



# Neighbourhood Traffic Reviews Implementation

## 2026 / 2027 Budget Update

City of Saskatoon

October 2025





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# 1. Introduction

At the August 14, 2013 City Council meeting, the Neighbourhood Traffic Management Program was approved. This program introduced a strategic, neighