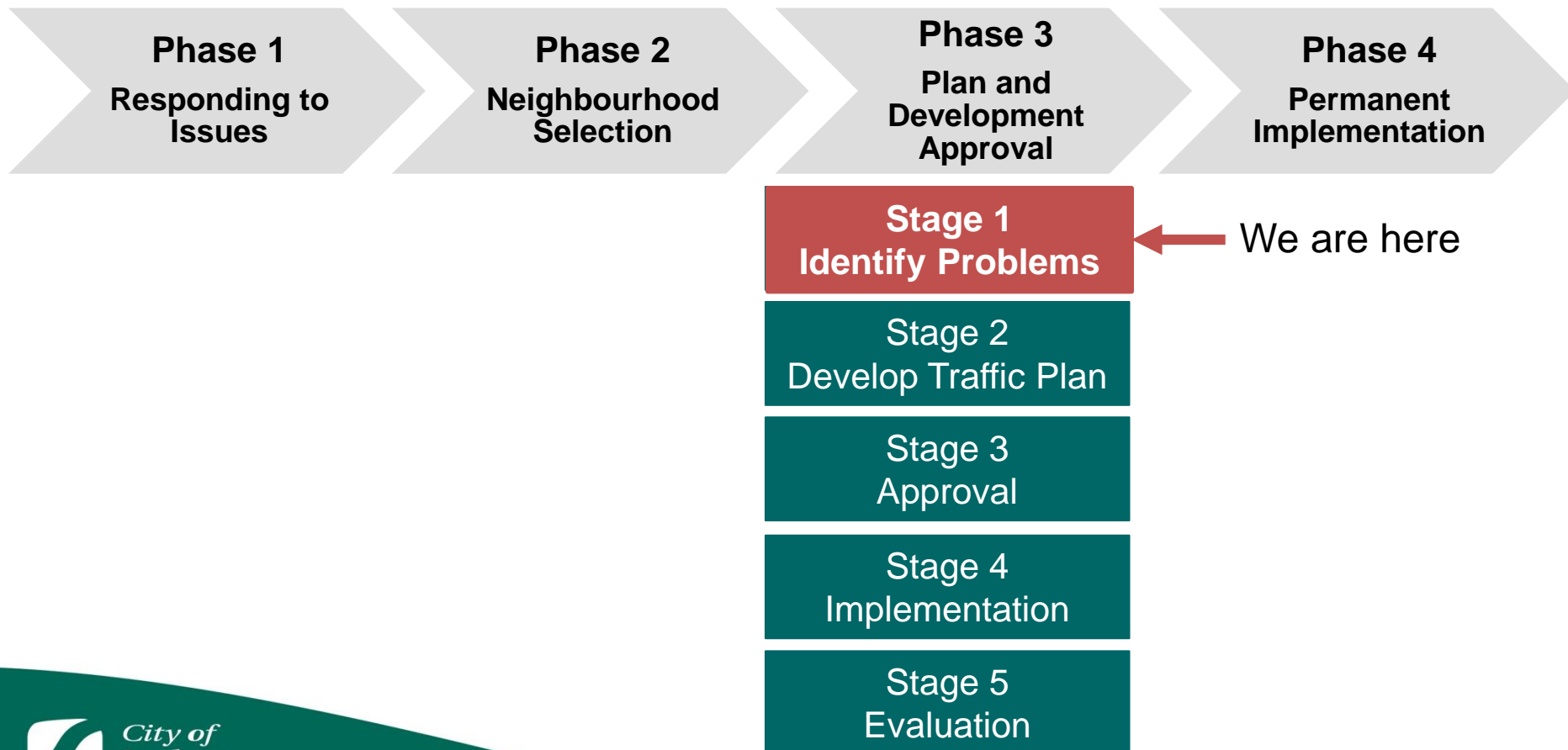
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - Riversdale
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana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

Westview Study Area

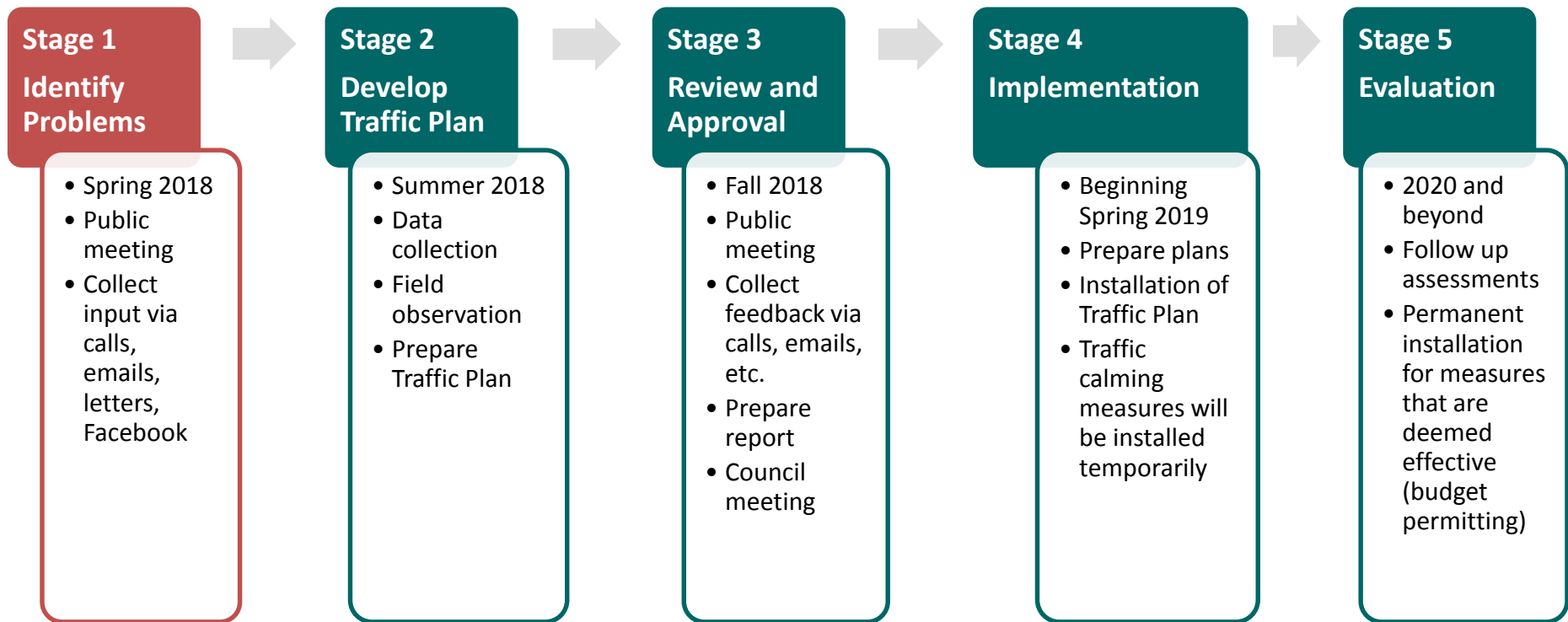
- Study Limits
 - McClocklin Road, Circle Drive, 33rd Street, Junor Avenue
- Local and collector roads



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:**
 - 37th Street
 - Byers Crescent
 - Davidson Crescent
 - Hnatyshyn Avenue
 - Junor Avenue
 - Richardson Road
- **Traffic operations:**
 - 37th Street & Byers Crescent
 - 37th Street & Junor Avenue
 - Richardson Road & 37th Street
- **Pedestrian crossings:**
 - Byers Crescent
 - Junor Avenue
 - Richardson Road

Additional Studies / Projects

- 33rd Street Corridor Study
 - Traffic signals recommended for 33rd Street & Catherwood Avenue. On priority list, awaiting funding.

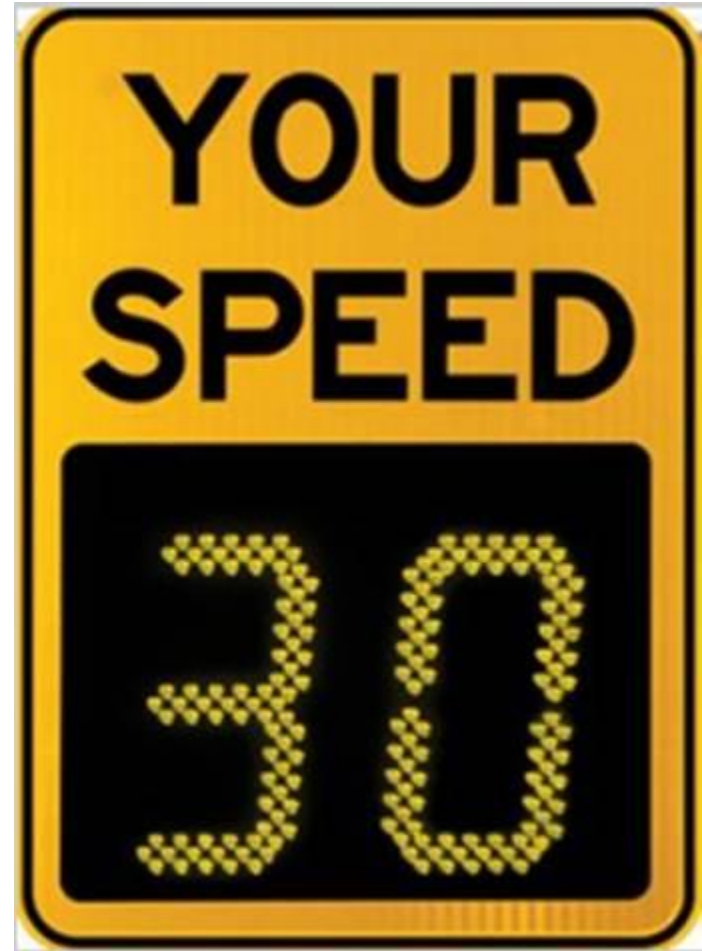
Traffic Calming Measures

Examples



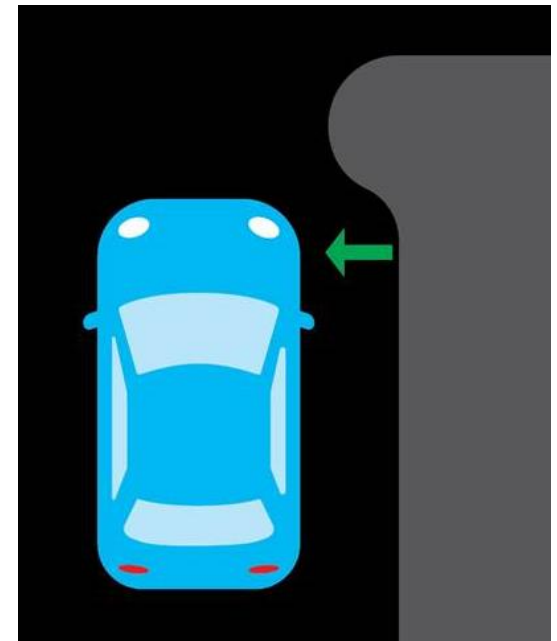
Speed Display Devices

- 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

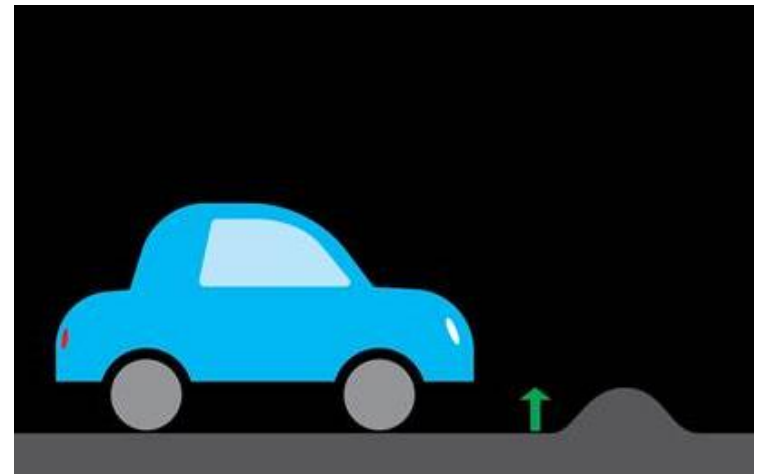


Roundabout



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 pre-selected locations
- Spring installation, fall removal

Obstructions

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

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

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

Standard Crosswalk



Zebra Crosswalk



Active Pedestrian Corridor



Pedestrian Actuated Signal



Traffic Issues in Westview

Seeking Your Ideas and Solutions!

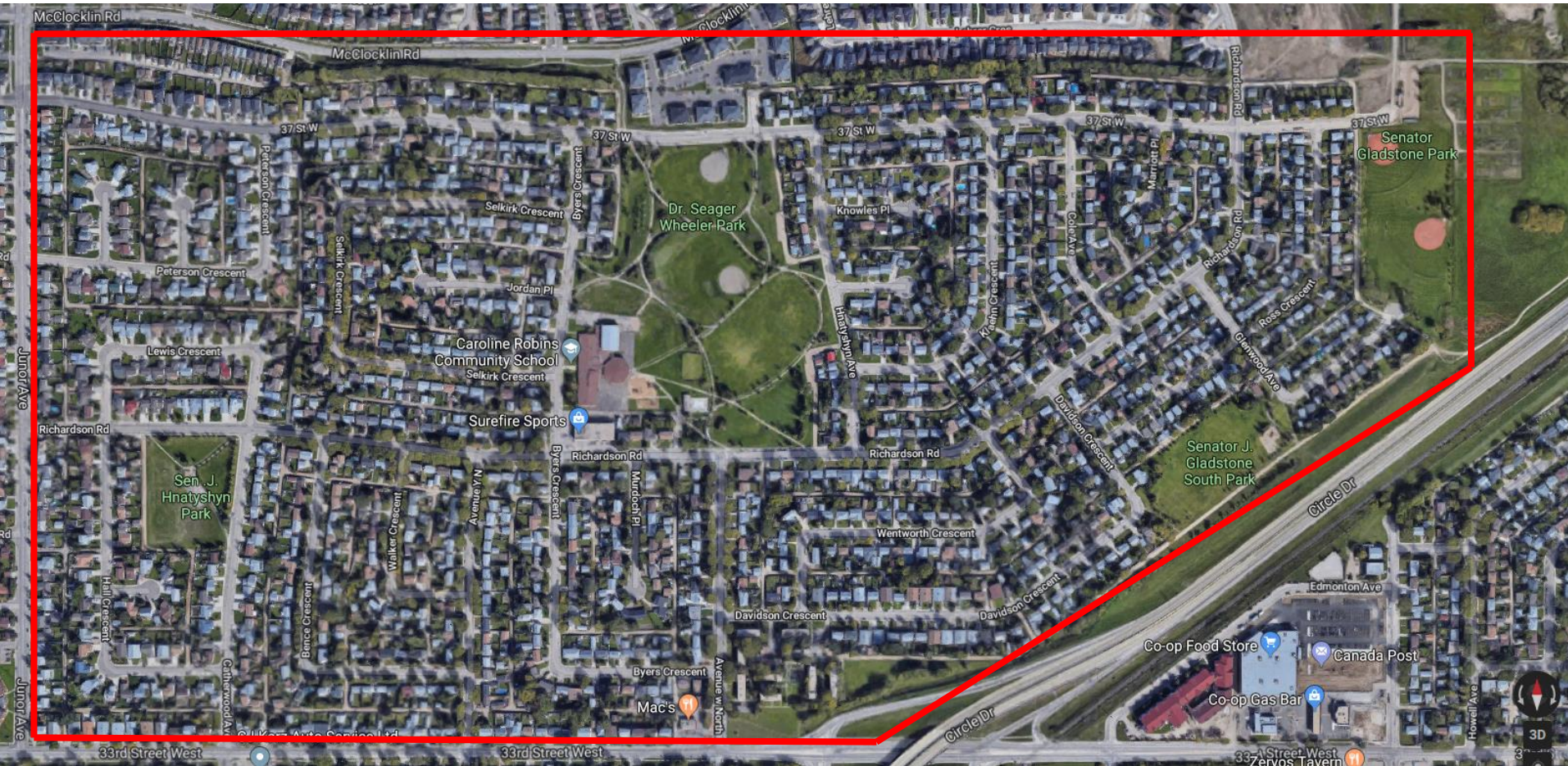
Table Group Discussions

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 Westview.

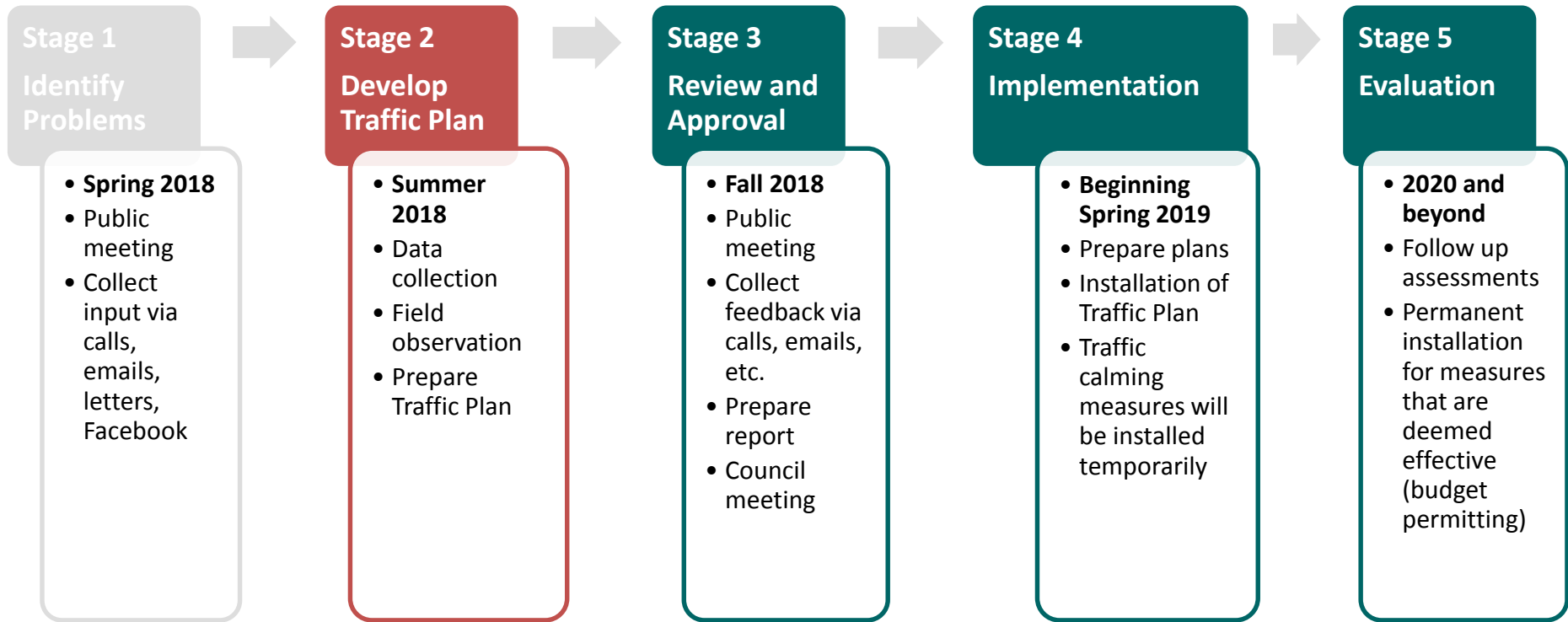
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Westview Study Area



Next Steps



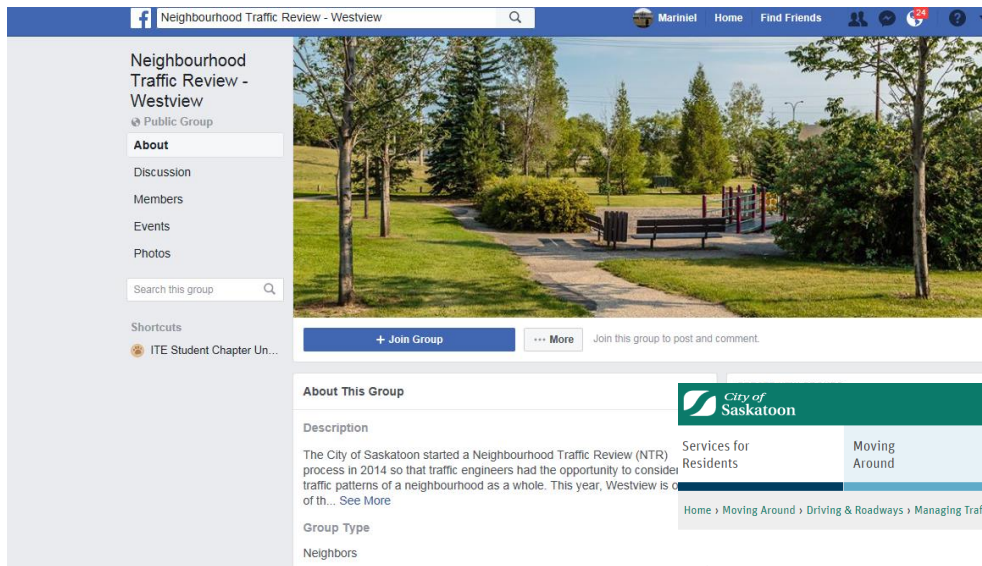
Join the Discussion

- Visit saskatoon.ca/NTR
 - Get updates
 - Sign up for subscriber updates
- Visit saskatoon.ca/engage
 - Join the discussion
- Provide comments by:
Monday, May 21, 2018

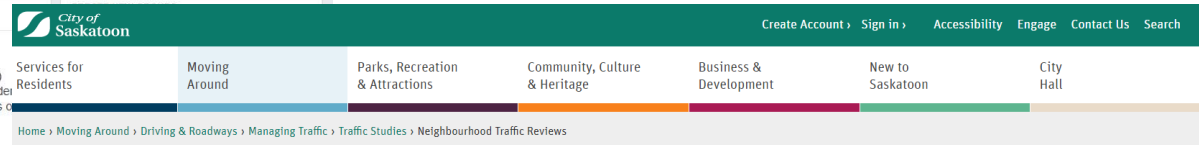
Stay Engaged

Join our Facebook group

Subscribe for updates at
www.saskatoon.ca/NTR



The screenshot shows a Facebook group page for 'Neighbourhood Traffic Review - Westview'. The page includes a search bar, navigation links (About, Discussion, Members, Events, Photos), a search function for the group, and a 'Join Group' button. Below the group name, there is a description: 'The City of Saskatoon started a Neighbourhood Traffic Review (NTR) process in 2014 so that traffic engineers had the opportunity to consider traffic patterns of a neighbourhood as a whole. This year, Westview is one of the... See More'. The group type is listed as 'Neighbors'.



The screenshot shows the City of Saskatoon website navigation bar. It includes the City of Saskatoon logo, a search bar, and a menu with the following items: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. Below the navigation bar, there 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](#)

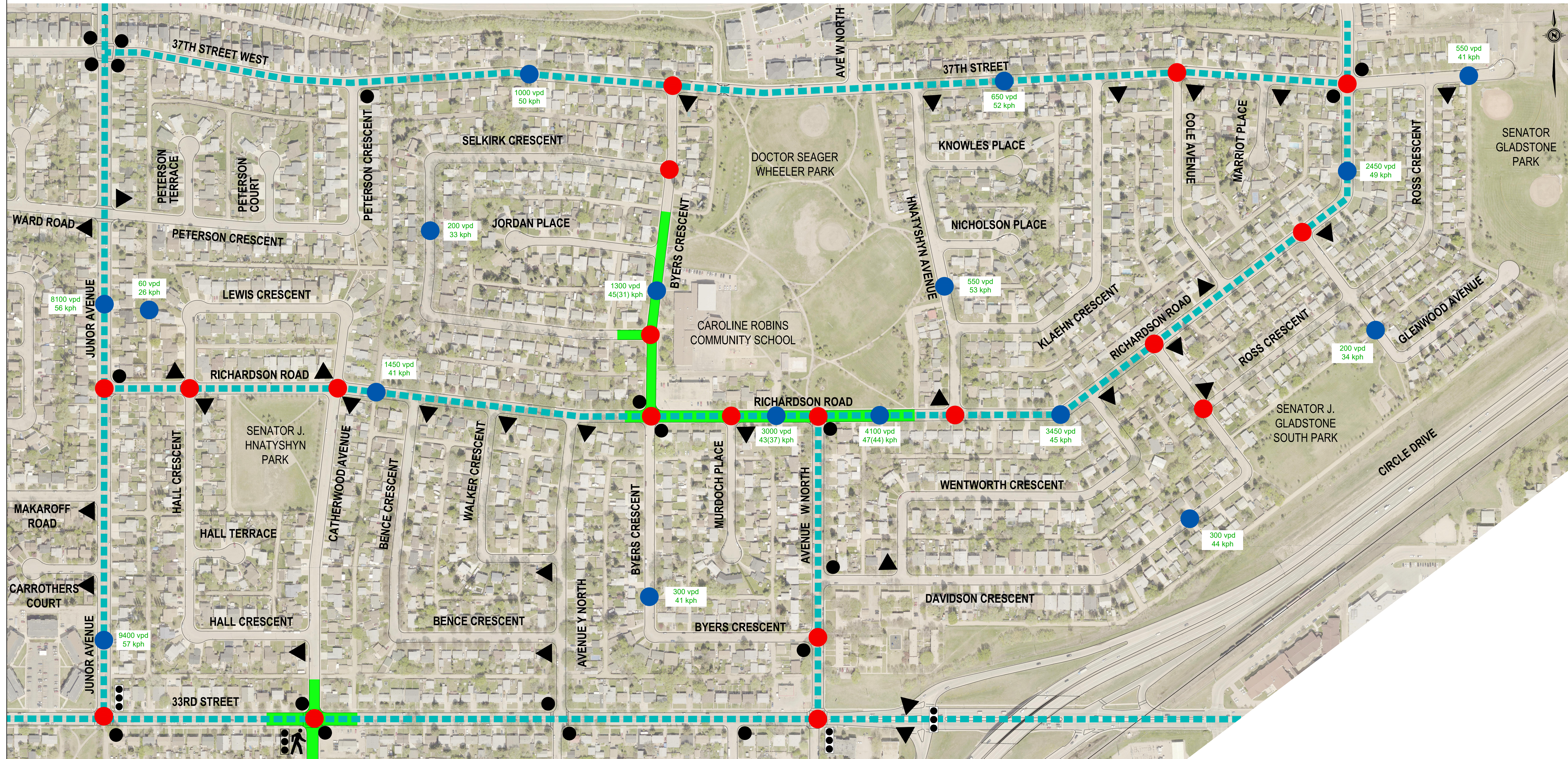
Appendix B

Traffic Data Collection

WESTVIEW TRAFFIC DATA

LEGEND

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



Appendix C

All-Way Stop Assessments

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

Step 1:

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

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

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Richardson Road & Avenue W North	40% - Condition met	No - Condition met	Continue to Step 2
Richardson Road & Byers Crescent	30% - Condition NOT met	No - Condition met	Conditions NOT met
Junor Avenue & Richardson Road	10% - Condition NOT met	No - Condition met	
Richardson Road & Lewis Crescent (East)	20% - Condition NOT met	No - Condition met	
37 th Street & Richardson Road	20% - Condition NOT met	No - Condition met	
37 th Street & Byers Crescent	35% - 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.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
Richardson Road & Avenue W North	0 - Condition NOT met	669 - Condition met	8,440 - Condition met	All-Way Stop Warranted
Richardson Road & Byers Crescent	0 - Condition NOT met	324 - Condition NOT met	4,150 - Condition NOT met	All-Way Stop Not Warranted
Junor Avenue & Richardson Road	0 - Condition NOT met	865 - Condition met	9,490 - Condition met	
Richardson Road & Lewis Crescent (East)	0 - Condition NOT met	184 - Condition NOT met	2,320 - Condition NOT met	
37 th Street & Richardson Road	1 - Condition NOT met	336 - Condition NOT met	3,760 - Condition NOT met	
37 th Street & Byers Crescent	0 - Condition NOT met	128 - Condition NOT met	1,440 - Condition NOT met	

37th Street & Richardson Road Intersection Review

37th Street & Richardson Road is a four-legged intersection with two-way stop control for 37th Street. The intersection of 37th Street & Richardson Road does not meet the warrant criteria for an all-way stop.

The following summarizes the history of the traffic devices at this intersection:

- *Prior to 2013:* Two-way yield signs on Richardson Road assigning the right-of-way to 37th Street;
- *2013:* Richardson Road opened and two-way stop signs replaced two-way yield signs on Richardson Road maintaining the right-of-way to 37th Street;
- *2015:* A traffic study determined that traffic volumes were larger on Richardson Road than 37th Street and as a result, two-way stop signs were installed on 37th Street re-assigning the right-of-way to Richardson Road;
- *2017:* To enhance visibility of the stop signs and improve safety, additional stop signs in temporary median islands were installed on 37th Street maintaining the right-of-way to Richardson Road.

Based on concerns received from the community at the follow-up meeting, further investigation was undertaken. Concerns received include pedestrian safety, speeding, vehicles passing on the left, and traffic not stopping at the stop signs. Solutions suggested by the residents include installing a four-way stop or switching the two-way stop signs.

Additional peak hour site observations were completed, which identified sightline issues for eastbound traffic due to the curve north of this intersection. The following issues were also observed during the peak hour review (weekday, 7 hours of observation):

- Near miss between eastbound vehicle and southbound vehicle (eastbound vehicle initially stopped but failed to give the right-of-way to the southbound vehicle);
- Near miss between eastbound vehicle and northbound vehicle (eastbound vehicle did not initially stop then stopped in the middle of the intersection);
- Near miss between eastbound vehicle and southbound vehicle (eastbound vehicle initially stopped but failed to give the right-of-way to the southbound vehicle);
- Northbound vehicle passed on the left to overtake another northbound vehicle.

Although the intersection of 37th Street & Richardson Road does not meet the all-way stop warrant criteria, an all-way stop is recommended based on safety issues identified during site observations, community input, engineering judgement and comments received during the neighbourhood traffic review process.

Appendix D

Pedestrian Device Assessments

Results Summary

Preliminary Assessment Decision Point		Avenue W North & Byers Crescent Pedestrian Crossing
Traffic Signal Warrant	Points	9
	Warranted (Yes/No)	No
Average Hourly Pedestrian Volume ≥ 15 EAUs ¹ AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	9 EAUs
	Vehicular Volume	7,700 veh/day
	Answer (Yes/No)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	90 metres
	Answer (Yes/No)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there a requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Require connection?	It provides a connection to the commercial area on the north side of Richardson Road and is an important connection to Caroline Robins school.
	Answer (Yes/No)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Unmarked crosswalk appropriate. Curb extension recommended to reduce pedestrian crossing distance. Existing zebra crosswalk to remain.

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

Results Summary

Preliminary Assessment Decision Point		Byers Crescent & Selkirk Crescent – North Intersection Pedestrian Crossing
Traffic Signal Warrant	Points	0
	Warranted (Yes/No)	No
Average Hourly Pedestrian Volume ≥ 15 EAUs ¹ AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	2 EAUs
	Vehicular Volume	1,300
	Answer (Yes/No)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Yes/No)	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?	Although this intersection is in close proximity to Dr. Seager Wheeler Park, alternate crossing locations are available.
	Answer (Yes/No)	No. Unmarked crosswalk appropriate.

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

Results Summary

Preliminary Assessment Decision Point		Byers Crescent & Selkirk Crescent – South Intersection Pedestrian Crossing
Traffic Signal Warrant	Points	6
	Warranted (Yes/No)	No
Average Hourly Pedestrian Volume ≥ 15 EAUs ¹ AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	81 EAUs
	Vehicular Volume	1,300
	Answer (Yes/No)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200 metres
	Answer (Yes/No)	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?	Important connection to Caroline Robins School.
	Answer (Yes/No)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT ≤ 4,500 Unmarked crosswalk appropriate. Existing zebra crosswalks to remain. Temporary and permanent curb extensions recommended.

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

Results Summary

Preliminary Assessment Decision Point		Junor Avenue & Richardson Road Pedestrian Crossing
Traffic Signal Warrant	Points	20
	Warranted (Yes/No)	No
Average Hourly Pedestrian Volume ≥ 15 EAUs ¹ AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	4 EAUs
	Vehicular Volume	8,100 veh/day
	Answer (Yes/No)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	380 metres
	Answer (Yes/No)	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?	Caroline Robins Elementary School does not offer a French Immersion program. This crossing provides a connection to École Dundonald Elementary School for French Immersion students living in Westview.
	Answer (Yes/No)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT ≤ 9,000 Zebra crosswalk and median island recommended

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

Results Summary

Preliminary Assessment Decision Point		Richardson Road & Byers Crescent Pedestrian Crossing
Traffic Signal Warrant	Points	11
	Warranted (Yes/No)	No
Average Hourly Pedestrian Volume ≥ 15 EAUs ¹ AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	45 EAUs
	Vehicular Volume	3,000 veh/day
	Answer (Yes/No)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	190 metres
	Answer (Yes/No)	No
Based on engineering judgment, is this location on a pedestrian desire line?	Answer (Yes/No)	Important connection to Caroline Robins School and commercial properties on northeast corner. Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT ≤ 4,500 Existing zebra crosswalk appropriate. Curb extensions recommended.

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

Appendix E

Traffic Signal Warrant Assessments

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

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

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Oct 23, Tue
Count Date:	2018 Sep 12, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Junor Ave	NB					1			1
Junor Ave	SB		1						1
Richardson Rd	WB				1				
Richardson Rd	EB								

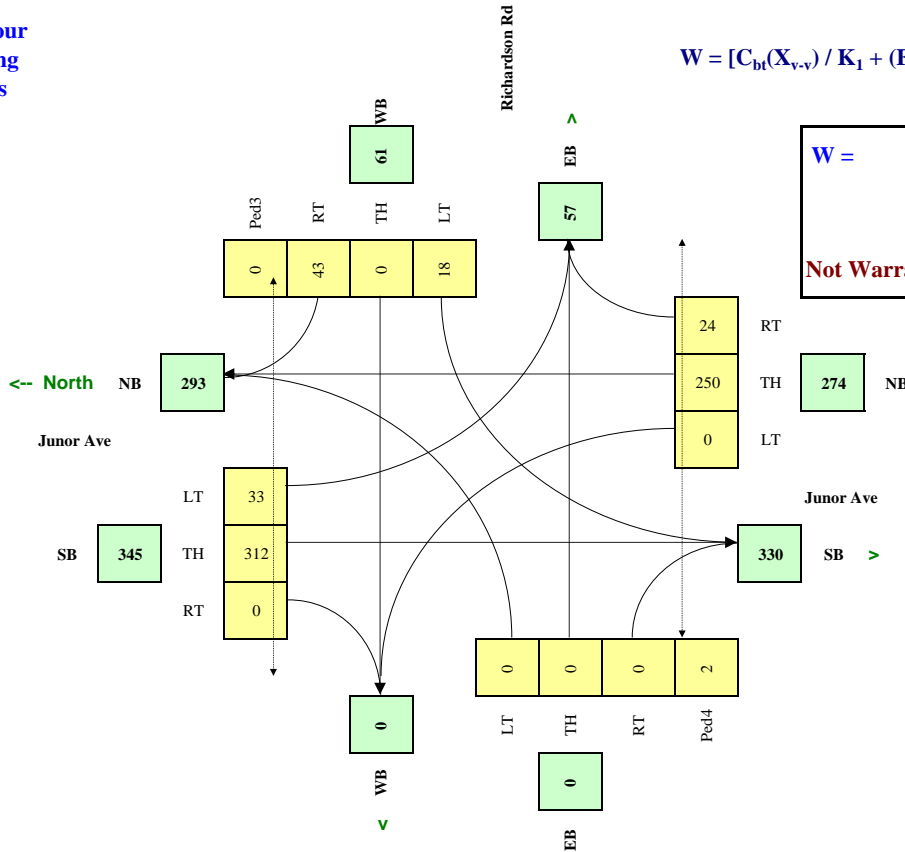
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	254,000
Central Business District	(y/n)	n

Are the Richardson Rd WB right turns significantly impeded by through movements? (y/n) n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Junor Ave	NS	50	2.0%	y	0.0
Richardson Rd	EW		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		180	21	63	344		7		28					3		
8:00 - 9:00		214	32	50	406		25		42							3
11:30 - 12:30		216	17	23	213		13		31					2		1
12:30 - 13:30		157	23	9	221		18		20							2
16:00 - 17:00		364	28	26	347		28		72					6		3
17:00 - 18:00		369	23	27	340		16		63					1		3
Total (6-hour peak)	0	1,500	144	198	1,871	0	107	0	256	0	0	0	0	12	0	12
Average (6-hour peak)	0	250	24	33	312	0	18	0	43	0	0	0	0	2	0	2

Average 6-hour Peak Turning Movements



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

W =	20	19	1
	Veh	Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Richardson Rd	Direction (EW or NS)	NS
Side Street (name)	37th St	Direction (EW or NS)	EW
Quadrant / Int #	#####	Comments	CG
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET		

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 Oct 23, Tue
Count Date:	2018 Sep 11, Tue
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Richardson Rd	NB				1				1
Richardson Rd	SB				1				1
37th St	WB				1				
37th St	EB				1				

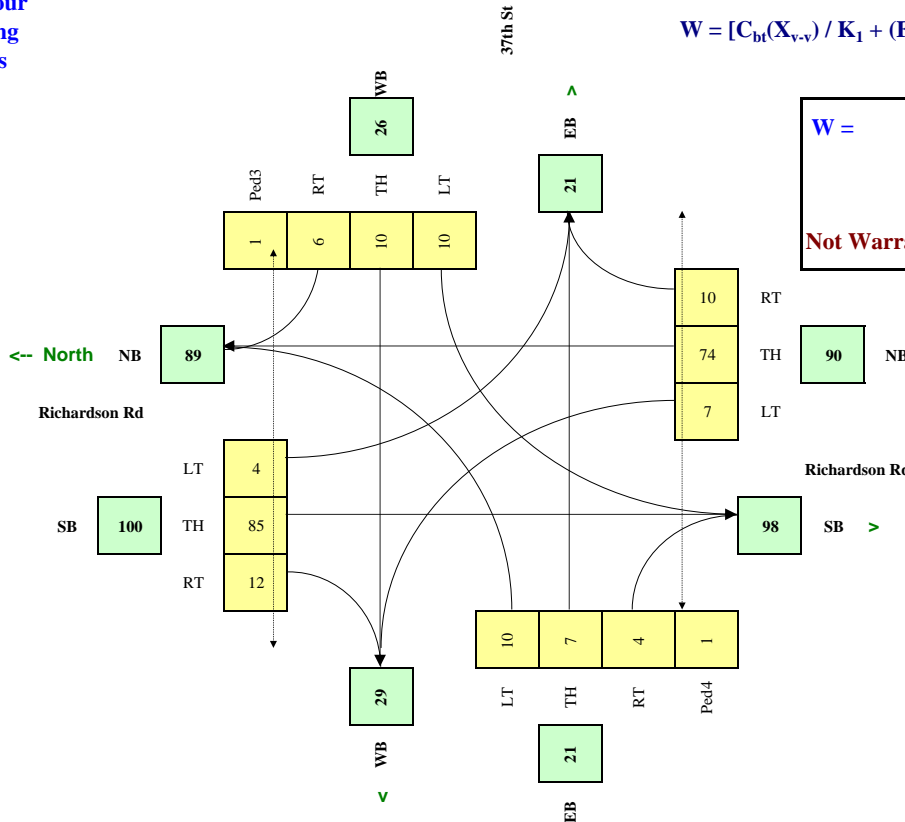
Are the 37th St WB right turns significantly impeded by through movements? (y/n) n
 Are the 37th St EB right turns significantly impeded by through movements? (y/n) n

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

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Richardson Rd	NS	50	2.0%	y	1.0
37th St	EW		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
	7:00 - 8:00	2	45	11	2	128	8	5	6	4	12	11	3	2	1	
8:00 - 9:00	6	52	11	4	130	8	9	8	7	16	8	4	2		6	1
11:30 - 12:30	4	52	8	2	43	10	6	8	3	6	4	4	1			
12:30 - 13:30	5	36	6	5	49	6	5	4	6	7	8		2			
16:00 - 17:00	11	136	10	7	76	23	21	18	10	12	5	7	4	1	1	3
17:00 - 18:00	11	120	11	3	81	16	14	17	7	4	8	5		2		3
Total (6-hour peak)	39	441	57	23	507	71	60	61	37	57	44	23	11	4	7	7
Average (6-hour peak)	7	74	10	4	85	12	10	10	6	10	7	4	2	1	1	1

Average 6-hour Peak Turning Movements



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

W =	5	5	0
	Veh	Ped	
Not Warranted - Vs < 75			

RESET SHEET

Appendix F

Collision Analysis

Street 1	Street 2	UGRID	Total Number of Collisions (2013 - 2017)	Total Number of Collisions (2017)	Right Angle, Left Turn & Right Turn Only (2013 - 2017)	Right Angle, Left Turn & Right Turn Only (2017)	Average Number of Collisions (2013 - 2017)	Comments
33rd St W	Circle Dr	SKD5-5	106	22	24	5	22	Arterial
33rd St	Ave W	SKD5-3	64	14	17	4	13	Arterial
33rd St	Junor Ave	SKC5-10	50	13	20	5	10	Arterial
33rd St E	Circle Dr	SKD5-54	45	14	11	4	9	Arterial
33rd St	Ave Y	SKC5-2	17	5	3	0	4	Arterial
33rd St	2900 - 3000 Northumberland -	SKC5-3	17	4	1	0	4	Arterial
33rd St	2600 - 2700 Ave Y - Northumberland Ave	SKC5-11	13	2	0	0	3	Arterial
33rd St	Catherwood / Northumberland Ave	SKC5-1	12	3	4	1	3	Arterial
33rd St	2300 Ave W - Marlborough	SKC5-20	12	4	0	0	3	Arterial
33rd St	Circle Dr Underpass	SKD5-55	12	4	2	1	3	Arterial
33rd St	Ave W - Circle	SKD5-2	10	7	0	0	2	Arterial
Junor Ave	33rd - Carrothers	SKC5-46	9	3	4	0	2	
33rd St	Marlborough Cr	SKC5-5	9	1	0	0	2	Arterial
33rd St	2800 Ave Y - Northumberland	SKC5-38	6	1	0	0	2	Arterial
33rd St	2400 - 2500 Ave Y - Marlborough	SKC5-8	6	1	0	0	2	Arterial
37th St	Richardson Rd	SKD5-50	6	1	5	2	2	
Davidson Cr	Wentworth - Ross	SKD5-7	6	0	0	0	2	
Byers Cr	Richardson Rd	SKC5-17	5	1	1	0	1	
Byers Cr	Jordan - Selkirk Cr	SKC5-29	5	2	0	0	1	
Ave W	33rd - Byers	SKD5-11	5	1	0	0	1	
Ave W	Richardson Rd	SKD5-21	5	1	3	1	1	
Richardson Rd	Ave Y - Walker	SKC5-30	4	0	1	0	1	
Junor Ave	Peterson Cr / Ward Rd	SKC5-50	4	1	0	0	1	
Junor Ave	Richardson Rd	SKC5-58	4	0	3	1	1	
Ross Cr	37th - Glenwood	SKD5-26	4	0	0	0	1	
37th St	Byers Cr	SKC5-31	3	2	0	0	1	
Byers Cr S Leg	30 Ave W - Byers W Leg	SKC5-40	3	0	0	0	1	
37th St	Junor Ave	SKC5-47	3	1	0	0	1	
Junor Ave	1300 Makaroff - Richardson	SKC5-75	3	1	0	0	1	
Byers Cr W Leg	Byers S Leg - 90 Richardson	SKC5-9	3	0	0	0	1	
Ave W	Byers Cr	SKD5-13	3	1	0	0	1	
Richardson Rd	Cole - Davidson	SKD5-40	3	0	0	0	1	
Glenwood Ave	Ross Cr	SKD5-53	3	0	1	0	1	
Davidson Cr	Ross Cr - Wentworth	SKD5-58	3	0	0	0	1	
Davidson Cres	22 - 70	SKD5-74	3	1	0	0	1	
Davidson Cr	Ave W - Wentworth Cr	SKD5-9	3	0	0	0	1	
Richardson Rd	Byers - Murdoch	SKC5-15	2	0	0	0	1	
Byers Cr	Selkirk Cr S	SKC5-18	2	0	0	0	1	
Murdoch Pl	Richardson Rd	SKC5-19	2	0	1	0	1	
Walker Cr	Ave Y - Richardson	SKC5-25	2	0	0	0	1	
Catherwood Ave	Lewis / Richardson Rd	SKC5-32	2	1	1	0	1	
Selkirk Cr	63 - 103	SKC5-35	2	1	0	0	1	
37th St	Junor - Peterson	SKC5-37	2	1	0	0	1	
37th St	Peterson Cr	SKC5-51	2	1	0	0	1	
Bence Cr	Ave Y - Richardson	SKC5-6	2	0	0	0	1	
Hall Cr	100 Catherwood - Hall Cr W	SKC5-77	2	1	1	0	1	
Peterson Cr	100 Junor - Peterson Terr	SKC5-78	2	0	0	0	1	
Ave Y	33rd - Marlborough	SKC6-12	2	0	0	0	1	
Ave W	Davidson Cr	SKD5-12	2	0	0	0	1	
Glenwood Ave	Richardson Rd	SKD5-20	2	1	0	0	1	
Davidson Cr	Wentworth Cr	SKD5-22	2	1	0	0	1	
Hnatyshyn Ave	Richardson Rd	SKD5-31	2	0	0	0	1	
37th St	Hnatyshyn Ave	SKD5-35	2	1	0	0	1	
Richardson Rd	37th - Glenwood	SKD5-37	2	0	0	0	1	
Ave W	Davidson - Richardson	SKD5-6	2	0	0	0	1	
37th St	Ross Cr	SKD5-71	2	0	0	0	1	
Richardson Rd	Ave Y - Byers	SKC5-26	1	0	1	1	1	
Ave Y	Walker Cr	SKC5-43	1	0	1	1	1	
Jordan Pl	Mid Block	SKC5-48	1	0	0	0	1	
37th St	Byers - Hnatyshyn	SKC5-49	1	0	0	0	1	
Richardson Rd	Bence - Catherwood	SKC5-52	1	0	0	0	1	
Ave Y	Richardson Rd	SKC5-54	1	0	0	0	1	
Catherwood Ave	Hall Cr	SKC5-64	1	0	0	0	1	
Hall Cr / Lewis Cr	Richardson Rd	SKC5-65	1	0	0	0	1	
Richardson Rd	Walker Cr	SKC5-66	1	0	0	0	1	
Junor Ave	Peterson - Richardson	SKC5-67	1	0	0	0	1	
Junor Ave	37th - Peterson	SKC5-71	1	1	0	0	1	
Hall Cr 200	Hall Terr - Hall Cr 100	SKC5-72	1	1	0	0	1	
Lewis Cr	200	SKC5-73	1	0	0	0	1	
Peterson Cr	300	SKC5-74	1	1	0	0	1	
Richardson Rd	3000 Hall W / Lewis - Junor	SKC5-76	1	1	0	0	1	
37th St	Ave X	SKC6-11	1	1	1	0	1	
Wentworth Cr	Davidson - Richardson	SKD5-10	1	0	0	0	1	
Richardson Rd	Hnatyshyn - Wentworth	SKD5-24	1	0	0	0	1	
Richardson Rd	Richardson 2100 - Wentworth	SKD5-32	1	0	0	0	1	
37th St	Glenwood Ave - Ross Cr	SKD5-33	1	0	0	0	1	

Street 1	Street 2	UGRID	Total Number of Collisions (2013 - 2017)	Total Number of Collisions (2017)	Right Angle, Left Turn & Right Turn Only (2013 - 2017)	Right Angle, Left Turn & Right Turn Only (2017)	Average Number of Collisions (2013 - 2017)	Comments
Hnatyshyn Ave	Klashn Ave - Richardson	SKD5-42	1	0	0	0	1	
37th St	Hnatyshyn - Klahen	SKD5-47	1	0	0	0	1	
37th St	Ave W	SKD5-51	1	0	0	0	1	
Nicholson Pl	Mid Block	SKD5-59	1	0	0	0	1	
Davidson Cr	Ross Cr	SKD5-63	1	0	0	0	1	
Hnatyshyn Ave	Knowles Pl - Nicholson Pl	SKD5-65	1	0	0	0	1	
Richardson Rd	Ross Cr - Wentworth	SKD5-72	1	0	0	0	1	
Richardson Rd	1700	SKD5-75	1	1	0	0	1	

Appendix G

Public Meeting #2 – November 29, 2018

CITY OF SASKATOON

Westview Neighbourhood Traffic Review Minutes

Date: Thursday, November 29th, 2018

Time: 7:00 – 9:00 pm

Location: Caroline Robins School Gymnasium (1410 Byers Crescent, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Minqing Deng	City of Saskatoon, Transportation Engineer
Carly Grassing	City of Saskatoon, Transportation Engineer
Sheliza Kelts	City of Saskatoon, Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – November 29, 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: Minqing Deng

- Group was supportive of the majority of the recommendations
- Junor Avenue & Richardson Road
 - Three-way stop suggested
- Richardson Road & Byers Crescent
 - Standard crosswalks on the other three legs suggested
- Hnatyshyn Avenue & Nicholson Place
 - Ensure median island does not obstruct the pedestrian crossing path
- Avenue W & Byers Crescent
 - Pedestrian ramp on northwest corner should line up with the crosswalk
- 33rd Street & Avenue W
 - Install peak hour parking restrictions (7am-9am and 4pm-6pm) on the east side of Avenue W north of 33rd Street to Byers Crescent to accommodate traffic, especially westbound right-turning transit and school buses heading north on Avenue W
 - Transit vehicles making southbound left and right turns need more space than regular vehicles
 - Shift east side curb extension at #10 (Avenue W and Byers Crescent) further north
- Richardson Road
 - Southbound traffic driving over lawn and northbound traffic cutting into southbound lane at the curves between Glenwood Avenue and 37th Street, and Wentworth Crescent and Avenue W North
 - Remove southbound parking to improve sight lines or keep southbound parking to slow traffic down between 37th Street and Avenue W North
 - Missing pedestrian ramp on one corner at Richardson Road & 37th Street
- Other comments
 - Add lane or widen lane on 33rd Street from Circle Drive off ramp to Avenue W
 - Will there still be parking provided to accommodate the baseball diamonds and community garden in Senator Gladstone Park when 37th Street connects to Claypool Drive?
 - When will 37th Street connect with Cardinal Place?
 - What is the timeline for the Hampton Village Business Park?

Group 2: Carly Grassing

- Group was supportive of the majority of the recommendations
- Junor Avenue & Peterson Crescent / Ward Road
 - Median islands would be hit/knocked over by large vehicles
- Junor Avenue & Richardson Road
 - Do not like median islands
- Junor Avenue & Makaroff Road
 - Lots of traffic but do not find speeds excessive
 - Speed display board suggested instead of median islands

- 37th Street & Pathway east of Byers Crescent
 - Zebra crosswalk suggested
- Richardson Road & Byers Crescent
 - Zebra crosswalk suggested
- Hnatyshyn Avenue & Nicholson Place
 - Do not like median islands
- Richardson Road & Avenue W North
 - Remove the existing median island
 - The whole group strongly supports the three-way stop
- 33rd Street & Avenue W
 - Multiple driveways to the convenience store cause traffic to get backed up on Avenue W; close south driveway on Avenue W
- Richardson Road (Glenwood Avenue to 37th Street)
 - Median island along curve suggested
 - Speeding concerns on Richardson Road between Glenwood Avenue and 37th Street; median island at the curve suggested
- 37th Street
 - Speeding concerns on 37th Street west of Peterson Crescent between Junor Avenue and Richardson Road; more enforcement wanted in the neighbourhood
- Other comments
 - Replace existing yield sign with stop sign at Hnatyshyn Avenue & Richardson Road for southbound traffic

Group 3: Nathalie Baudais

- Group was supportive of the majority of the recommendations
- Junor Avenue & Peterson Crescent / Ward Road
 - Prefer median island on the south leg
 - Would like a pedestrian activated push button device
 - Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow
- Junor Avenue & Richardson Road
 - Would like a pedestrian activated push button device
 - Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow
- Junor Avenue & Makaroff Road
 - Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow
- Byers Crescent & Selkirk Crescent (South Intersection)
 - Alleys should be considered to facilitate traffic flow around the school
- Richardson Road & Byers Crescent
 - Would also like a pedestrian device with push buttons
- Hnatyshyn Avenue & Nicholson Place
 - Concerned with parking impacts of median island

- Lots of parking by park in summer time
- Any possibility to increase parking for ball diamonds on the park grounds (possible to expand existing parking off alleys)?
- Not concerned with speeds; suggest zebra crosswalk instead of median island
- Richardson Road & Avenue W North
 - Some support the three-way stop
 - Some do not support the three-way stop
- Avenue W & Byers Crescent
 - Ok with the curb extension as long as it does not restrict southbound traffic (want to maintain 2 lanes for traffic)
- 33rd Street & Junor Avenue
 - Like the parking prohibitions; make them as long as possible
- 33rd Street & Avenue W
 - Lane designation sign suggested
 - Designated right turn lane suggested
- 33rd Street & Catherwood Avenue / Northumberland Avenue
 - Coordinate the traffic signal with other signals
- Richardson Road
 - A four-way stop is desired at Richardson Road & 37th Street
 - Snow removal on Richardson Road is terrible
 - Richardson Road needs more enforcement; there are sight line issues
 - Parking restrictions suggested at Richardson Road & McClocklin Road; vehicles are parked too close to the median islands for northbound right turning vehicles onto McClocklin Road
 - Speed display board suggested along Richardson Road by Hnatyshyn Avenue (on straight stretch) in both directions
 - Would like a reminder school zone sign on Richardson Road between Murdoch Place and Avenue W
 - School bus drops off kids at the crosswalk at Richardson Road & Davidson Crescent
 - There are visibility issues at the curve on Richardson Road west of Wentworth Crescent
 - Parking restrictions or advisory sign suggested at the curve on Richardson Road east of Glenwood Avenue
- Other comments
 - The intersection of Junor Avenue & 37th Street and the intersection of Junor Avenue & McClocklin Road slows traffic; one intersection needs a signal and one intersection needs a roundabout
 - Concerned with development of Hampton Business area, all traffic from the area relies on 33rd Street
 - Snow should be hauled away in school zones, not just graded
 - Do not like narrow roads in Hampton Village and Stonebridge

- There are visibility issues along Byers Crescent between Selkirk Crescent (South) and Richardson Road
- Vehicles are parking in the alley west of Byers Crescent between Jordan Place and Selkirk Crescent (south); suggest to turn this into a one-way alley
- Kids are crossing from the park pathway to the alley on Hnatyshyn Avenue between Knowles Place and Nicholson Place
- Some would like an exclusive right turn lane from the Circle Drive off ramp to Avenue W. Some do not support this idea.

Group 4: Sheliza Kelts

- Group was supportive of the majority of the recommendations
- Junor Avenue & Richardson Road
 - Parked vehicles on southeast corner obstructing sight lines for vehicles turning left off of Richardson Road
 - A median island on the south leg might make it difficult to make a left turn (westbound to southbound); look at moving the median island to the north leg or not having a median here at all (already two proposed on Junor Avenue)
- Junor Avenue & Carrothers Court
 - Supports replacing yield sign with stop sign
- 37th Street & Pathway east of Byers Crescent
 - Add zebra crosswalk
- Richardson Road & Byers Crescent
 - Look at an Active Pedestrian Corridor here
- Richardson Road & Avenue W North
 - Supports a three-way stop
 - Use almost every day and almost hit
 - Lots of kids crossing here
- Avenue W & Byers Crescent
 - Would rather have a No Parking zone instead of a curb extension to allow right lane to be used to pass vehicles waiting to turn left onto Byers Crescent
 - Concerns about plowing snow onto sidewalk along Avenue W
- 33rd Street & Avenue W
 - Ensure advance warning
 - Bottle necked intersection
 - Could we have No Parking at a certain time?
 - Look into a dedicated left turn phase for eastbound to southbound left turn
- 33rd Street & Catherwood Avenue / Northumberland Avenue
 - Better signage on 33rd Street for school zone or no school zone
- 37th Street
 - Speeding on 37th Street; median islands or speed bumps suggested
 - Dumping traffic on the unknown road down 37th Street

- Richardson Road
 - Snow plowing concerns along Richardson Road
 - Sight line issues on the north and south sides at 37th Street & Richardson Road; four-way stop suggested
 - Replace yield sign with a stop sign or install a three-way stop at 37th Street & Byers Crescent
 - Speeding and icy along Richardson Road curves between Wentworth Crescent and 37th Street
 - Median island suggested at Richardson Road & Wentworth Crescent
 - Median island suggested at Richardson Road & Glenwood Avenue
- Other comments
 - Thanks for clearing park sidewalks

Group 5: Mariniel Flores

- Group was supportive of the majority of the recommendations
- Junor Avenue & Makaroff Road
 - Support replacing yield sign with stop sign as it is difficult to see past parked cars
- Junor Avenue & Carrothers Court
 - Neutral about the recommendation to replace yield sign with stop sign
- Byers Crescent & Selkirk Crescent (South Intersection)
 - Improve snow removal on the west side of Byers Crescent
- Hnatyshyn Avenue & Nicholson Place
 - Willing to try median island on the north leg of this intersection but it could be installed at Klaehn Crescent instead if the median island is not effective at this location
- Richardson Road & Avenue W North
 - Some do not support the three-way stop
 - Some do support the three-way stop to improve pedestrian safety
 - Sanding is needed here as it is icy
 - Drivers signal last minute when turning at this intersection; drivers need to signal early
- 33rd Street & Junor Avenue
 - Support west side parking prohibitions on Junor Avenue
 - Most support the northeast parking prohibitions on 33rd Street; some suggested it be reduced to 10 metres; some noted the delay does not warrant parking prohibitions at all
- 33rd Street & Catherwood Avenue / Northumberland Avenue
 - Mixed support of a traffic signal being installed
- Richardson Road
 - Speeding along Richardson Road between 37th Street and Glenwood Avenue; more enforcement needed

- Install four-way stop or switch the two-way stop signs at 37th Street & Richardson Road; review this intersection again when Hampton Village Business Park is developed
- Speeding along Richardson between Wentworth Avenue and Hnatyshyn Avenue; more enforcement needed
- Install No Parking zone along Richardson Road between 37th Street and Lehrer Crescent on one side in front of the proposed condominiums; very narrow roadway in the winter
- Speeding outside of school hours along Richardson Road between Murdoch Place and Avenue W
- Other comments
 - Concerns regarding rolled curb on one side of 11th Street and vertical curb on the other side; include this in King George Neighbourhood Traffic Review
 - Suggests that the Police's speed display board be set up at Richardson Road & Byers Crescent or at Byers Crescent & Selkirk Crescent (South)
 - Would like to see countdown timers installed at more locations throughout the city
 - Pedestrian walk lights should be pre-timed at 33rd Street & Avenue W; pedestrians should not have to press a push button to active the pedestrian walk light

Next Steps

1. Mail-in or email comments no later than January 4th, 2019.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than January 4th, 2019.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Question: How do we find out what is in the report and when the report is going to the Transportation Committee or City Council?

Answer: You can subscribe for email updates. Information will also be available online. The report is tentatively scheduled for April 2019.

Question: Will there still be parking to accommodate the baseball diamonds and community garden in Senator Gladstone Park when 37th Street connects to

Claypool Drive? When will 37th Street connect with Cardinal Place? What is the timeline for the Hampton Village Business Park?

Answer: The concept plan shows the proposed land use and is available on the website. Development proceeds as developers submit plans. Questions can be directed to Councillor Davies.

Comment: 37th Street will connect to Cardinal Crescent. Fire needs to use this as an access. 37th Street will become even busier than Richardson Road in five years. I am concerned that this development will bring more traffic into Westview.

Comment: A Traffic Impact Assessment will be completed. The Transportation Division reviews assessments. Consideration for downstream effects is typically included (e.g. need for signals or traffic calming).

Question: Is it possible to restrict truck traffic on 37th Street with a sign?

Answer: There is a truck route map in the bylaw. Trucks must take the most direct route to their destination (from the arterial street). We do not typically restrict truck routes because trucks are allowed on local streets to make deliveries (e.g. moving trucks).

Comment: This is in regards to my suggestion of adding a lane to accommodate westbound traffic on 33rd Street from the Circle Drive off ramp. Rather than widening 33rd Street westbound to Avenue W, consider the eastbound right-turns and westbound left-turns onto Avenue W instead.

Question: Do we have to go to City Council to request a four-way stop at 37th Street & Richardson Road?

Answer: We do not recommend installing a four-way stop if it does not meet the current Stop and Yield Policy. We will take another look at this location to see if there are sight line issues. Stop signs are not used as a traffic calming device or a pedestrian crossing device. We have other measures for these purposes. You can express your concerns with the recommended Traffic Plan at Standing Policy Committee for Transportation or City Council.

Question: Do you have collision data at 37th Street & Richardson Road? There are many vehicles speeding at this intersection.

Answer: The collision data is available and has been reviewed. Stop signs are not used as a traffic calming device but we will take another look at this intersection.

Question: We requested that an all-way stop be installed at 37th Street & Richardson Road and at 37th Street & Byers Crescent. Why were recommendations not made for these locations?

Answer: All concerns were reviewed and an analysis was completed. The review found that these locations were not warranted for all-way stops. The meetings focus on the recommendations being made rather than the locations that have been studied but no recommendation was made. Unfortunately, there is not enough time to go through each of the locations that did not result in a recommendation. All of the analysis will be included in the report.

Question: There are many of us that want an all-way stop at 37th Street & Richardson Road.

Answer: Unfortunately, the engineering study does not warrant the install. You can request to speak when the report is presented at the Standing Policy Committee on Transportation or City Council meetings.

Question: How are the speed tube locations determined? Many drivers slowed down on the Richardson Road curve before the tubes.

Answer: The tubes were intentionally placed along the curve based on residents' concerns that speeding was occurring along the curve.

Comment: I would like someone to walk on Richardson Road between Avenue W and 37th Street and see the near misses.

Question: How come it takes so long to install the three-way stop at Richardson Road & Avenue W?

Answer: We follow the Neighbourhood Traffic Preview Process so we do not install any of the proposed recommendations until we obtain approval from City Council.

Comment: We would like to include more information about the recommendations and the Standing Policy Committee on Transportation or City Council meeting dates in the Westview Community newsletter.

Westview Neighbourhood Traffic Review

Thursday, November 29th, 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

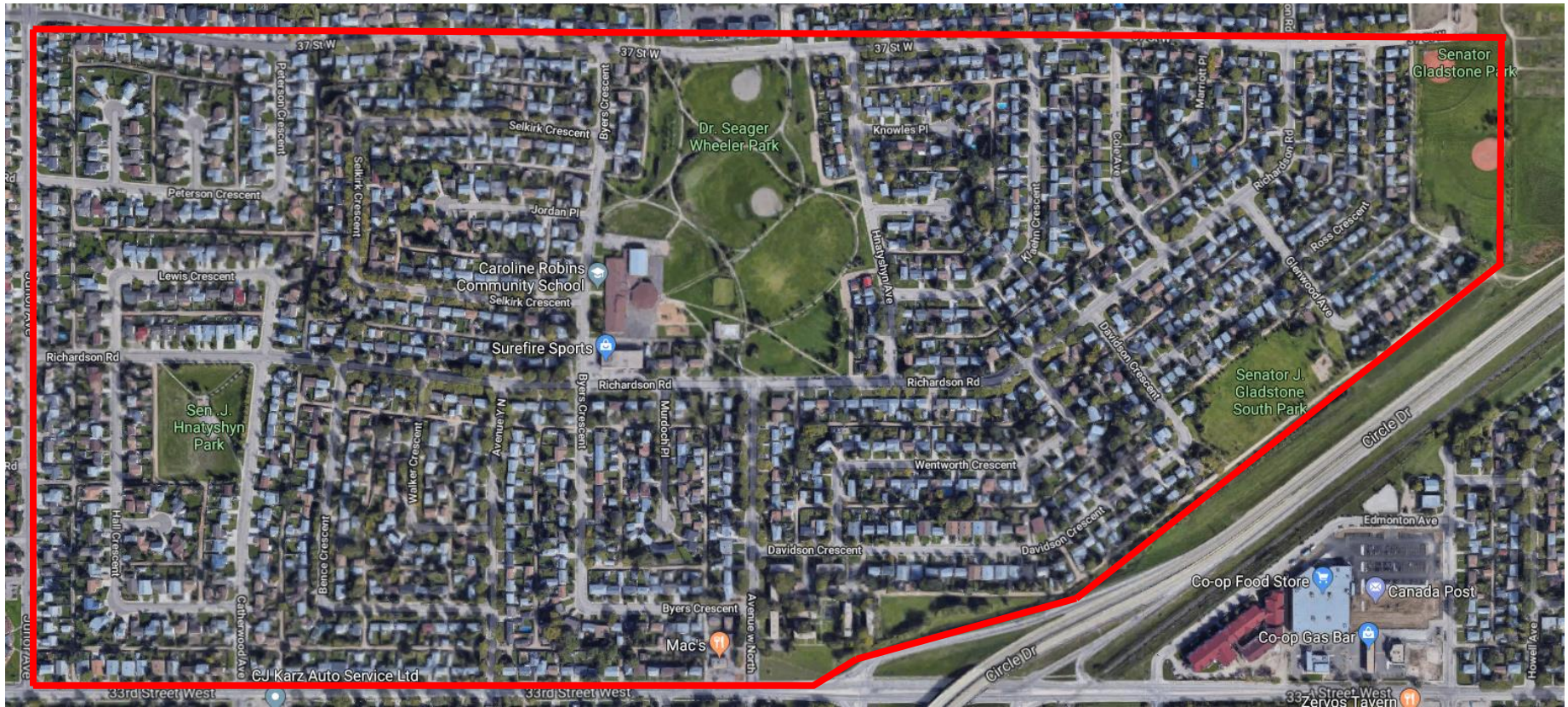
1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

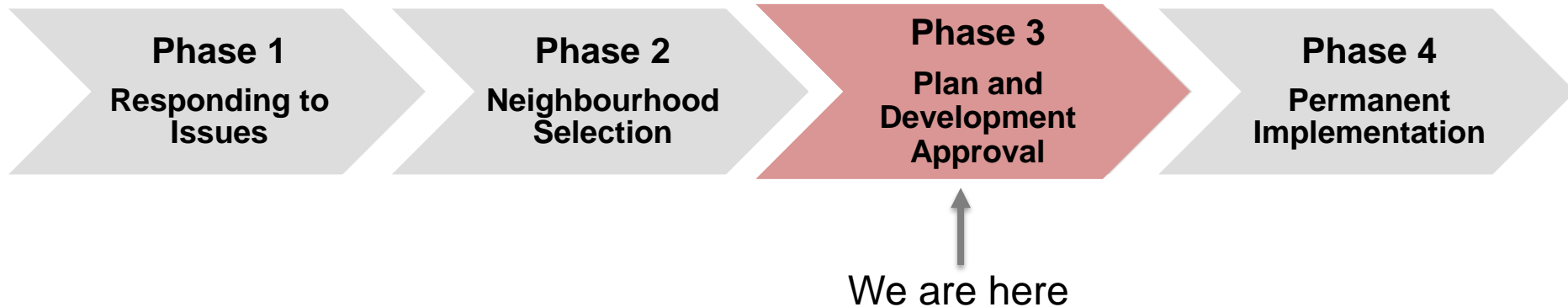
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Westview Study Area

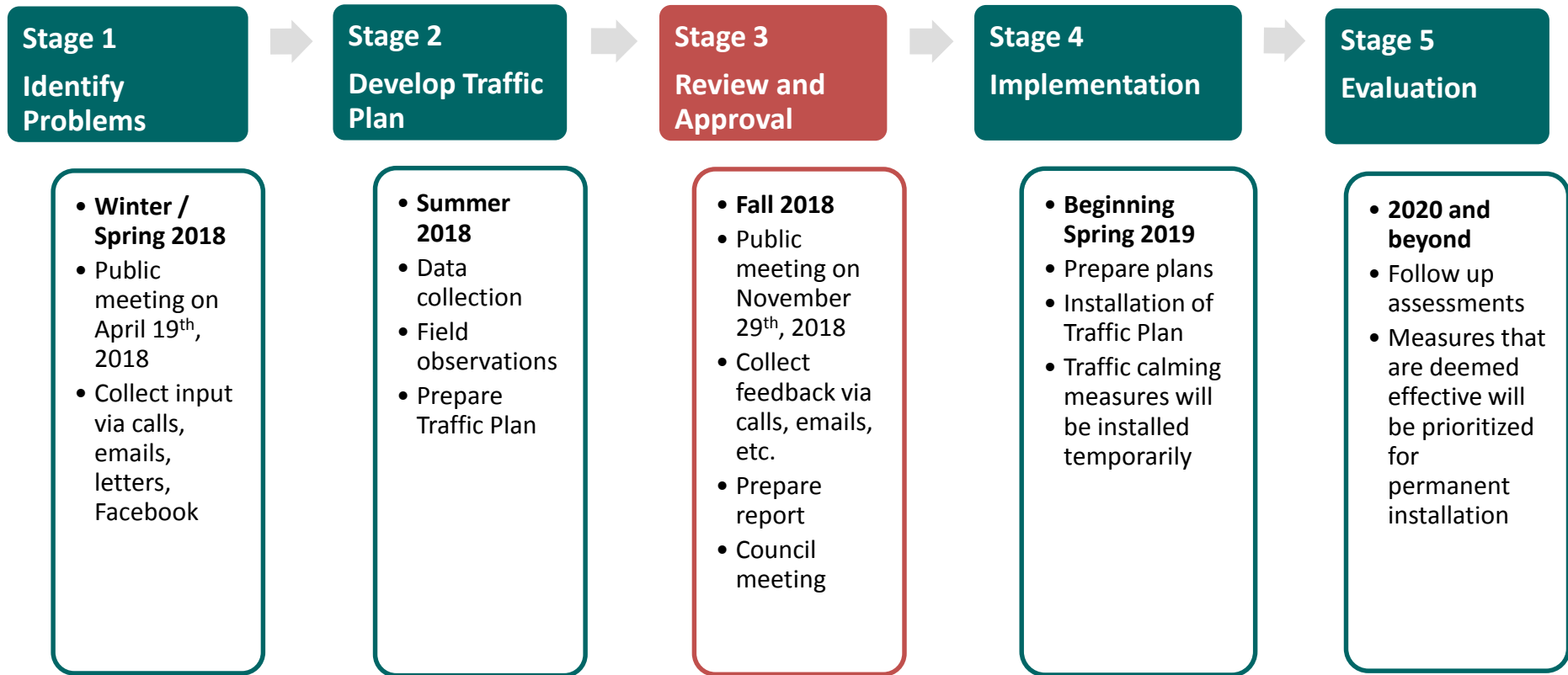
- Study Limits
 - 37th Street, Circle Drive, 33rd Street, Junor Avenue



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Traffic Safety and Delay Concerns

- 33rd Street
 - Avenue W
 - Catherwood Avenue / Northumberland Avenue
 - Junor Avenue
- 37th Street
 - Byers Crescent
 - Junor Avenue
 - Richardson Road

What We Heard

A. Traffic Safety and Delay Concerns (Cont'd)

- Richardson Road
 - Avenue W
 - Hnatyshyn Avenue
 - Junor Avenue

What We Heard

B. Pedestrian Safety Concerns

- 33rd Street School Zone
- 37th Street
 - Byers Crescent
 - East of Byers Crescent
 - Richardson Road
 - Ross Crescent to Claypool Drive
- Byers Crescent
 - Avenue W
 - Selkirk Crescent

What We Heard

B. Pedestrian Safety Concerns (Cont'd)

- Glenwood Avenue
- Richardson Road
 - Avenue W
 - Byers Crescent
 - Junor Avenue
 - Murdoch Place
 - Walker Crescent
 - Hnatyshyn Avenue to Wentworth Crescent
 - Lewis Crescent (West) to Lewis Crescent (East)

What We Heard

C. Speeding / Short-cutting Concerns

- 33rd Street
- 37th Street
- Alley east of Junor Avenue (Peterson Crescent to Richardson Road)
- Avenue W
- Byers Crescent
- Davidson Crescent
- Hnatyshyn Avenue

What We Heard

C. Speeding / Short-cutting Concerns (Cont'd)

- Junor Avenue
- Lewis Crescent
- Richardson Road
- Selkirk Crescent

What We Heard

D. Other Concerns:

- Parking
- Drainage
- Sidewalk & Road Condition
- Snow Removal
- Tree Trimming
- Traffic Noise in Neighbourhood

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
 - 19 Intersection / Pedestrian counts
 - 17 Traffic volume counts & speed measurements
 - Collision history
- Site Visits / Field Reviews
- Assessed the Issues
- Generated Proposed Recommendations

What We Propose

- Stop Signs
- Right Lane Ends Warning Sign
- Zebra Crosswalks
- Curb Extensions
- Median Islands

Right Lane Ends Warning Sign



Zebra Crosswalk



Curb Extension



Median Island

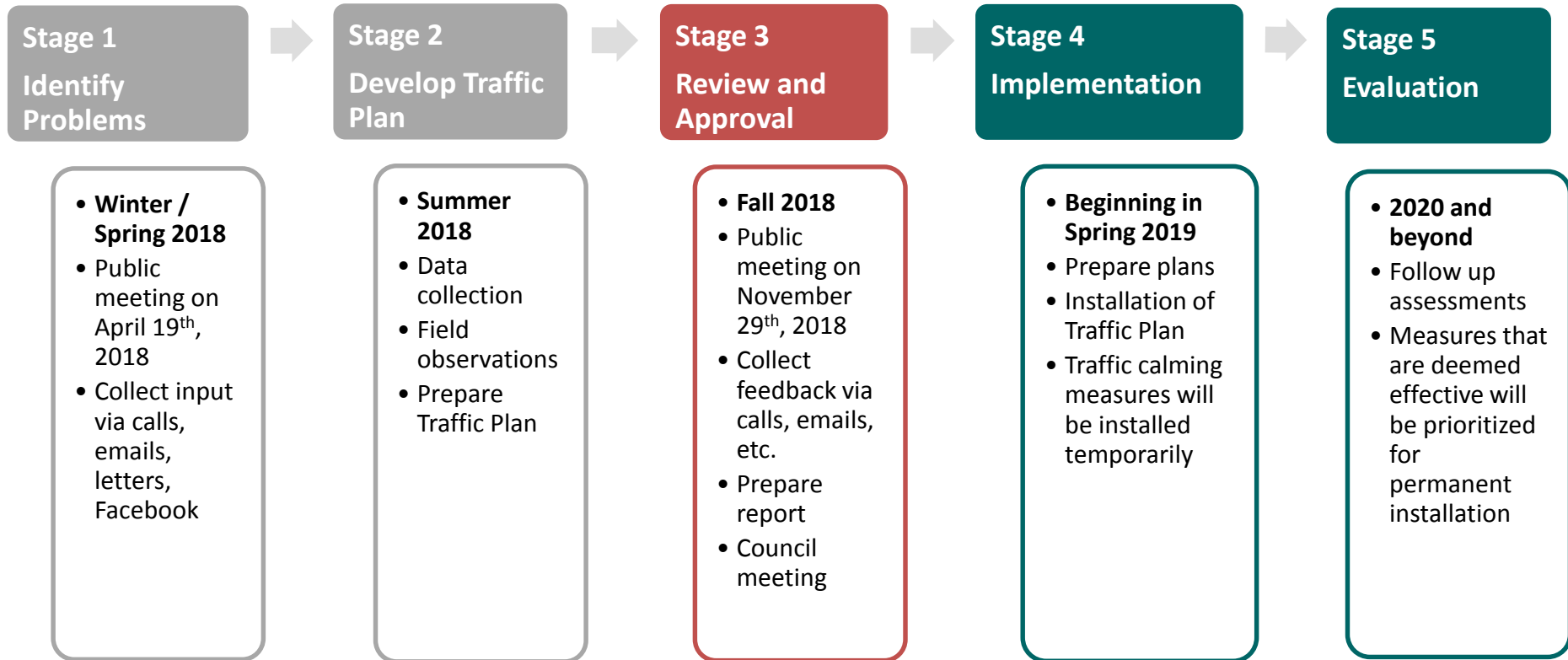


Small Group Discussions

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps



Next Steps

1. Send comments no later than **January 4th, 2019**
2. Additional public input via the Engage page no later than **January 4th, 2019**
<https://www.saskatoon.ca/engage/westview>
3. Additional consultation if required
4. Present traffic plan to Standing Policy Committee on Transportation, as information
5. If City Council approval is required, an additional recommendation will be included in the report
6. What if I don't agree?

Stay Engaged

Join our Facebook group





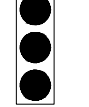


The screenshot shows a Facebook group page for 'Neighbourhood Traffic Review - Westview'. The page features a search bar at the top, a navigation menu on the left with options like 'About', 'Discussion', 'Members', 'Events', and 'Photos', and a main content area with a large photo of a park. A 'Join Group' button is visible below the photo. Below the photo, there is an 'About This Group' section 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, Westview is one of th... See More'. The group type is listed as 'Neighbors'.

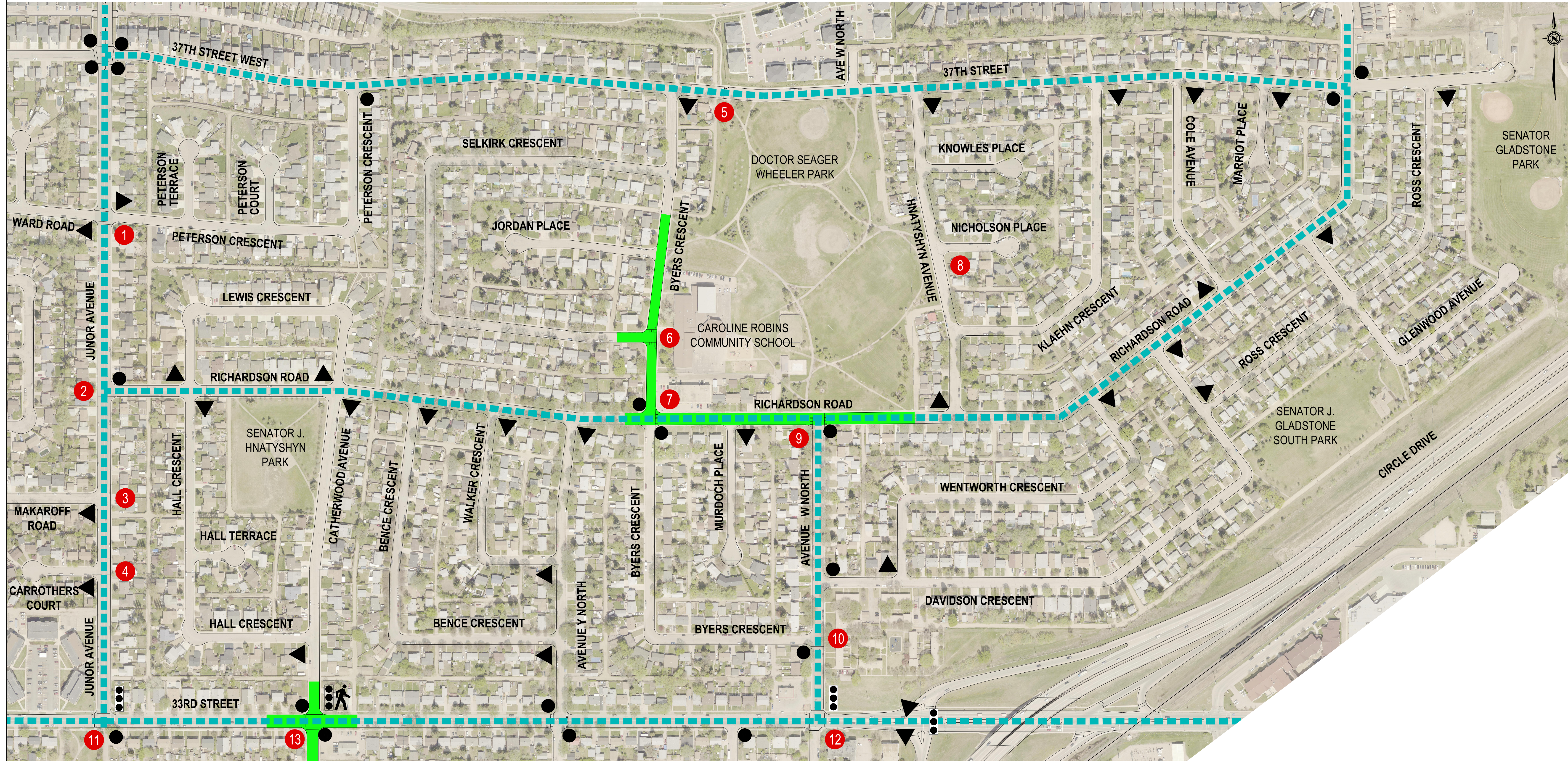
Subscribe for updates at
www.saskatoon.ca/NTR

The screenshot shows the City of Saskatoon website. The header includes the City of Saskatoon logo and navigation links: 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. The main navigation menu includes 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail is 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. The page title is 'Neighbourhood Traffic Reviews'. The content includes a 'Subscribe to Traffic Review Notifications' link, a paragraph explaining the process: '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.', a list of measures: 'Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)', 'Traffic calming measures may be installed temporary until proven effective', and 'Sidewalks or any other permanent measures may be installed when funding is available', and a paragraph: '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](#).' The footer shows '2018 Neighbourhood Traffic Review'.

WESTVIEW TRAFFIC PLAN

LEGEND

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



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/westview

Appendix H

Decision Matrix

Appendix H: Decision Matrix

Item	Location	Recommendation	Reason	Min's Group	Carly's Group	Nathalie's Group	Sheliza's Group	Mariniel's Group	Decision
1	Junor Avenue & Peterson Crescent / Ward Road	Install median island on the north leg	Reduce speed		Median islands would be hit/knocked over by large vehicles	Prefer median island on the south leg. Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow.	Supportive	Supportive	Carried The median island will be installed temporarily. The device will be monitored and follow-up assessments will be completed to ensure the device is effective. Devices that are effective will be prioritized for permanent installation. If device is ineffective or creates operational issues, it will be relocated or removed.
		Replace two-way yield signs with two-way stop signs	Improve intersection safety		Supportive			Supportive	Carried
2	Junor Avenue & Richardson Road	Upgrade standard crosswalk to zebra crosswalk on the south leg	Improve pedestrian safety	Three-way stop suggested	Supportive	Would like a pedestrian activated push button device	Parked vehicles on southeast corner obstructing sight lines for vehicles turning left off of Richardson Road	Supportive	Carried Based on a review of traffic data, collision data, site characteristics and field observations: <ul style="list-style-type: none"> A three-way stop is not recommended. An actuated pedestrian device is not recommended at this time. Sight lines are adequate.
		Install median island on the south leg	Reduce speed		Do not like median islands	Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow.	A median island on the south leg might make it difficult to make a left turn (westbound to southbound); look at moving the median island to the north leg or not having a median here at all (already two proposed on Junor Avenue)	Supportive	Carried The median island will be installed temporarily. The device will be monitored and follow-up assessments will be completed to ensure the device is effective. Devices that are effective will be prioritized for permanent installation. If device is ineffective or creates operational issues, it will be relocated or removed.

Item	Location	Recommendation	Reason	Min's Group	Carly's Group	Nathalie's Group	Sheliza's Group	Mariniel's Group	Decision
3	Junor Avenue & Makaroff Road	Install median island on the north leg	Reduce speed		Lots of traffic but do not find speeds excessive. Speed display board suggested instead of median islands.	Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow		Supportive	Carried Median island is preferred over speed display board since speed display boards are installed at a location or one year only. The median island will be installed temporarily. The device will be monitored and follow-up assessments will be completed to ensure the device is effective. Devices that are effective will be prioritized for permanent installation. If device is ineffective or creates operational issues, it will be relocated or removed.
		Replace yield sign with stop sign	Improve intersection safety		Supportive			Support replacing yield sign with stop sign as it is difficult to see past parked cars	Carried
4	Junor Avenue & Carrothers Court	Replace yield sign with stop sign	Improve intersection safety		Supportive		Support replacing yield sign with stop sign	Neutral about the recommendation to replace yield sign with stop sign	Carried
5	37 th Street & Pathway east of Byers Crescent	Install additional pedestrian crosswalk signs; Install permanent curb extension on the north side	Improve visibility of pedestrian crosswalk; Improve pedestrian safety		Good. Zebra crosswalk suggested.	Supportive	Add zebra crosswalk	Supportive	Carried A zebra crosswalk already exists.
6	Byers Crescent & Selkirk Crescent (South Intersection)	Install curb extensions on the northwest and southwest corners on Byers Crescent; Install permanent curb extension on the east side of Byers Crescent	Improve pedestrian safety and sight lines		Supportive	Supportive		Supportive	Carried
		Prohibit parking on the west side of Byers Crescent 10 metres north and south from Selkirk Crescent	Improve compliance with bylaw		Supportive			Supportive	Carried

Item	Location	Recommendation	Reason	Min's Group	Carly's Group	Nathalie's Group	Sheliza's Group	Mariniel's Group	Decision
7	Richardson Road & Byers Crescent	Install curb extensions on the northeast and southeast corners on Richardson Road	Improve pedestrian safety and sight lines	Standard crosswalks on the other three legs suggested	Supportive. Zebra crosswalk suggested.	Supportive. Would also like a pedestrian device with push buttons.	Look at an Active Pedestrian Corridor here	Supportive	<p>Carried</p> <p>A zebra crosswalk already exists.</p> <p>Based on a review of traffic data, site characteristics and field observations:</p> <ul style="list-style-type: none"> Standard crosswalks on the north and south legs are not recommended. The existing stop signs are providing adequate control for pedestrians. A standard crosswalk on the west leg is not recommended. The east leg is more suitable due to better sight lines and the majority of pedestrians are already crossing on this leg. An active pedestrian device is not recommended. Curb extensions will reduce the crossing distance for pedestrians and improve visibility of pedestrians.
8	Hnatyshyn Avenue & Nicholson Place	Install median island on the north leg	Reduce speed	Ensure median island does not obstruct the pedestrian crossing path	Do not like median islands	Concerned with parking impacts of median island. Lots of parking by park in summer time. Any possibility to increase parking for ball diamonds on the park grounds (possible to expand existing parking off alleys)? Not concerned with speeds; suggest zebra crosswalk instead of median island. Kids are crossing from the park pathway to the alley on Hnatyshyn Avenue between Knowles Place and Nicholson Place.		Supportive. Willing to try median island on the north leg of this intersection but it could be installed at Klaehn Crescent instead if the median island is not effective at this location.	<p>Carried</p> <p>The median island will be installed temporarily. The device will be monitored and follow-up assessments will be completed to ensure the device is effective. Devices that are effective will be prioritized for permanent installation. If device is ineffective or creates operational issues, it will be relocated or removed.</p> <p>This crossing leads to a park. A zebra crosswalk on the north leg was added to the recommendation list.</p>

Item	Location	Recommendation	Reason	Min's Group	Carly's Group	Nathalie's Group	Sheliza's Group	Mariniel's Group	Decision
9	Richardson Road & Avenue W North	Install three-way stop	Improve intersection safety		Supportive. Remove the existing median island. The whole group strongly supports the three-way stop.	Some support the three-way stop. Some do not support the three-way stop.	Support three-way stop. Use almost every day and almost hit. Lots of kids crossing here.	Some do not support the three-way stop. Some do support the three-way stop to improve pedestrian safety. Drivers signal last minute when turning at this intersection; drivers need to signal early.	Carried A three-way stop is warranted and complies with Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs.
10	Avenue W & Byers Crescent	Upgrade standard crosswalk to zebra crosswalk on south leg; Install curb extension on east side of Avenue W	Improve pedestrian safety	Shift east side curb extension at #10 (Avenue W and Byers Crescent) further north.	Supportive	Ok with the curb extension as long as it does not restrict southbound traffic (want to maintain 2 lanes for traffic)	Would rather have a No Parking zone instead of a curb extension to allow right lane to be used to pass vehicles waiting to turn left onto Byers Crescent	Supportive	Carried No parking zone currently exists. Curb extension will improve visibility of pedestrians wanting to cross. The curb extension will be installed temporarily. The device will be monitored and follow-up assessments will be completed to ensure the device is effective.
		Install pedestrian accessibility ramp on the southwest corner	Improve pedestrian accessibility	Pedestrian ramp on northwest corner should line up with the crosswalk.	Supportive			Supportive	Carried Pedestrian accessibility ramp on the northwest corner was added to the recommendation list.
11	33 rd Street & Junor Avenue	Prohibit parking on the west side of Junor Avenue ~30 metres from 33 rd Street; Prohibit parking on the north side of 33 rd Street ~20 metres from Junor Avenue	Improve operations for southbound and westbound right-turning traffic		Supportive	Like the parking prohibitions; make them as long as possible	Supportive	Support west side parking prohibitions on Junor Avenue. Most support the northeast parking prohibitions on 33 rd Street; some suggested it be reduced to 10 metres; some noted the delay does not warrant parking prohibitions at all.	Carried
12	33 rd Street & Avenue W	Install Right Lane Ends Warning Sign for westbound traffic	Improve driver expectancy			Lane designation sign suggested. Designated right turn lane suggested.	Ensure advance warning	Supportive	Carried The westbound right lane is intended to be a shared through or right turn lane. A Right Turn Only Lane sign will not be installed. Making this lane a right turn only would prevent through traffic when a vehicle is waiting to make a left turn onto Avenue W North.

Other Projects in the Area:

Item	Location	Recommendation	Reason	Min's Group	Carly's Group	Nathalie's Group	Sheliza's Group	Mariniel's Group	Decision
13	33 rd Street & Catherwood Avenue / Northumberland Avenue	On Traffic Signal Priority List	Traffic signal is warranted to improve safety and operations (from 33 rd Street Corridor Study)		Supportive	Coordinate the traffic signal with other signals		Mixed support of a traffic signal being installed	Carried

Appendix I

Additional Concerns Received
After Presentation of Draft Plan

Appendix I: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
33 rd Street	Better school zone signage is needed (Bishop Klein School) or remove the school zone	Field observations confirm that the current school zone signage is adequate and meets current installation guidelines. A residential speed limit review is underway which will consider school zones and playground zones. A report will be provided to Council in fall 2019.
	Is there a plan to improve traffic flow along 33 rd Street from Avenue W to Confederation Drive? Emergency vehicles could cause a severe bottleneck and poor traffic flow.	A review of arterial corridors will be undertaken after the Neighbourhood Traffic Review program has been completed.
	Add lane or widen lane to create an exclusive right turn lane on 33 rd Street from Circle Drive off ramp to Avenue W	
33 rd Street & Avenue W	Look into a dedicated left turn phase for southbound left turns	A review of arterial corridors will be undertaken after the Neighbourhood Traffic Review program has been completed. This intersection will be included in the review.
	Pedestrian walk lights should be pre-timed at 33 rd Street & Avenue W. Pedestrians should not have to press a push button to activate the pedestrian walk light.	
	Parking restrictions during a specified period of time is suggested to reduce congestion at this intersection	
	Multiple driveways to the convenience store cause traffic to get backed up on Avenue W. Close south driveway on Avenue W.	Vehicles are currently unable to park on the east side of Avenue W south of the Westview Place parking lot because there is a bus stop. Field observations confirm that there is adequate space for transit and school buses to turn and adequate signage. No improvements recommended.
	Install peak hour parking restrictions on the east side of Avenue W north of 33 rd Street to Byers Crescent to accommodate traffic, especially westbound right-turning transit and school buses heading north on Avenue W.	
	Transit vehicles making southbound left and right turns need more space than regular vehicles.	
33 rd Street & Catherwood Avenue / Northumberland Avenue	Consider signal and walk light timing in the signal design	These will be considered as part of the traffic signal design.
37 th Street	Speeding; Median islands or speed bumps suggested	The 85 th percentile speed was measured to be 50 kph between Peterson Crescent and Byers Crescent. The 85 th percentile speed was measured to be 52 kph between Hnatyshyn Avenue and Klaehn Crescent. No improvements are recommended.

Location	Concerns	Decision
37 th Street	Speeding between Junor Avenue and Peterson Crescent; More enforcement suggested	Comment has been forwarded to Saskatoon Police Service to consider for enforcement.
	Speeding and stunting between Byers Crescent and Richardson Road	The 85 th percentile speed was measured to be 52 kph between Hnatyshyn Avenue and Klaehn Crescent. No improvements are recommended. Concern regarding stunting has been forwarded to Saskatoon Police Service.
	Make the dirt road between Ross Crescent to Claypool Drive into a permanent asphalt road. Garbage is currently being dump along this road.	This is part of the Hampton Village Business Park. The Hampton Village Business Park Concept Plan and more information is available on the City website at https://www.saskatoon.ca/business-development/planning/neighbourhood-concept-plans . Concern regarding garbage forwarded to Roadways, Fleet & Support.
37 th Street & Byers Crescent	Replace yield sign with a stop sign	Field observations confirm that vehicles are yielding. No improvements recommended.
	Install a three-way stop	Based on a review of traffic data, collision data and site characteristics, a three-way stop is not recommended.
	Speeding	The 85 th percentile speed was measured to be 50 kph between Peterson Crescent and Byers Crescent. No improvements are recommended.
	Pedestrian safety	Based on field observations and a review of peak hour traffic counts, pedestrian safely crossed during gaps in traffic or when vehicles stopped for them. No improvements are recommended.
Back lane behind Lewis Crescent between Peterson Crescent and Richardson Road	Shortcutting	This back lane is intended to carry less than 500 vehicles per day. Based on a review of the traffic count, the Average Daily Traffic was measured to be 60 vehicles per day. No shortcutting issues were identified. No improvements are recommended.
Avenue W & Byers Crescent	Concerns about plowing snow onto sidewalk along Avenue W	Forwarded to Roadways, Fleet & Support
Byers Crescent	Improve snow removal on the west side of Byers Crescent	Forwarded to Roadways, Fleet & Support
Byers Crescent & Selkirk Crescent (South)	Set up Police's speed display board here	Forwarded to Saskatoon Police Service
Byers Crescent [Selkirk Crescent (South) to Richardson Road]	Visibility issues at back lanes	Field observations confirmed sight lines are adequate. No improvements are recommended.
Back lane west of Byers Crescent [Jordan Place to Selkirk Crescent (South)]	Vehicles are parking in the back lane	Forwarded to Parking Enforcement
	Back lanes should be considered to facilitate traffic flow around the school. Turn this into a one-way back lane.	According to the City of Saskatoon street classifications and characteristics, back lanes are intended to provide access only; traffic movement is not a consideration. No improvements are recommended.

Location	Concerns	Decision
Glenwood Avenue	What is the purpose of the chain link fence on top of the berm?	This chain-link fence was installed to prevent access onto Circle Drive.
Junor Avenue	Four-way stops at 37 th Street and at McClocklin Road slows down traffic; Replace one intersection with a traffic signal and the other intersection with a roundabout	Forwarded to the project manager of the Hampton Village Neighbourhood Traffic Review.
Junor Avenue & Peterson Crescent / Ward Road	Would like a pedestrian activated push button device.	Traffic count will be collected in spring 2019 to determine if additional improvements are required.
Richardson Road	Snow removal concerns	Forwarded to Roadways, Fleet & Support
	More enforcement suggested	Forwarded to Saskatoon Police Service
Richardson Road & 37 th Street	Missing pedestrian ramp on one corner	Missing pedestrian accessibility ramp location is on priority list, which is subject to funding. This has been added to the recommendation list.
	Sight line issues on the north and south sides for westbound and eastbound traffic. Concerned about pedestrian safety, speeding and vehicles passing on the left. Speeding and traffic not stopping at the stop signs. Four-way stop suggested.	Based on field observations, westbound sight lines are adequate but eastbound sight lines are poor due to the curve north of this intersection. Although the intersection of 37 th Street & Richardson Road does not meet the warrant criteria for traffic volumes entering the intersection, an all-way stop is recommended based on safety issues identified during site observations, community input, and engineering judgment. This has been added to the recommendation list.
	Switch the two-way stop signs at 37th Street & Richardson Road	An all-way stop is recommended.
	Review this intersection again when Hampton Village Business Park is developed	This intersection will be reviewed when the Hampton Village Business Park is developed.
Richardson Road & Avenue W North	Sanding is needed here as it is icy	Forwarded to Roadways, Fleet & Support
Richardson Road & Byers Crescent	Set up Police's speed display board here	Forwarded to Saskatoon Police Service
Richardson Road & Hnatyshyn Avenue	Replace existing yield sign with stop sign for southbound traffic	Field observations confirm that vehicles are yielding. No improvements recommended.
Richardson Road & McClocklin Road	Vehicles are parked too close to the median islands for northbound right turning vehicles onto McClocklin Road; Parking restrictions suggested	Forwarded to the project manager of the Hampton Village Neighbourhood Traffic Review.
Richardson Road & Wentworth Crescent	Eastbound drivers may not see pedestrians crossing at this intersection due to the curve west of this intersection	A Curve warning sign and 30 kph advisory speed tab sign in the eastbound and westbound directions have been added to the recommendation list.
Richardson Road (Glenwood Avenue to 37 th Street)	Speeding at the curve east Glenwood Avenue. Southbound traffic driving over lawn and northbound traffic encroaching into southbound lane at the curve. Parking restrictions, advisory sign or median island at Glenwood Avenue suggested.	Curve warning signs and 30 kph advisory speed tab signs have been installed in the northbound and southbound directions.

Location	Concerns	Decision
Richardson Road (Glenwood Avenue to 37 th Street)	Icy at curve east of Glenwood Avenue	Forwarded to Roadways, Fleet & Support
	More enforcement needed	Forwarded to Saskatoon Police Service
Richardson Road (Avenue W North to Wentworth Crescent)	Speeding at curve west of Wentworth Crescent. Southbound traffic driving over lawn and northbound traffic encroaching into southbound lane at the curve. Signs indicating slippery curve, median island at Wentworth Crescent and speed bumps suggested.	A Curve warning sign and 30 kph advisory speed tab sign in the eastbound and westbound directions have been added to the recommendation list.
	Speed display board suggested by Hnatyshyn Avenue in both directions	The 85 th percentile speed was measured to be 45 kph. No improvements recommended.
	Icy at curve west of Wentworth Crescent	Forwarded to Roadways, Fleet & Support
Richardson Road (Murdoch Place to Avenue W)	Would like a reminder school zone sign	Field observation confirms that a school zone sign exists at this location. No improvements are recommended.
	Speeding outside of school hours	The 85 th percentile speed was measured to be 43 kph outside of school hours. No improvements are recommended.
Richardson Road (Avenue W to 37 th Street)	Remove southbound parking to improve sight lines between 37 th Street and Avenue W North	Field observations confirm that sight lines are adequate at intersections on Richardson Road between 37 th Street and Avenue W North. No improvements are recommended.
	Keep southbound parking to slow traffic down between 37 th Street and Avenue W North	No changes recommended.
	Speeding and shortcutting	The 85 th percentile speed was measured to be 41 kph between Catherwood Avenue and Bence Crescent. The 85 th percentile speed was measured to be 37 kph during school hours (43 kph outside school hours) between Murdoch Place and Avenue W. Richardson Road is classified as a collector roadway intended to carry less than 5,000 vehicles per day. The ADT was measured to be less than 5,000 vehicles per day. No improvements are recommended.
Richardson Road (Wentworth Crescent to Hnatyshyn Avenue)	Speeding along Richardson between Wentworth Avenue and Hnatyshyn Avenue; more enforcement needed	The 85 th percentile speed was measured to be 45 kph. No improvements are recommended. Forwarded to Saskatoon Police Service to consider for enforcement.
Richardson Road (37 th Street to Lehrer Crescent)	Install No Parking zone on one side in front of the proposed condominiums; very narrow roadway in the winter	Forwarded to project manager of the Hampton Village Neighbourhood Traffic Review.
Hnatyshyn Avenue & Nicholson Place	Lots of parking by park in summer time. Any possibility to increase parking for ball diamonds on the park grounds (possible to expand existing parking off alleys)?	Forwarded to Community Services.

Location	Concerns	Decision
Circle Drive (33 rd Street to Airport Drive)	Add lanes due to increased traffic from the new Gordie Howe Bridge	The Annual Average Daily Traffic (AADT) on this section is 43,800 vehicles per day, which is typical for an expressway. No improvements are recommended.
Hampton Village Business Park	When will 37th Street connect with Cardinal Place?	The Hampton Village Business Park Concept Plan and more information is available on the City website at https://www.saskatoon.ca/business-development/planning/neighbourhood-concept-plans .
Hampton Village Business Park	When will Hampton Village Business Park be developed?	
	Concerned with development of Hampton Business area, all traffic from the area relies on 33rd Street	
	Will there be future parking for the north end of Senator Gladstone Park?	
	Would not like a road connection to Westview from the proposed light industrial to the east	
General	Snow should be hauled away in school zones not just graded	Snow windrow is removed from school zones when it exceeds 60 cm.
	Do not like narrow roads in Hampton Village and Stonebridge	Roadway widths in neighbourhoods are designed according to standards.
	Concerns regarding rolled curb on one side of 11 th Street and vertical curb on the other side	Forwarded to project manager of the King George Neighbourhood Traffic Review.
	Would like to see countdown timers installed at more locations throughout the city	Comment noted.
	Photo radar to address speeding rather than speed bumps or other devices	This will be taken into consideration when selecting future photo radar locations.
	Campers and boats parked in front yards impeding visibility of traffic	Forwarded to Bylaw Compliance

Appendix J

Resident and Stakeholder Comments

Flores, Mariniel

From:
Sent: Monday, June 16, 2014 3:45 PM
To:
Subject: FW:

From:
Sent: June 16, 2014 2:07 PM
To:
Subject:

Hi

Received a call from [redacted] regarding her property at [redacted]. This is a corner lot, and [redacted] mentioned that there have been 3 incidents in recent history where people have driven onto her property and she is concerned that the next time, they might hit her house. The first incident was when someone hit the fence, the second was when someone drove into the snowbank that was in front of her parked car, and the third was when they hit the light pole in front of the house.

Can you please investigate into what can be done for traffic calming in this area and contact [redacted] to discuss her concerns? Her number is [redacted]

Thanks,

**Business Administration
Transportation & Utilities Department**

Flores, Mariniel

From:
Sent: Friday, July 04, 2014 9:16 AM
To: ""
Cc: Web E-mail - Infrastructure Services; Web E-mail -
Transportation; Web E-mail - Community Services
Subject: Auto clearing speedway

Good morning

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

Instead of dealing with case by case concern, the Transportation Division now deals with these concerns as a neighbourhood-wide review. In 2014, we have been embarking on neighbourhood-wide reviews of traffic related concerns. The new process will include significant community engagement so that we can work together to address these types of concerns. We will be working with 8 neighbourhoods a year. Westview was on this list this year for 2014. A plan to for the Caswell Area will presented later this fall addressed a number of concerns.

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

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

Thank you for bringing this concern to our attention.

Nick

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

www.saskatoon.ca

From:
Sent: Wednesday, July 02, 2014 7:46 PM
To: Web E-mail - Community Services
Subject: Auto clearing speedway
Importance: High

City of Saskatoon Website 'Contact Us' Message

To: Community Services

From:

Subject: Auto clearing speedway

Message: Hi, I live on a
strip. And I don't like it. Who do I contact.

And the front of my street is turning into a drag

Regards

Flores, Mariniel

From: [REDACTED]
Sent: Friday, July 11, 2014 11:54 AM
To: [REDACTED]
Cc: TU - Councillor Correspondence;
Subject: Write a Letter to City Council File CK-6330-1

Hello

Transportation no longer reviews case by case situations like this concern; a new program was adopted by Council back in 2013 to review neighbourhood traffic complaints as a whole. These complaints are compiled through the year and reviewed in the fall to determine which Neighbourhoods will be reviewed for the following year.

Your concern will be filed to be evaluated under the Neighbourhood Traffic Program.

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

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

Please contact me if I can be of further assistance.

Best regards,

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

www.saskatoon.ca

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

From: CityCouncilWebForm [mailto:CityCouncilWebForm]
Sent: July 08, 2014 12:05 PM
To: City Council
Subject: Write a Letter to City Council File CK-6330-1

TO HIS WORSHIP THE MAYOR AND MEMBERS OF CITY COUNCIL.

FROM:

EMAIL ADDRESS:

COMMENTS:

Dear City Council

I have a concern over the amount of traffic and the speed some people travel down Junor Avenue since the addition of the Hampton Village. I have difficulty sometimes backing out or getting out of my own driveway sometimes due to the amount of traffic from both north and south destinations. Sometimes when people come from the 33rd Street, they gun their engines and excelerate pretty fast. It can be frustrating to leave my approach but I am very concerned for the safety of my children since the incident on the nearby cul de sac this week. I do watch my kids very closely when we are drawing on our sidewalk or tending to the weeds but things can happen in less than a minute, kids will be kids. With this, I am wondering if there is a possibility of doing some surveillance of speed infractions in the area and possibility having an installation of speed bumps in high speed zones. Thanks for your time and consideration of my letter.

Flores, Mariniel

From:
Sent: Thursday, March 12, 2015 2:27 PM
To:
Subject: Voice Mail from CITYofSASKATOON (1 minute and 10 seconds)
Attachments: (1 minute and 10 seconds) Voice Mail.mp3

Hi guys,

Can we please add this email/voicemail to our files? The citizen is concerned about speeding she is seeing on her street – Davidson Crescent which is in the Westview neighbourhood.

Thanks,

From: Microsoft Outlook **On Behalf Of** CITYofSASKATOON (No e-mail address available)
Sent: Thursday, March 12, 2015 12:44 PM
To:
Subject: Voice Mail from CITYofSASKATOON (1 minute and 10 seconds)

Voice Mail Preview:

Hi it's always work calling I was and I'm flying traffic extremely fast on my road I did interest level despotic explained people with dog so walking dogs you know job search cross street yesterday my husband and sprayed had to to buy a car 20 hit the water bottle headed and getting at his vehicle it's just everybody coming off fro richton road in Ross crescent and coming on at the corner by the at J gladstone's so park there's with thing around the corner and then it just speeding all the way to avenue north third avenue W north before they go onto west 33rd so I'm just wondering how to go about getting find coming from that direction asking people to slow down course I'm kinda traffic calming measure it please still in that area just to make a little safer because I'm afraid to let my animals out in a partner at all and in the summer just kids everywhere so I was just wanted to it's something to be done about this you can call me back at thank you.

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

You received a voice mail from CITYofSASKATOON at

Caller-Id:

Flores, Mariniel

From:
Sent: Friday, June 12, 2015 7:13 AM
To: Davies, Troy (City Councillor);
Cc:

Subject: FW: Richardson Road

Hello Councillor Davies and

Our traffic engineers will include a new speed study when the neighbourhood review is conducted.

The statistics we have on hand for the study conducted in 2009 have been forwarded to police for information/enforcement purposes. It is my understanding that police have been in touch with Mr. Lechman in reference to his concerns.

Speed humps are no longer installed by the City as they can cause damage to Transit and Fire equipment. Fire also has concerns about these humps affecting their response times when responding to an emergency. Homeowners near these humps also dislike them for the noise that come from the vehicles driving over them.

In accordance with City Policy regarding the installation of stop signs, we complete an engineering assessment to determine if all-way stop sign control is required. The engineering assessment requires collecting traffic data on a weekday from 7-9am, noon-1pm, and 4-6 pm, and 5 years of collision history. A significant determining factor is the split of the traffic. If most of the traffic is using one leg of the intersection, typically all-way stop control is not used as this can create an unsafe condition by asking driver's to stop when there is not enough traffic to warrant it. Eventually, a driver may ignore the stop sign and thus create an unsafe condition.

For this location we collected the following information:

- A traffic study was completed in March 2015 during the five peak hours (7:00am to 9:00am, 12:00pm to 1:00pm, 4:00pm to 6:00pm).
- The peak hour traffic was 200 vehicles passing through the intersection, and the average daily traffic was 2,280 vehicles.
- The traffic split was 80/20. 80 percent were using Richardson Road and 20 percent were using 37th Street West.
- The most recent five-year collision history (2009-2013) indicated there have been zero collisions reported at this intersection.

As a result of the analysis, a four-way stop is not recommended because the traffic is unbalanced. The total traffic volumes and collision history also do not warrant a four-way stop.

Accordingly, the two-way stop signs should remain on 37th Street West assigning right-of-way to Richardson Road since the traffic volumes are larger on Richardson Road.

Regards,

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

www.saskatoon.ca

Please consider the environment before printing this email.

This message and any attachments are solely for the use of the intended recipients. They may contain privileged and/or confidential information. If you are not the intended recipient, you are hereby notified that you received this email in error, and that any review, dissemination, distribution or copying of this email and any attachment is strictly prohibited. If you receive this email in error, please contact the sender and delete the message and any attachments associated therewith from your computer. Thank you.

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

From: Davies, Troy (City Councillor)
Sent: Thursday, June 04, 2015 9:56 PM
To:
Cc:
Subject: Re: Richardson Road

Thanks for the email , you stated on your phone message to call you at night, I'm currently at the FCM conference in Edmonton so we have been booked up at night.

As for your email below in regards to traffic on Richardson Road I have included , who oversees our traffic department to get back to you. I have also included Police on this email so they can follow up with your concerns on not receiving feedback from Police.

I will let them get back to us,

Thanks

Troy

Sent from my iPad

On Jun 4, 2015, at 9:06 PM,

wrote:

Good evening Troy,

I have a couple things I would like to discuss with you about Westview. The first thing I would like to discuss with you is the amount of new traffic flow on Richardson Rd. Now that Richardson flows into Hampton Village, the amount of traffic on Richardson has doubled if not tripled. With this new traffic comes speeders and car races at times even. I'm worried about the safety of my children playing and riding their bikes in front of our house. A lot of these vehicles speeding/racing are the same ones I see regularly. I have made calls to the Police reporting speeders and races in the past, and nothing gets resolved. Is someone going to have to get hurt or killed before we can see some enforcement in the area? Or at least some huge speed bumps on the street similar to the ones on Howell Ave. Recently the city took out the stop signs on the of corner Richardson and 37th. Now these vehicles can really get some speed up. They should have made this a four way stop at least.

I have called and left a message on your phone in the past and have not received a acknowledgment about my calls. Feel free to call me at anytime about these issues if you would like to discuss this anymore.

Flores, Mariniel

From:
Sent: Tuesday, July 19, 2016 10:34 AM
To:
Cc: (TU - Transportation)
Subject: RE: Speed Bumps

Hi

Several methods of traffic calming are available and are typically reviewed and discussed in our Neighbourhood Traffic Review programs. The meetings are advertised and held within the neighbourhood and are designed to provide everyone residing in the area an opportunity for input and ideas. The meetings for your area have not as yet been organized, so I've passed your request on to our engineers who manage the program and track concerns such as yours.

Transportation is presenting a report to Committee later this fall on traffic calming.

Installing speedbumps is not a recommended solution because they are a hindrance to emergency vehicles (having to slow and cross them slowly) when response time is of the essence. Noise and vibrations created by vehicles crossing them has also been reported and needs to be cons.

Thanks for getting in touch with us, Keep in mind as well you can call our police Traffic Section at (306) 975-8068 and request speed enforcement.

They will be happy to help when they have resources available.

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

www.saskatoon.ca

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From:
Sent: July 15, 2016 2:56 PM
To:
Subject: Re: Speed Bumps

It was sure great to talk with you.
I would like to have speed bumps on Hnatyshyn ave as the traffic travel much too fast frpmm richardson to 37 street on Hnatyshyn ave .

Thank-You very much

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

From:
To:
Cc:
Sent: Friday, July 15, 2016 1:35 PM
Subject: Speed Bumps

Hi

Nice to talk to you!!

You are interested in seeing speed bumps along Hnatyshyn. Can you provide me with the details, please and I'll pass your request on to our engineers.

Thanks!

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

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Flores, Mariniel

From: Microsoft Outlook on behalf of CITYOFSASKATOON (No email address available)
Sent: Tuesday, August 29, 2017 8:32 AM
To: Baudais, Nathalie (TU - Transportation)
Subject: Voice Mail from CITYOFSASKATOON (31 seconds)
Attachments: (31 seconds) Voice Mail.mp3

Voice Mail Preview:

Good morning Natalie this is [redacted] calling for Richardson rolled I want to complain about the speed of traffic on Richard enrolled I live in the [redacted] since Richardson was opened optima block landis's into residential street anymore people treat it like a mini circle drive and traffic needs to be sold down my number is [redacted]

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

You received a voice mail from CITYOFSASKATOON at

Caller-Id:

Flores, Mariniel

From: Baudais, Nathalie (TU - Transportation)
Sent: Tuesday, October 17, 2017 11:56 AM
To: , Davies, Troy (City Councillor)
Cc:
Subject: RE: Caroline Robins School
Attachments: caa school safety patrol information.pdf

Hi Councillor Davies,

This school is located in the Westview neighbourhood which has not had an NTR completed yet. We will log this concern to carry it forward as part of the NTR process. This neighbourhood is on the NTR prioritization list for 2018 (report going to Council in the November agenda).

There is an ongoing school patrol program if the school is interested in pursuing this option. I have attached the brochure which has their school board contact for the program.

Thanks,
Nathalie

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

www.saskatoon.ca

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From:
Sent: Monday, October 16, 2017 7:46 PM
To: Davies, Troy (City Councillor) <Troy.Davies@Saskatoon.ca>
Cc: Baudais, Nathalie
Subject: RE: Caroline Robins School

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

www.saskatoon.ca

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From: Davies, Troy (City Councillor)
Sent: Monday, October 16, 2017 7:32 AM
To:
Subject: Caroline Robins School

From:
Sent: October 11, 2017 6:28 AM
To: Davies, Troy (City Councillor)
Subject: RE: Invoice

Hi Troy,

This is with Caroline Robins Community School. I hope you had a nice summer. We have had some parent concerns with the intersection at Richardson Rd and Byers Cres. This has been discussed several years in a row. The city has made sure school zone signs are clearly posted and in the right spots however people are very impatient and don't stop or wait till the student is on the curb. We have discussed student crossing guards however that is being phased out around the city. Also, with the volume of traffic and type of concerns many feel that you are putting other children in danger to help kids cross the street.

The School said they will talk to the school recourse officer who will come out and observe and ticket people but we are looking for a more consistent and long term solution. A flashing crossing light was suggested. The parent council all agreed that would be a great long term solution. We don't want to be ticketing every year. It gives a negative message to the community.

Could you provide some guidance on how we can go about getting this installed? What is your thoughts about a crossing light? What process do we take?

Sincerely

Flores, Marinieel

From: Davies, Troy (City Councillor)
Sent: Thursday, October 26, 2017 10:22 AM
To: Baudais, Nathalie (TU - Transportation)
Subject: FW: School Zone & Cross walk in Westview

Hi Nathalie;

Can you add this email of concerns to the upcoming list for Westview's Traffic Review. I have responded so no need.

Thanks,

Troy

Troy Davies

Ward 4 City Councillor

From: ...
Sent: October 25, 2017 11:47 AM
To: Davies, Troy (City Councillor)
Subject: School Zone & Cross walk in Westview

Hi Troy,

My name is _____ and I was the one that had called you last week regarding the school zone as well as the cross walk in Westview. My kids attend Caroline Robins Community School. To get to the school we have to cross Richardson Road at Byers Crescent which has a cross walk. I have seen drivers not even stop at this crosswalk when kids are crossing. Some drivers wont stop when kids are crossing, but they will slowly roll, which scares kids. I have seen on numerous occasions that drivers will wait until the walkers are just past half way so that the drivers can clear them and then they will go. There is a lady who has a daycare and when she walks the school aged kids to school, she has a 'wagon train' for the younger kids, a few weeks ago a driver almost took out the last wagon car, as the lady walking was just past half way on the road and the driver was impatient. Richardson Road is a busy road and I am not the only parent seeing this. I have spoken to other parents and they are feed up with what they see happening at this intersection. I would like to see if we could get the amber lights at this crosswalk like other schools have. I have a call into the City to discuss this issue with them as well.

The other issue that there is is the school zone, people are not slowing down for it. When you are traveling west down Richardson Road the school zone starts back at the park, traveling east it starts just before Byers Crescent. When cars are traveling east they are hitting the brakes just as they are approaching the intersection, which is where the crosswalk is. I have been calling the police to bring this to their attention, I am still awaiting a call back.

On the message that you did leave me last week you mentioned that the parking issue was going to be brought up at the next meeting. Parking is an issue as well around that school. Many people park in the alley way that is against bylaws. Many people are not abiding by the pick an drop off zones, which state that the driver must remain in the vehicle. I have called parking enforcement with the city, generally what they tell me is that they do a circuit of all the schools and that they will be around when it is our turn next. 1 time last year they did

come out and had out tickets. When I called last week they told me that they had been at the school the prior week, which I did not see them.

I have discussed these issues with _____ the school principal at Caroline Robins School. He is talking with his officers to do what he can do about the crosswalk and the safety concerns. I take my kids to school every day and pick them up every day so I see on a daily basis what goes on. I have lived in this neighborhood all my life and I have seen the neighborhood get busier and busier. Safety of our kids should be a #1 priority.

Thanks for your time.

If you want to reach me you can send me and email to this email address _____ or you can call me at _____

Have a great day!

Thanks,

Flores, Mariniel

From:
Sent: Thursday, October 26, 2017 10:46 AM
To: Baudais, Nathalie (TU - Transportation)
Subject: FW: Voice Mail from CITY SASKATOON (43 seconds)
Attachments: (43 seconds) Voice Mail.mp3

From: Microsoft Outlook **On Behalf Of** CITY SASKATOON (No e-mail address available)
Sent: October-25-17 10:37 AM
To:
Subject: Voice Mail from CITY SASKATOON (43 seconds)

Voice Mail Preview:

Hi my name is and I listen let's see neighbourhood.

The reason for my call is regarding need crosswalks that is closer neighbourhood school -- other people either about applied buying it -- over there basically cleaned driving me to do just passed to like to driving laying this is a lot of safety concerns with it I'm just 40 morning you know what we can potentially be done to get some number later something out there citizens missy street.

If you can please give me a call back my number is and again my first name is thank you bye bye.

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

You received a voice mail from CITY SASKATOON at :

Caller-Id:

Flores, Mariniel

From: Davies, Troy (City Councillor)
Sent: Thursday, November 02, 2017 10:12 AM
To:
Cc: Baudais, Nathalie (TU - Transportation)
Subject: RE: 37th ST

Good Morning

Thanks for the email on this, I witnessed a couple of vehicles speeding on 37th street last night and notified Police. Moving forward I can tell you that Westview is scheduled for their Neighbourhood Traffic review in 2018. This review will take a full look at the neighbourhood of Westview and residents will have input on what needs to take place to slow traffic down. Notification of this meeting will come out to all residents when it's booked and the Community Association will also be notified. That being said I have included our traffic department on this email so that they can document their your concerns and ensure this is added to the list for the review upcoming in 2018.

Troy

Troy Davies
Ward 4 City Councillor

From:
Sent: October 31, 2017 6:34 PM
To: Davies, Troy (City Councillor)
Cc:
Subject: 37th ST

Hi Troy!

I wanted to write to you to express my concern about cars speeding in front of our house. I live at [redacted] and I feel like speeding is getting increasingly bad on this strip. We have a two year old and I'm very concerned about his safety. On the other side of 37th (past Junor) there are a number of speed bumps to slow traffic down, but none on our side. I've seen so many cars speeding lately, as our road functions as a drag strip - one long, straight strip. Is there anything we can do about this?

Thanks so much,

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Flores, Mariniel

To: Baudais, Nathalie (TU - Transportation)
Subject: RE: Saskatoon Report a Traffic Issue received

From:
Sent: Thursday, November 23, 2017 12:13 PM
To:
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Apologies on the very late reply, this one was missed somehow. I can see your point on this one. I will pass this along to our engineering section for review. I will get back to you if they provide comments.

Have a great day,

A/Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

From: City of Saskatoon [<mailto:Transportation@Saskatoon.ca>]
Sent: Wednesday, September 6, 2017 8:54 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 584

Issues: SPEEDING, TRAFFIC SAFETY,

Comment: Richardson Rd. Speed decrease proposal to 30 km/h at all times. From: 1402 Richardson Rd to Richardson Bay(south access). Richardson Rd maintains curvature when driving which

decreases visibility and increases accidental collision when hazardous road conditions exist. Exiting residential driveways, parking on street and entering/exiting vehicles has become hazardous due to the speed conditions on this roadway.

Attachment:

Flores, Mariniel

To: Lazic, Goran (TU - Transportation)
Subject: RE: traffic concerns in Massey Place

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

From: Web E-mail - General Inquiry
Sent: Wednesday, March 7, 2018 1:03 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: Web E-mail - General Inquiry <General.Inquiry@Saskatoon.ca>
Subject: FW: A few things...

Hi there, could someone please follow up on this submission that came in through the website.

Thanks much

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

www.saskatoon.ca

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

From:
Sent: Wednesday, March 07, 2018 12:34 PM
To: Web E-mail - General Inquiry <General.Inquiry@Saskatoon.ca>
Subject: A few things...

Submitted on Wednesday, March 7, 2018 - 12:34

Submitted by user: Anonymous

Submitted values are:

First Name:
Last Name:
Email:
Confirm Email:
Neighbourhood where you live: Massey Place
Phone Number:

==Your Message==

Service category: General or All Other Inquiries

Address:

Subject: A few things...

Message:

Hello,

I would like to begin this message by stating that I am life long resident of the city of Saskatoon. I have always been proud to

live in this city, and the province of Saskatchewan.

That being said, it's easy for me to see how rapid growth has negatively affected our beautiful city. Things are becoming crowded and clustered, and it's honestly sad to watch a city with zero focus on existing infrastructure keep pushing for more and more unsustainable growth.

I am a resident of the Massey Place neighborhood, on the west side of the city. I purchased my house five years ago, because the neighborhood is quiet, and I THOUGHT it was very easily accessible. Being that it is so close to 33rd, Confederation Drive and Circle Drive. Boy, was that ever an error on my part!

Our neighborhood is nearly impossible to leave during the day. There is not one single traffic light anywhere that allows residents so safely make a left hand turn out of our neighborhood. And thanks to the HUGE influx of people in the Hampton Village neighborhood, 33rd St and Confederation Drive are so congested at all hours of the day, it can takes up to SEVEN minutes to get a gap big enough to safely make a left hand turn during peak times of day.

There are also no pedestrian crosswalks with flashing lights that notify of a pedestrian ANYWHERE on 33rd or Confederation Drive, and on a daily basis I watch children trying to cross the street through super heavy traffic and no one even notices they are there.

Please address the traffic issues in our neighborhoods. For the safety of residents of all ages. PLEASE!

Something else I wanted to address is the trains in the city. As a resident of the west side, I am actually amazed that no one has ever died (That I'm aware of) waiting for an ambulance, when a train has come through and put the entire west side to a halt. It's terrifying to me how trapped you become when trains come through. There are trains that block off 22nd, Idylwyld/25th and 33rd AT THE SAME TIME! I've also personally been late for work 3 times in the last 3 weeks due to train crossing at Idylwyld and 25th during the morning rush hour. It makes it very difficult to plan a route to work when I'm going to be unable to reach my destination regardless.

After the tragedy in Lac Megantic, I genuinely had faith that enough attention was being drawn to the trains in large urban centers and how there were fundamental changes needing to be made. Since then I have regularly heard of more and more derailments, especially in Saskatchewan. But, it's mostly been spillage of grain and aggregate, so it's not nearly as reported. I guess we are just waiting for our own tragedy to occur here?

Needless to say, as I have grown up and watched this city grow up with me, it has become clear that the Saskatoon in my mind, that

I cherish so dearly, is NOT the Saskatoon I reside in.
I look forward to hearing your response.

Regards,

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

For internal use only :

<https://www.saskatoon.ca/node/405/submission/219220>

Comments from Phone Calls

- How do I get into the Facebook page to voice concerns?
- Richardson Rd (Wentworth to Hnatyshyn)
 - Drag racing
 - 28 tickets (Richardson Rd & Wentworth)
 - Don't want to walk to McClocklin Rd to take bus to 22nd St (too far) - no where short to walk to McClocklin Rd (either Richardson or Junor)
- Concerned about Westview
- Concerned about 2700 block of Richardson Road
- Concerned about speeding
- Scared for children crossing
- Concerned about Walker & Richardson
- Suggesting speed bumps on Richardson Road
- 3-way stop at corner of Richardson & Junor Avenue
- Richardson Rd is now a highway (want a three-way or four-way stop at Richardson Rd & 37th St)
- 37th St & Richardson Rd
 - Four-way stop suggested
- Maintenance road past ball diamonds on 37th St
 - Regular maintenance/grading on this road
 - Gets pretty rough
- Tree at one entrance of 33rd St by Co-op
 - Turning left - there's a tree that obstruct visibility
 - Why is the tree so big?
 - There are many trees
- When will McClocklin Road be finished?
- Concerned about 33rd St & Northumberland (on Catherwood)
 - Accidents at 33rd St & Northumberland
 - Really wants full traffic signals to reduce collisions and delays
 - Right angle collisions all year (not only winter season)
 - Short walk light and cycle (consider that in the design)

Flores, Mariniel

From: Microsoft Outlook on behalf of
Sent: Monday, March 26, 2018 8:39 AM
To: Flores, Mariniel (TU - Transportation)
Subject: Voice Mail (27 seconds)
Attachments: (27 seconds) Voice Mail.mp3

Hi my number is my name is I tried to into your face book group for the neighborhood traffic review in rescue Heights and all I got was a blank page hard worker about getting on this to loose my concerns.

Thank you goodbye.

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

You received a voice message from

Caller-Id:

Flores, Mariniel

From:
Sent: Friday, March 23, 2018 5:12 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns in our Neighborhood.

Traffic concerns in our Neighborhood.

1.) Richardson Road in Westview, is been used as racing track.

Not only in the summertime's, but also Wintertime.

don't know why the 4 way stop was taken away.

By the way at that Intersection, is a high Bush on the corner Propertyits hard to see oncoming Traffic due to that Bush.

2.) Richardson Road and 33rd Street Intersection is very dangerous.

3) Cars are doing doughnuts, around the Richardson Road / 37. Street Intersection.

4.) Improvement needed: . Intersection Avenue W and 33rd Street extremely busy.

To get out of Westview in the morning takes way to long.

5.) Westview has several used Backalleys for shortcuts , those Backalleys should be cleaned of Snow by the city in the Winter.

Cul de sacs like Murdoc Place in Westview, should also be cleaned of snow ...hard to get out in the Winter,,,people get regularly stuck with their cars.

Westview is in dire need for improvements.

Flores, Mariniel

From:
Sent: Sunday, March 25, 2018 10:56 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic review - Westview

Hello,

I live at . We have 4 small children and there many of our neighbours that have small children as well.

An area of concern is the 90 degree turn Byers takes at 32 Byers cr. to head north. The issue is people using this part of Byers as some kind of short cut or to avoid line up at the stop sign from Ave W to Richardsdon and come around this corner very fast.

It is a big enough concern we do not let the kids play in front yard for fear of a vehicle losing control or colliding with another coming in the opposite direction.

Please consider this corner for review.

Thanks

Flores, Mariniel

From:
Sent: Monday, March 26, 2018 2:13 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Concerns

RE: Neighborhood Traffic Review

Saskatoon Sk

March 26, 2018

My traffic concern:

When you try to cross from the corner of 37th street onto Richardson Road the road curves on either side so it is impossible to cross the street safely to get to the Saskatoon Bus Stop.

The people operating the cars are moving too fast to be able to slow down fast enough.

A person crossing Richardson Road cannot move fast enough to cross the road as another car may be right behind.

Richardson Road is too busy for pedestrians to cross the road safely especially around 8:00am, around noon and between 4:00pm and 6:00pm.

I do not think a residential road should be that busy.

Flores, Mariniel

From:
Sent: Tuesday, March 27, 2018 8:35 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic problems

I live on the . The speed of vehicles on this street is an ongoing problem. I have complained to the city about this on several occasions, but there has been no change in how the problem is being addressed. There is a school zone speed limit on this street. The speed is a problem for pedestrians and school children. When Claypool Drive was open a lot of the traffic was using this street as a shortcut to get there. Most of the residents near here are seniors who are in jeopardy crossing the street. We also have noisy vehicles that roar up and down the street early and late in the day. People here who are trying to back out of their driveways have a problem as there is a curve to the east that makes oncoming vehicles difficult to see. Hopefully something can be done soon, before there is a fatality or a major accident.

Flores, Mariniel

From:
Sent: Thursday, March 29, 2018 3:24 PM
To: Flores, Mariniel (TU - Transportation)
Subject: Westview NTR

Comment received during the Dundonald NTR that we said would be addressed thru Westview NTR:

Junor Ave & Richardson Rd	Councillor Davies would like a crosswalk to be looked at here.	Recorded for review in future during Westview NTR.
------------------------------	---	---

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

www.saskatoon.ca

Flores, Marinel

From: Microsoft Outlook on behalf of i
Sent: Monday, April 09, 2018 10:31 AM
To: Flores, Marinel (TU - Transportation)
Subject: Voice Mail (30 seconds)
Attachments: (30 seconds) Voice Mail.mp3

Hi my name is [REDACTED] we live on [REDACTED] and I'm just.

Wanting to advise you have some concerns I have before the upcoming meeting 18 school the nineteenth my phone number is [REDACTED] and I really appreciate a call back thank you.

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

You received a voice message from [REDACTED]

Caller-Id:

Flores, Mariniel

From:
Sent: Wednesday, April 11, 2018 11:54 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Cc: Davies, Troy (City Councillor)
Subject: Westview Heights Neighbourhood Traffic Review

Hello,

I have lived in my home

in Westview Heights for 50 years and have seen many changes over the years. In the early day indicated the end of 37th Street with an earthen berm what was then Catherwood Avenue which also ended there. Our children saw the better days when they could all play together here on our quiet street and could walk together to school.

Later the berm was removed and 37th Street lengthened to Junor Avenue. Now the traffic increased with cars both for the new 37th Street block, as an entry into Hampton Village, a shortcut to 33rd Street, and as a shortcut to get to Dalmeny Road. Another increase in traffic took place when children for some unknown reason could no longer walk to school and had to be driven there in vehicles which seemed to think they owned the roads especially 37th Street where Byers Crescent empties onto 37th through a Yield Sign which is very often not obeyed. People will do anything thinking they are saving time with a shortcut AND a straight through road to get where they are going in such a hurry. The speed travelled by them is by no way an indication of the actual speed limit.

The next big change was when 37th Street emptied into Richardson Road which had been extended to McClocklin Road which emptied into Claypool Drive. Now people and their speeding vehicles could really save time by travelling down 37th Street and Richardson Road, too! It seemed everyone liked the straight through 37th Street to get to their destinations in a hurry.

The other factor for all this traffic is the fact 33rd Street was not built to handle all the traffic going west, but wait, Kensington Village is now being built - more traffic going west.

Claypool Drive was to be extended to Dalmany Road several years ago but this has not happened. This road should be on the **short-list for road building** in this city.

Perhaps then traffic going west will have another road.

Our quiet neighbourhood street now has speeding vehicles, numerous school buses each day (which by the way also exceed the speed limit), and the city buses which also do not keep to the speed limit. A big change!

Now I hear rumours of 37th Street being extended to Circle Drive. Many years ago then Mayor Ciff Wright assured me this would never happen to our street, but then again things change and not always for the betterment of the people on our street or for Westview Heights in general.

The City Traffic Engineers hopefully will appreciate the above facts and take them into account when developing a traffic plan. Also, they should take note that when the rebuilt McClocklin Road opens there will be a big change in vehicles short cutting through Westview Heights!

As a now retired resident I have lots of time to observe our local and mostly short cutting vehicles on our street. I also feel I have a vested interest in our neighbourhood as a Westview Heights resident and volunteer for many years. Additionally, I am tired of seeing older neighbourhoods being destroyed in the name of progress and our City Engineers should be ever mindful of this fact.

Sincerely,

Flores, Mariniel

Subject: FW: Water that turns to ice
Attachments: 20180321_164834.jpg

From:
Sent: Thursday, April 12, 2018 2:35 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Water that turns to ice

To whom it may concern:

I live at _____ this is what my sidewalk/driveway looks like every year. I have called to complain and I have also emailed but have never heard back from anyone from the city. I have neighbors that walk and neighbors that walk their dogs that have complained about the water or ice. I am actually very shocked that they haven't suspended my mail delivery.

I would like an email back for i can not attend the meeting at Caroline Roberts School on April 19th.

Thank you

Flores, Mariniel

From: Microsoft Outlook on behalf of
Sent: Wednesday, April 18, 2018 9:28 AM
To: Flores, Mariniel (TU - Transportation)
Subject: Voice Mail (1 minute and 1 second)
Attachments: (1 minute and 1 second) Voice Mail.mp3

Hi my name is

I live in west two more night there is a town hall meeting about traffic insurance in our area -- I have to -- I would like to see a three way stop on the corner of Richardson and you have in here -- and also something out to be done about RE kitchen road because it's turned into a highway so I'd also like it's relay or four way stop on reconsider and 37 street -- I understand that -- things will change one that construction my Dr.'s name is the completed -- but for now -- I think something's got to be done -- and I I will be out of town tomorrow that's one invoice she needs pincher's now.

Thank you very much if you'd like to contact me my number is

thank you very much.

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

You received a voice message from

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, April 19, 2018 12:47 PM
To:
Cc: Flores, Mariniel (TU - Transportation);
Subject: RE: Traffic concerns

Hello Wanda,

Thank you for sending in your traffic concerns for the intersection of 33rd Street and Northumberland Avenue / Catherwood Avenue. A full traffic signal have been recommended at this location through the 33rd Street Corridor Study. It is on the priority list and awaiting funding. The priority list is presented to City Council each fall prior to budget deliberations.

Regards,
Nathalie

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

www.saskatoon.ca

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

From:
Sent: Thursday, April 19, 2018 11:45 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Traffic concerns

I feel that there needs to be 4 way traffic lights at the corner of 33rd st and Northumberland/Catherwood Ave. There is high volume of traffic on 33rd St and sometimes the wait time to cross the intersection or merge can be 10-15 minutes.
Thank You

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, April 19, 2018 2:00 PM
To: Flores, Mariniel (TU - Transportation)
Subject: FW: Traffic concerns in Westview

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

www.saskatoon.ca

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From:
Sent: Thursday, April 19, 2018 1:57 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: re: Traffic concerns in Westview

I'm unable to attend the meeting tonight

My concern is the speed in which vehicles travel down Richardson Road heading North or South into/out of Hampton village primarily at the intersection of 37th St W. and Richardson Road. I know speed bumps are not the solution, but we need to slow down traffic. Suggest a 4 way stop.

Also the same thing at the intersection of Richardson Road and Ave W
Suggest that this be turned into a 3 way Stop

Respecting your privacy and preferences for electronic communications is important to us. If you would prefer not to receive emails from me, please reply with "UNSUBSCRIBE" in the subject line or body of the email. If you would also prefer not to receive emails from our firm, please cc: unsubscribeRBCDominionSecurities@rbc.com in your reply. Please note that you will continue to receive messages related to transactions or services that we provide to you. To speak to us about how your preferences are managed, please email: contactRBCDominionSecurities@rbc.com.

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Le respect de votre vie privée et de vos préférences pour les communications électroniques est important pour nous. Si vous ne souhaitez plus que je vous envoie des courriels, veuillez répondre en inscrivant « DÉSABONNER » dans la ligne d'objet ou dans le corps de votre message. Si vous ne voulez non plus recevoir des courriels de notre société, veuillez indiquer : « unsubscribeRBCDominionSecurities@rbc.com » en copie conforme (Cc) dans votre réponse. Veuillez toutefois noter que vous continuerez de recevoir des messages liés aux opérations effectuées ou aux services que nous vous fournissons. Si vous avez des questions sur la façon dont sera géré votre préférence, veuillez nous les envoyer par courriel, à l'adresse contactRBCDominionSecurities@rbc.com.

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Flores, Mariniel

Subject: FW: Westview concerns FW: Massey Place - comments on FB ad

From:

Sent: Thursday, April 19, 2018 2:51 PM

To: Flores, Mariniel (TU - Transportation) <Mariniel.Flores@Saskatoon.ca>

Subject: FW: Westview concerns FW: Massey Place - comments on FB ad

Hi Mariniel,

Some of them locates in Westview. Clipped as below:

Speed bumps on Richardson! Just on your block though so I can speed on the rest of the street

Speed bumps on Richardson road after the 37th st intersection. I have watched so many couch bags come speeding around that corner. There are lots of kids in this neighbourhood. I worry about them and that stretch of road. Also would be nice to have them as that corner gets VERY icy with fresh snow. I've watched several accidents occur in front of my house because of it. I've mentioned this concern to Troy Davies several times but they have all gone unanswered

Also need speed bumps on the 2900 block of Richardson, had a speed trap set and speeds up to 90 were recorded..WTF.. there is a park across the street. Daycare and 2 senior homes. No one SLOWS down.

the corner have had cars almost thru my window, hit ice. .. I've asked to deaf hears for this to be fixed. And stop signs at the corner of Catherwood. Lewis. Cars would have to stop. Help before some one gets hit.

Richardson rd is like the Indy 500 can we get alot of speed bumps it's crazy

Engineer-in-Training

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

www.saskatoon.ca

From:

Sent: April-18-18 9:27 AM

To:

Subject: Massey Place - comments on FB ad

Hello,

Just FYI - following are the comments that were left on the Facebook ad promoting the first meeting and Facebook Group Discussion Forum.

There may or may not be comments of note.

Flores, Mariniel

From:
Sent: Friday, April 20, 2018 1:27 PM
To: Flores, Mariniel (TU - Transportation);
Subject: NTR concern

Hey – my NTR got the following Facebook comment that’s in between your two neighbourhoods:

Intersection on 33rd street and northumberland ave needs a cross light

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

www.saskatoon.ca

Flores, Mariniel

From: Baudais, Nathalie (TU - Transportation)
Sent: Wednesday, May 16, 2018 9:19 AM
To:
Cc: Davies, Troy (City Councillor); Flores, Mariniel (TU - Transportation);
Subject: RE: Contact Your City Councillor Submission: Intersection at Junor Ave and 33rd St

Hello

Thank you for bringing your concern to our attention. A similar comment was brought up at the Westview Neighbourhood Traffic Review meeting.

We will review the parking restrictions around this intersection.

Regards,
Nathalie

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

www.saskatoon.ca

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From: Davies, Troy (City Councillor)
Sent: Wednesday, May 16, 2018 9:12 AM
To: Baudais, Nathalie (TU - Transportation)
Subject: Re: Contact Your City Councillor Submission: Intersection at Junor Ave and 33rd St

Thanks for the email on this Lindsay; I have included our Traffic Department on this email so that they can review your concerns and get back to us on this.

Thanks,

Troy

Troy Davies
Ward 4 City Councillor

From:
Sent: May 16, 2018 9:09:36 AM
To: Davies, Troy (City Councillor)
Subject: Contact Your City Councillor Submission: Intersection at Junor Ave and 33rd St

Submitted on Wednesday, May 16, 2018 - 09:09
Submitted by user: Anonymous

Councillor: Ward 4 - Troy Davies

=== Message ===

Subject: Intersection at Junor Ave and 33rd St

Message: 33rd Street traffic has significantly increased with residents attempting to access Hampton Village, particularly since the closure of McClocklin Road from Claypool Drive quite some time ago. Traffic flowing west is frequently backed up a full block or more because a SaskEnergy truck seems to always be parked on the street right in front of the duplex at 3016 33rd St just feet from the intersection. If the city designated a certain length of the street on the north side of 33rd at this intersection as a no parking zone people could turn right reducing the line of traffic. As it stands nobody can turn right until they actually get to the interesection due to a parked vehicle.

Attachment:

Flores, Mariniel

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Tuesday, June 12, 2018 1:31 PM
To: Flores, Mariniel (TU - Transportation)
Subject: FW: Westview traffic request

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

www.saskatoon.ca

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From:
Sent: Tuesday, June 12, 2018 8:36 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Westview traffic request

If its not too late to suggest this, would you consider a 3 way stop at the corner of Ave W and Richardson Road? We live three houses away and regularly see confusion and incautious driving at this spot. Also, children cross to attend Caroline Robbins school.

Flores, Mariniel

From: Baudais, Nathalie (TU - Transportation)
Sent: Tuesday, August 21, 2018 2:42 PM
To: Flores, Mariniel (TU - Transportation)
Subject: TASK: Lehrer Cres at Richardson Road

Hi Mariniel,

Can I please add this one to your task list? I received a call from

She had concerns with accessing Richardson Road from Lehrer Crescent (both East and West intersections) because of the speeds on Richardson Road and the visibility around the curves. She was also concerned with pedestrian crossing to the dog park.

I thought that you could tag this onto your Westview locations.

Thanks,
Nathalie

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

www.saskatoon.ca

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From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Thursday, August 30, 2018 10:06 AM
To:
Cc: Flores, Mariniel (TU - Transportation) <Mariniel.Flores@Saskatoon.ca>
Subject: RE: Caroline Robins Traffic Concerns

Hello
I appreciate the frustration that your parents are experiencing with regards to parents blocking driveways in the school zone. We work directly with the school divisions regarding signage for the street along school frontage. The pick-up / drop-off zone allows students to load and unload without the parents escorting them into the school. This practice has relieved traffic congestion at many school sites throughout the city. I will discuss the requirements for this zone with the school division to ensure that it is being properly staffed.

Parking enforcement schedules routine enforcement to school sites; however, with over 100 school in the city limits, they may only visit each school site once or twice a year. Enforcement can be called when there are vehicles blocking the driveway.

Parking Enforcement Dispatch, 24/7
306-975-8344

Thanks for raising this concern on behalf of your parents.

Regards,
Nathalie

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

www.saskatoon.ca

*If you receive this email in error, please do not review, distribute or copy the information.
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From:
Sent: Tuesday, August 28, 2018 11:08 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: RE: Caroline Robins Traffic Concerns
Importance: High

Good morning, I have not heard a response from anyone in this matter in the past 2 months. A reply (not computer generated) would have been appreciated!

From:
Sent: June 18, 2018 10:52 AM
To: NTR@saskatoon.ca
Subject: Caroline Robins Traffic Concerns

To whom it may concern. I am e-mailing in behalf of my parents that currently reside on _____ for the past 50 years. The concern/complaint they have is the lack of respect of the parents who drive their children to school and feel they have the right to park in front of the driveway and worst yet, park on the driveway and leave the vehicle unattended to enter the school. Numerous complaints have been made to Caroline Robbins School and the immediate response that my parents receive is to call a "Tow Truck". This is a very poor answer

and not being proactive. The needs to be a memo going to all parents about parking respect and in addition to have parking authorities during times right before school starts and right after. I have personally witnessed this and across the street it states "vehicle are not be left unattended" whereas this is done daily by many vehicles.

Conclusion is that the local parents driving children to school are currently the issue and must be resolved. This will be disappointing and disrespectful if to be continued in the new school year.

Flores, Mariniel

From:
Sent: Sunday, November 25, 2018 2:03 PM
To: Flores, Mariniel
Subject: Traffic changes in Westvies

Hi, If speeding is the primary problem in Westview, I would suggest photo radar. If I am driving the speed limit down the street there should be no reason for me to slow down to cross a speed bump or change direction due to any other obsticale. I would like a study on the carbon footprint these obsticals create due to slowing down and speeding up, and the installation. City hall has to start being proactive for the benefit of the people living in this city without it costing citizens.

Thanks

Flores, Mariniel

Subject: FW: Pictures RE: this evening conversation

From:

Sent: Wednesday, December 5, 2018 8:45 PM

To:

Subject: Fwd: Pictures RE: this evening conversation

Sent from my iPad

Begin forwarded message:

From: "Davies, Troy (City Councillor)" <Troy.Davies@Saskatoon.ca>

Date: December 5, 2018 at 8:42:04 PM CST

To: _____

Cc: _____

Subject: Re: Pictures RE: this evening conversation

Good evening . and , please see the email below from . I will send some follow up emails with pictures. Can we have someone stop by this residence tomorrow, this was a near miss of a family of four children.

Unfortunately, the family was unable to attend the neighbourhood traffic reviews that took place last week and last month, but I would still like for this to be a priority due to the circumstances that have taken place. We are going to continue to see an increase of traffic with the Hampton Village Commercial Park so I would like to see if there is something we can do quickly.

If we can have our traffic department stop by tomorrow and get back to us that would be great.

Thanks,

Troy

Sent from my iPad

On Dec 5, 2018, at 8:20 PM, " _____ " wrote:

Hello, here are the 2nd sets of pictures

Regards,

From:

Sent: December 5, 2018 8:16 PM

To:

Cc: 'troy.davies@saskatoon.ca' <troy.davies@saskatoon.ca>;

Subject: Pictures RE: this evening conversation

Mr. Davies,

First off I would like to say that my post to your Facebook page today was not meant to offend, rather it was meant to get your attention, which it was successful in doing.

I have been a resident in the Westview neighbourhood going on 9 years this May and for the majority of that time, we have witnessed countless accidents at the intersection . We are the

As per our conversation this evening, my house is located about 1 block away from the new portion of Richardson Rd that was built a few years ago connecting Westview and Hampton Village. This is when the problem got really bad, but it was certainly a problem before this was built as well. As you are aware, Richardson Rd is a very long stretch through the neighbourhood and there are numerous people who seem to see it as a raceway, both summer and winter. Winter is the time though when it becomes particularly dangerous, especially after a fresh snowfall.

There are no signs indicating a slippery curve and there are certainly no speedbumps. When people come around the corner just a few meters from my house, they cannot seem to correct out a spin that they catch on that corner. The result is that they end up in my yard, sometimes just mere feet from going through my living room. I have attached some photo's for your reference. These photo's are from a car or truck sliding into my yard just 2 days ago. This occurred over night while we were sleeping, so of course I did not see it till the morning (No, I did not call the police since it had likely been hours since it occurred). You will note the tree that was hit as a result of this. This is a city owned tree and has been victim to this 3 separate times. We are sure it is no longer alive.

There are more photo's I will attach in a separate email from a similar incident last year around this time. The incident last year was when I got really serious about trying to contact you about this. I called you a few times at that time, left voicemails and never received a return phone call, so I tried to send you a message through the city website, that also went unanswered.

As I mentioned in my call to you this evening, I even brought this to your attention back when you were first running for councillor. You were canvassing at my door and I brought it up at that time, along with the sound wall issue. Regarding the speed on Richardson Rd, your response was that you would look into it if you were elected. Back then, the speeding problem was not as prevalent so I did not push the issue much until the last few years.

Unfortunately, as much as I tried to attend, I was not able to make the traffic meetings that were scheduled in my neighbourhood, the most recent being this past Thursday evening. I was heading out of town to attend a wedding. The other two I was either not aware of or they conflicted with my schedule.

, so it just did not work with my schedule to make those meetings.

As a parent, what concerns me the most about this situation is that my children are not safe to play in their own yard. My children also walk to and from school, along with many other kids in the neighbourhood. I have witnessed many instances where kids could very well have been collateral damage to someone's car going out of control speeding down this road.

My secondary concern is of course for my home, that my husband and I work very hard for and take great pride in, and might I mention, pay a pretty penny for in property taxes. The 2nd email I will send will also include a picture, taken this evening as a reference point to just how close this car/truck got to hitting my house in the most recent incident.

The point of all of this is that I no longer want this stretch of road to be ignored. A sign at the very least, indicating slippery conditions and to reduce speed, but ultimately speed bumps I feel would help this problem immensely.

Thank you for taking the time to listen to us and our concerns and I await a speedy reply and resolution.

Regards,

<IMG_5156.JPG>

<IMG_5157.JPG>

<IMG_5158.JPG>

<IMG_7804.JPG>

Flores, Mariniel

From:
Sent: Friday, December 07, 2018 3:13 PM
To: Baudais, Nathalie
Cc: Flores, Mariniel; Davies, Troy (City Councillor)
Subject: Re: Pictures RE: this evening conversation

Hi Nathalie,

Thank you for the update on this situation. I do hope a sign will help although I feel in the end it will only be a bandaid solution.

I can appreciate the data you have collected but I do not feel it accurately represents the speeding that occurs along this road the majority of the year.

I will continue to keep you updated on this situation as more incidents occur.

Sent from my iPhone

On Dec 7, 2018, at 2:07 PM, Baudais, Nathalie (TU - Transportation)

wrote:

Hello

Thank you for raising your concern regarding the Richardson Road curve near Glenwood Avenue. And thank you Councillor Davies for passing it along to us.

As you are aware, we are undertaking the Neighbourhood Traffic Review (NTR) for Westview, details can be found on the [website](#) (2018 pull down). At the NTR meetings, we heard concerns regarding speeding along this curve. We have collected speed data and the 85th percentile speed did not indicate speeding. Although the majority of vehicles were not speeding, cars may be taking the corner too quickly.

We were planning to recommend a curve ahead warning sign with advisory speed for this location. Due to the ongoing safety concerns with this issue, we will proceed with posting the sign prior to completing the NTR. We haven't verified the proper placement of the sign as yet but it may be on the City property adjacent to your lot.

A pilot project is underway for vertical traffic calming devices (e.g. speed humps). A report summarizing the findings will be taken to Council in 2019. Until Council approves the use of these devices, they will not be considered.

Regards,
Nathalie

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

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From: Troy Davies
Sent: Thursday, December 6, 2018 10:47 AM
To:
Subject: FW: Pictures RE: this evening conversation

Pics,

From:
Sent: December-05-18 8:30 PM
To: Troy Davies
Subject: FW: Pictures RE: this evening conversation

Hi, I apologize if you get this numerous times, but I'm getting an undeliverable message.

Regards,

From:
Sent: December 5, 2018 8:16 PM
To:
Cc:

Subject: Pictures RE: this evening conversation

Mr. Davies,

First off I would like to say that my post to your Facebook page today was not meant to offend, rather it was meant to get your attention, which it was successful in doing.

I have been a resident in the Westview neighbourhood going on 9 years this May and for the majority of that time, we have witnessed countless accidents at the intersection

. We are the

As per our conversation this evening, my house is located about 1 block away from the new portion of Richardson Rd that was built a few years ago connecting Westview and Hampton Village. This is when the problem got really bad, but it was certainly a problem before this was built as well. As you are aware, Richardson Rd is a very long stretch through the neighbourhood and there are numerous people who seem to see it as a raceway, both summer and winter. Winter is the time though when it becomes particularly dangerous, especially after a fresh snowfall.

There are no signs indicating a slippery curve and there are certainly no speedbumps. When people come around the corner just a few meters from my house, they cannot seem to correct out a spin that they catch on that corner. The result is that they end up in my yard, sometimes just mere feet from going through my living room. I have attached some photo's for your reference. These photo's are from a car or truck sliding into my yard just 2 days ago. This occurred over night while we were sleeping, so of course I did not see it till the morning (No, I did not call the police since it had likely been hours since it occurred). You will note the tree that was hit as a result of this. This is a city owned tree and has been victim to this 3 separate times. We are sure it is no longer alive.

There are more photo's I will attach in a separate email from a similar incident last year around this time. The incident last year was when I got really serious about trying to contact you about this. I called you a few times at that time, left voicemails and never received a return phone call, so I tried to send you a message through the city website, that also went unanswered.

As I mentioned in my call to you this evening, I even brought this to your attention back when you were first running for councillor. You were canvassing at my door and I brought it up at that time, along with the sound wall issue. Regarding the speed on Richardson Rd, your response was that you would look

into it if you were elected. Back then, the speeding problem was not as prevalent so I did not push the issue much until the last few years.

Unfortunately, as much as I tried to attend, I was not able to make the traffic meetings that were scheduled in my neighbourhood, the most recent being this past Thursday evening. I was heading out of town to attend a wedding. The other two I was either not aware of or they conflicted with my schedule. , so it just did not work with my schedule to make those meetings.

As a parent, what concerns me the most about this situation is that my children are not safe to play in their own yard. My children also walk to and from school, along with many other kids in the neighbourhood. I have witnessed many instances where kids could very well have been collateral damage to someone's car going out of control speeding down this road.

My secondary concern is of course for my home, that my husband and I work very hard for and take great pride in, and might I mention, pay a pretty penny for in property taxes. The 2nd email I will send will also include a picture, taken this evening as a reference point to just how close this car/truck got to hitting my house in the most recent incident.

The point of all of this is that I no longer want this stretch of road to be ignored. A sign a the very least, indicating slippery conditions and to reduce speed, but ultimately speed bumps I feel would help this problem immensely.

Thank you for taking the time to listen to us and our concerns and I await a speedy reply and resolution.

Regards,

Flores, Mariniel

From:
Sent: Wednesday, December 19, 2018 12:42 PM
To: Flores, Mariniel
Subject: Westview traffic review

I attended the first meeting in April with regards to the review but was unable to make the November meeting. Is it through this email that I can make comments/suggestions about the study. There was also a concern that I had which I brought up but looks like it has not being addressed. It is with regards to short cutting between Peterson Cr and Richardson Rd by using the alley behind Lewis Cr.

Thanks

[View this message in Outlook](#)
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[View this message in Outlook](#)

Flores, Mariniel

From: Baudais, Nathalie
Sent: Thursday, February 14, 2019 3:44 PM
To:
Cc: Flores, Mariniel;
Subject: RE: Traffic incident Jan 23 2019, approx 8:25am

Hello

The intersection of 37th Street West and Richardson Road is being reviewed as part of the Westview NTR. A 4-way stop is not warranted. At the second NTR meeting in November, the residents were very vocal about this intersection and the difficulties that they have navigating it since the stop direction was changed.

We are still finalizing the recommendations in the Westview NTR and will be reviewing the sightline and pedestrian visibility issues that were raised at the second meeting. The Westview NTR report is anticipated to be presented to Standing Policy Committee on Transportation in April.

If you would like to receive an email when the report is added to the SPCT agenda, please visit www.saskatoon.ca/ntr and click on "Subscribe to Traffic Review Notifications" under the Contact Us heading.

Regards,
Nathalie

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis

www.saskatoon.ca

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From: Davies, Troy (City Councillor)
Sent: Monday, January 28, 2019 3:33 PM
To:
Cc:
Subject: Re: Traffic incident Jan 23 2019, approx 8:25am

Good afternoon,

As per our conversation please see the email below from _____, I have had a couple traffic counts at this intersection but it hasn't reached the numbers to install a 4 way stop. I do still believe with the way the road is designed that there is a blind spot present for pedestrians, which is why I would support having a 4 way stop at this location. I also foresee increased traffic in the future with the commercial development we will continue to see in Hampton.

If someone could get back to _____ and I on this that would be great,

Thanks

Troy

Sent from my iPad

On Jan 23, 2019, at 8:24 PM,

> wrote:

At approximately 8:25 a.m. on Jan. 23, 2019 I was driving south on Richardson Road from McLocklin Road. Coming up to 37th St I noted a few children on the north east side of 37th St W where Richardson Rd and 37th St W intersect. They were waiting to cross Richardson Rd from the east to the west side. Again, they were on the north side of 37th St by the grey house on the corner. As it was dark, snow blowing on the road, many kids out walking, cars and buses on the road, I was driving cautious watching for children.

As I approached 37th St and spotted the children I was slowing to let drivers behind know of my intent to stop.

Many cars behind my vehicle also slowed and stopped. Luckily the children were cautious of crossing. From behind the group of cars another car passed us all on the left. If the kids had stepped out they would have been hit. The buick car was flying past us.

I reported the vehicle and plate to the police this morning.

By the time the children crossed and I continued on Richardson Road south including the section of the curve that slowed to 30 km/hr then again the section after Hnatyshyn that slows to 30 km/hr for the school zone, the driver of the buick was in front of me. He had been stopped due to bus and vehicles allowing children to cross at Ave W and Richardson and vehicles turning to go south on Ave W.

This is not the first time we have seen drivers that are exceeding the speed limit in this section. Driving on 37th St W it is often dangerous to turn north onto Richardson Road as vehicles come from both directions around curved sections of Richardson and they are going fast, even if they are doing the speed limit the curve does not allow time to judge distance accurately.

Last week I was on Richardson Rd heading north and a white extended cab truck passed another vehicle on the left at 37th st W. The work truck the young male driver in the white exit cab truck actually passed was turning left at the same intersection.

Had the work truck turned without being aware of this move he would have turned into the passenger side of the white truck.

Again, if there had been pedestrians the first truck was slowing to stop for the passing vehicle would have took them out. This occurred at approximately 3:45pm.

Sorry for the structure of this letter as it was typed up on my phone.

Sent from my Samsung Galaxy smartphone.

FROM NOTIFICATIONS

April 20, 2018 · Saskatoon, SK

So great to see traffic enforcement by the Caroline Robins School today!
Thanks SPS!!

Top of Form

Seen by 57

666

[Like](#) [Show more reactions](#)

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[Comments](#)

Bottom of Form

April 20, 2018

After leaving the meeting last night I realized I did not mention that people avoiding the heavy traffic on 33rd Street were also using Westview as short-cuts through our neighbourhood. 33rd Street was not ever built to handle the traffic from the new neighbourhoods north and west of Westview. AND, Kensington has not even been completed! This traffic has been using Westview roads for many years and now more than ever we are suffering the consequences of speeding vehicles destroying our once quiet neighbourhood.

Top of Form

2 Comments

Seen by 57

444

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[Comments](#)

I think that some of that will ease up once McClocklin to Claypool opens up again. I realize that 33rd is still bad and I agree with you, but I believe that this closure has made it worse. I live on McClocklin and I can tell you that we saw a HUGE drop of cars on the street since that closure has happened. Like I can count on two hands the amount of cars that go by in the morning during 'rush hours' and prior to the closure there was a steady flow of cars.

[Manage](#)

[Like](#)

· 45w

Richardson Road was an absolute gong show when those closures happened. I don't mind the volume, it's trying to cross Richardson Road to go to the park and people are speeding through at 80km/hr that was unacceptable and no marked crosswalk for people to cross.

My children were at risk every time they wanted to go to the park.

There needs to be a four stop sign at Catherwood and Richardson Road. Especially if they are putting in a real set of lights on Catherwood and 33rd. People will cut through on Richardson to avoid that new lights, just because they can.

11

[Manage](#)

[Like](#)

· 45w

Bottom of Form

April 19, 2018

37th St and Richardson Road does need a four way stop set up. Something also needs to be done around the corner when you are coming from 37th St going South on Richardson Road, around 1726 Richardson Road. have 4 to 5 accidents every winter because people drive to fast around that curve. Maybe we need speed bumps?

Top of Form

2 Comments
Seen by 57

555

Like Show more reactions

Share

Comments

I agree with the speed bump idea and the four way stop

It is dangerous trying to turn left on to Richardson from Glenwood

Vehicles come flying around that curve

I also have issues with the increase of vehicles using the dirt road off of 37th by the garden plots

11

Manage

Like

· 45w

Amazing the Traffic Reviewers did not know about the dirt road at the east end of 37th!!!! What else can we share with them to give them a full review of Westview!?!?!?!?

Manage

Like

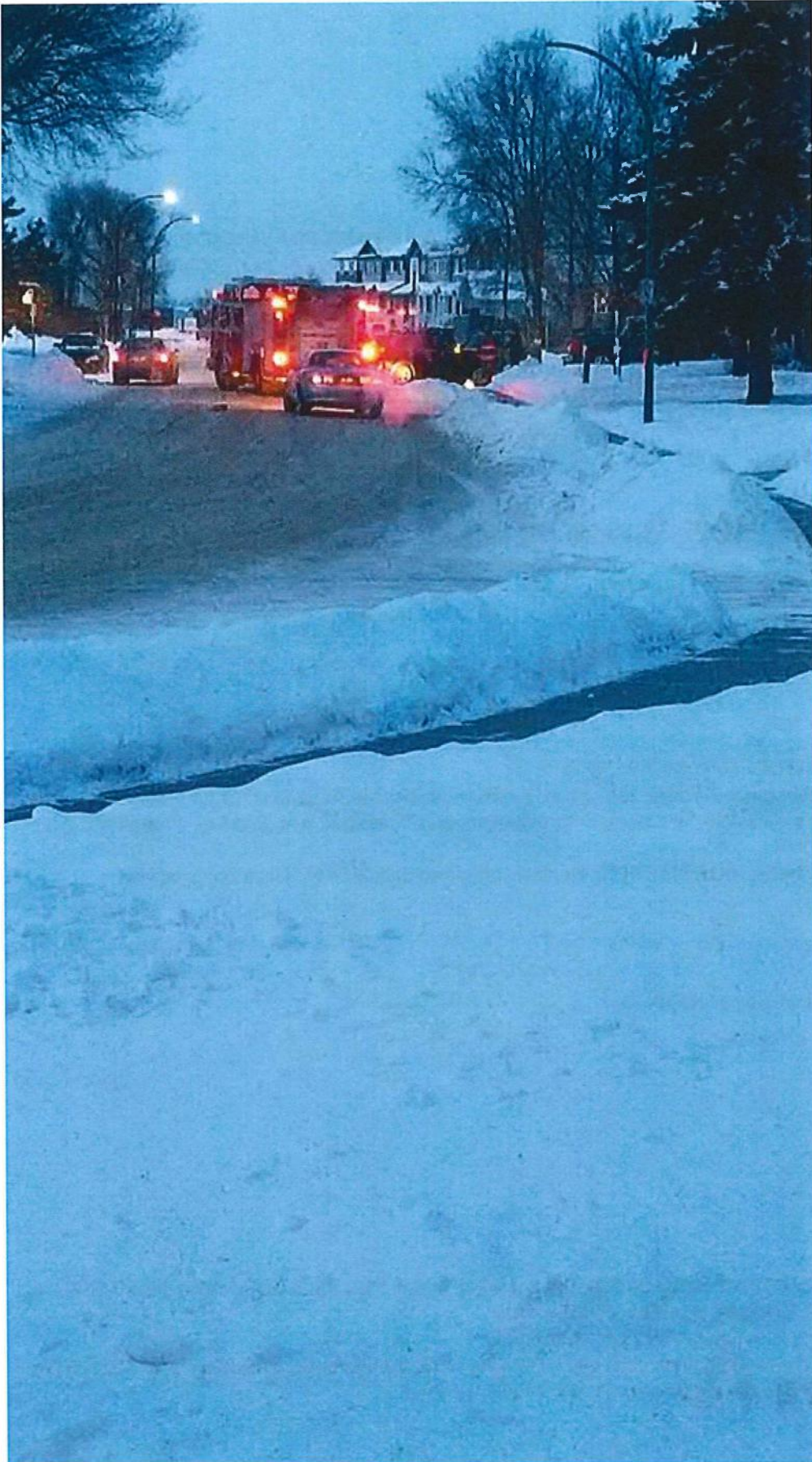
· 45w

Bottom of Form

RECENT ACTIVITY

February 8 at 6:33 PM

Another accident on Richardson Road. Hope everyone is okay. Slow down people, is it really worth speeding?



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4 Comments
2 Shares

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Comments

What happend

Manage

Like

· 3w

It looked like it was a head on collision. There were two vehicles that were bumper to bumper. I didn't see it happen but, I heard the bang from inside the house. When I went outside both vehicles were on the sidewalk and neighbors driveway. Police, ambulance and fire truck were all on scene.

Manage

Like

· 3w

AND, in spite of numerous requests to City Hall and their useless Traffic Review, there are still no 4-way stop signs there!!!! Hope no one was injured.

Manage

Like

· 3w

we the residents know the problem but the city turns a blind eye.

Manage

Like

· 3w

Bottom of Form

OLDER

Traffic Review shared a link.

January 5

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.

The City of Saskatoon undertook a Neighbourhood Traffic Review in Westview 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 19, 2018 and January 4, 2019.

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

saskatoon.ca

[Neighbourhood Traffic Reviews](#)

CLOSURE - Clarence Downey Speed Skating Oval closed until Monday,...

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Traffic Review shared a link.

January 4

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Westview was January 4th, 2019. City staff can no longer incorporate feedback received after this date.

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

City staff are proceeding with the next steps to finalize the plan and submit it as information to the Standing Policy Committee on Transportation. Once the report is added to the public agenda, we'll share the final...

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October 24, 2018

Are there talks of putting speed bumps on 37th street towards Richardson?

[Top of Form](#)

5 Comments

Seen by 55

333

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[Manage](#)

Like
· 18w

They could also do bumps on Richardson Road.

11

[Manage](#)

Like
· 18w

I looked at the traffic map there are no recommendations for RichRdson Road from 37th Street. I live just and in the last month there have been 3 accidents in front of our house. Every winter several accidents have happened and 3 vehicles from our residence have been hit in 2 years.

[Manage](#)

Like
· 12w · Edited

I looked at the discussion and they are suggesting a 4 way stop at 37th and Richardson Road and meridian at Richardson and Glenwood.

[Manage](#)

Like
· 12w

37th from the park to Richardson is simply a race track! Brutal speedway !

11

[Manage](#)

Like
· 9w

Bottom of Form

[Traffic Review](#) shared a link.
December 27, 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Westview is midnight January 4th, 2019. The plan, which was released for comment on November 28th, 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 January 4t...

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Westview

Engage On April 12, 2018, a community meeting was held in Westview to...

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1 Share
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Comments

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Traffic Review shared a link.

November 29, 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Westview is midnight, January 4th, 2019. The plan, which was released for comment on November 29, 2018 is at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Westview, November 29 materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (including commen...

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Neighbourhood Traffic Reviews

Did you know #yxeGreenStrategy is made up of 10 Principles? Principle 6,...

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10 Comments
3 Shares
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Comments

I am very disappointed to see there are no suggested changes/ speed slow down measures put in place on 37th between Richardson and Byers. We have lived on _____ for 19yrs and the excessive speed/street racing/stunting that take place is OVER THE TOP!

11

Manage

Like

· 13w

Happy to see a three way stop at ave W and richardson!

Manage

Like

· 13w · Edited

true. but all that has done is just pushed the start line down the road a ways. One guy in a white/black mustang lite up his tires and did a quarter mile burn back and forth one evening for over 40 min until I went outside and started video recording and taking pictures. They ditched the car and ran as I walked up and got close ups of the license plate and the driver hiding behind a hedge.

[Manage](#)

[Like](#)

· 13w

What? I'm not sure I follow what you're attempting to say. Are you suggesting that someone was stopped at the stop sign at W and Richardson for 40 minutes, ruining his tires? I find this improbable. I am pleased to see a 3 way stop at W and Richardson as it makes a lot of sense. It has nothing to do with speed or Mustangs, only improved traffic flow.

[Manage](#)

[Like](#)

· 13w · Edited

no they did a burn out there to warm up there tires and continually went the stop to past the park cranked a U-turn at Byers and did the same thing back to Richardson for 40 straight minutes.

[Manage](#)

[Like](#)

· 13w

I to am glad they installed the stop sign there, I was simply commenting on the fact the rest of 37th is still a drag strip

[Manage](#)

[Like](#)

· 13w

But this has nothing to do with 37th. My comment relates to Avenue W and Richardson.

[Manage](#)

[Like](#)

· 13w

sorry I misread I thought it was 37th and Richardson. Apologies

[Manage](#)

[Like](#)

· 13w

I tried to have a stop sign places there but the count the city did about 10yrs ago said it didn't qualify to thier standards. So the fact that W is a hill pointed at Richardson is not a concern of theirs when it is icy. This only a concern of yours when you can't stop.

[Manage](#)

[Like](#)

· 13w

Enjoy waiting there trying to turn left while people continue to turn right without signaling.

[Manage](#)

[Like](#)

· 13w

what a waste of time and money as for nothing is being addressed to the speeding on 37th st and Richardson road from 37th st to ave W. the short cutting on Richardson is going to get some body killed . the other day I wqas west bound on Richardson road just west of the wentworht cornor and had to jump the curb to avoida head on collision .planning committee wake up and listen.

22

[Manage](#)

[Like](#)

· 13w

Does anyone know what the purpose of the chain link fence installed on top of the berm behind Glenwood Ave is for? Chain link does not make a good sound barrier...

11

[Manage](#)

[Like](#)

· 13w

We need speed control on 37th!!! We live at 37th Ave Byers and there is constantly people speeding!!!! Lots of children are crossing that road!

[Manage](#)

[Like](#)

· 13w · Edited

I'm so glad I'm not the only one really unhappy that nothing was done on 37th Street. Wake up City Hall - 37th Street from Richardson to Junor needs speed control and now not in the far distant future. Unbelievable! It was highly recommended that a 4-way stop be put on Richardson and 37th - again ignored. Thank you to suggesting we have a Community Meeting of our own and maybe do something to address the short comings of the Review. Good idea!!! Show up and express your views when the meeting occurs. Maybe we will have to march down to City Hall like we did in the very old days of Westview Heights when we had to fight for everything - roads, lights, etc..

22

[Manage](#)

[Like](#)

· 13w

I would like to see extra lanes on Circle drive from 33rd street overpass to Airport drive. Now that we have an increased traffic from the new Grodie Howe bridge.

[Manage](#)

[Like](#)

· 13w

Does anyone think it would be a good idea to make the gravel road a permanent feature. This would allow us a 3rd way to leave the neighborhood to get to the north end. I use it and it is a great time saver for me to get to work.

33

[Manage](#)

[Like](#)

· 13w

yes totally!! Saves so much time.

Right now, it is turning into a dumping ground for those residents to cheap to pay dump fees at the city dump!

[Manage](#)

[Like](#)

· 13w

Item 6 of the traffic plan and parking around the school when dropping / picking up children from the school. Just how many blocks away am I supposed to park when dropping children off. With the buses only, handicap parking and curb extensions how many blocks away am I supposed to park. I have to leave my vehicle to sign in and out the before & after program there are signs that say I'm supposed to stay with my vehicle if I park anywhere near the school. Maybe there are getting to be too many rules.

[Manage](#)

[Like](#)

· 13w

The city of Melfort has radar speed signs to let people know the speed they are travelling and warns to slow down if they are exceeding it . Would this help in the high speed areas of Richardson or 37th?

[Manage](#)

[Like](#)

· 13w · Edited

I doubt it the stunters that I see wouldn't care to be honest . But at this point anything would help

[Manage](#)

[Like](#)

· 13w

Stunters are a matter for city traffic police to deal with. With them knowing where and when to police those areas it might subside. It of course would be helpful if someone collected it and submitted to the police and maybe even a local tv station to ensure the police respond.

[Manage](#)

[Like](#)

· 13w

[Manage](#)

[Like](#)

· 13w

Bottom of Form

October 18, 2018

suggested a "No Parking" sign on 33rd street just before you turn on Junor Ave. The people who live on the corner have alley access to park and do not need to park on the street in front of their home. By providing a turning lane for westbound traffic on that corner, traffic will flow more smoothly especially during high peak times. We plan to attend the November 29th meeting to see if his suggestion from the April meeting will be applied.

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333

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[Comments](#)

And maybe a three way stop cause some days u have to wait a while before turning

left

[Manage](#)

[Like](#)

· 19w

Aren't we talking about an intersection that has lights already?

[Manage](#)

[Like](#)

· 19w

Yes there are lights already so a three way stop won't work.

[Manage](#)

[Like](#)

· 19w

when ur turning left off Richard son road on to junior u have a stop

sign nothing going from 33 to 37st

[Manage](#)

[Like](#)

· 19w

Are you taking about the duplexes on the corner on the north side of the street? If so they do not have alley access parking.

[Manage](#)

[Like](#)

· 19w

Yes we are talking about the duplexes on the north side. Look again there is a back alley running behind their properties. They have a driveway to park on in the front and they could easily make access from the alley. Having a no parking sign in front of the corner duplex will allow right hand turning if the traffic light is red. Across the street do the same thing in front of the apartment building so traffic continues to flow when making right hand turns.

[Manage](#)

[Like](#)

· 19w

I owned and lived in

for 7 years, there is no place to park in

the back alley.

[Manage](#)

[Like](#)

· 19w

No you can't park in the alley but you have an option to make access to your

property from the alley.

[Manage](#)

Like

· 19w

Bottom of Form

[Traffic Review](#)

September 24, 2018

On April 19, 2018, a community meeting was held in Westview 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 Caroline Robins School gym 7:00 pm on Thursday, November 29 to review the draft plan.

Before you participate in the traffic discussions, we a...

[See More](#)



November 1, 2018

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

The City is undertaking a Neighbourhood Traffic Review for Westview and inviting your input. This neighbourhood is bound by 37th Street (north), Circle Drive (east), 33rd Street (south) and Junor Avenue (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 19, 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. The draft plan will be discussed at the public meeting and posted to Facebook and the Website after the meeting date. Please note that this is the last public meeting regarding your neighbourhood's new traffic plan.

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Thursday, Nov. 29 th 7:00 pm Caroline Robins School, Gymnasium 1410 Byers Crescent	1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Westview 3. Choose Groups from menu choices across top 4. Click Join beside our Group	Find the tile for Neighbourhood Traffic Review – Westview

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: Pending approval, begin implementation of recommendations.

Contact Us:

You may also submit your comments on the draft traffic plan directly:
Email: Mariniet.Flores@Saskatoon.ca
Phone: 306-975-3463

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

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222

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August 27, 2018

Please make light longer for people who are walking on 8th and moss going north to south.

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May 28, 2018

We need a Dukes of Hazard speed bump on Richardson.

Top of Form

2 Comments

Seen by 57

555

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[Comments](#)

Doesn't it have more than its share of reverse speed bumps? Not saying the DoH speed bumps won't be good to add.

[Manage](#)

[Like](#)

· 40w

West Richardson is pretty smooth

[Manage](#)

[Like](#)

· 40w

Ah ok bring on the speed bumps.

11

[Manage](#)

[Like](#)

· 40w

And speed bumps on the 37th Street Race Track with some stop signs on Byers!.

[Manage](#)

[Like](#)

· 39w

Bottom of Form

May 28, 2018

Fire hydrants we don't need no stinking fire hydrants. Every day someone hugs the corner.





Top of Form

Seen by 58

111

[Like](#)

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[Traffic Review](#) shared a link.

May 9, 2018

The minutes from the Westview Neighbourhood Traffic Review are now available on the City's Engage page.



saskatoon.ca

[Westview](#)

Engage Thursday, April 19, 2018 Caroline Robins School 7:00 to 9:00...

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Seen by 57

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[Traffic Review](#) shared a link.

December 28, 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 Westview. This page is for residents of this neighbourhood inclusively, bound by 37th St (north), Circle Dr (east), 33rd St (south), and Junor Ave (west).

The award-winning Neighbourhood Traf...

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[Neighbourhood Traffic Reviews](#)

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

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[2 Comments](#)

[Seen by 58](#)

999

[Like](#)

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[Comments](#)

when is the city really going to listen and stop the waste of money in these meetings.the main concern for me is speeders and I have seen the police set up speed traps and be quite successful , especially when the same automobile gets three is the matter of an hour. that same driver is still racing down Richardson road . the corner of avenue "W" and Richardson road is nothing short of a pure ice patch in the spring because of the slope of the road and windrow of snow of the drain.

11

[Manage](#)

[Like](#)

· 49w

I really, really hope the city is going to listen to us, and my wish is that they do listen. We live the traffic nightmares every day in our neighbourhood (for me 50 years) and they actually get worse every day. 37th Street went from a western dead end street to a speedway.

11

[Manage](#)

[Like](#)

· 44w

[Bottom of Form](#)

April 24, 2018

Just imagine how fast a vehicle can travel down 37th Street as it is a nice, straight road with no traffic signals, stop signs, or anything else between 37th & Richardson and 37th & Junor?!?!?! This week a car (I think that is what it was) was travelling so fast I could not even recognize the color never mind what kind of vehicle it was! And to think I use to live on a street which has become a race track.

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[2 Comments](#)

[Seen by 57](#)

555

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[Comments](#)

37th past Junor has speed bumps

[Manage](#)

[Like](#)

· 44w

But not east of Junor to Richardson Road

11
[Manage](#)

[Like](#)
· 44w

[Bottom of Form](#)

Traffic Review shared a link.

April 23, 2018

The Neighbourhood Traffic Review Westview presentation is now available at saskatoon.ca/NTR

saskatoon.ca
www.saskatoon.ca

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[Seen by 57](#)

111

[Like](#)

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April 12, 2018

The intersection of 37th and Richardson Road needs a 4-way stop implemented. With the back road access this intersection is extremely busy and with spring/summer coming it will only get busier with pedestrians and the ball fields opening up. We have seen countless accident/fender benders and close calls with vehicles and is not safe for our children to play or cross the street. The speeding that comes around the bends from Richardson happens way too many times and for the cost to add two more stop signs is worth the cost of having another accident or anything worse.

[Top of Form](#)

[Seen by 58](#)

444

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April 3, 2018

Caroline Robins school pick up is horrendous people blowing past kids trying to cross the street, parents parking in crosswalks or right on the corner at an angle 1/2 on Selkirk 1/2 on Byers. Set up a cop giving tickets on Richardson with a radar gun but no warnings as that fixes nothing.

[Top of Form](#)

[2 Comments](#)

[Seen by 59](#)

333

[Like](#)

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[Comments](#)

So true! And also there are still so many people doing u-turns right in front of the school during busy drop off and pick up times.

[Manage](#)

[Like](#)
· 46w

There needs to be staff supervision after school to stop the u-turns in conjunction with the SPS being on site to hand out tickets to deter that behavior as well.

[Manage](#)

[Like](#)

· 46w

[Bottom of Form](#)

April 12, 2018

As residents along Richardson Road, it is concerning to see and hear the speeding vehicles at all hours of the day and night. It is unsafe for all the children that use the crosswalks and walk to/from school. Richardson Road is constantly used as a shortcut to get to Dundonald and Hampton Village, probably to avoid the congestion on 33 Street . I don't know if anything can be done to curb that but it's definitely a concern. I would like to see a stop sign at the corner of Richardson Road and Catherwood Ave as this may help to slow down traffic around the Sen. J. Hnatyshyn Park.

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[Seen by 58](#)

444

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April 3, 2018 · Prince George, BC

Traffic going on 37th st. is always speeding. There are kids always crossing the street to go to the park or to school at Caroline Robins. The cross walk on 37th st and Byers cres. going to the park is not well marked or lit at all. I'm scared one day someone will be hit on this road. It's a well walked street and lots of foot traffic.

[Top of Form](#)

[1 Comment](#)

[Seen by 58](#)

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I was pushing a babystroller across Byers on 37th going west and a car cut me off to turn as I was about 1/3 way across the street already. I was furious.

11

[Manage](#)

[Like](#)

· 46w

[Manage](#)

[Like](#)

· 46w

[Bottom of Form](#)

April 11, 2018

Richardson Road is terrible for speeders. I live between _____ and I cannot count how many times people fly down the street in a day. Not only is Caroline Robins school around the corner but there is also the small park, Sen. J. Hnatyshyn, to the west.

[Top of Form](#)

[Seen by 58](#)

333

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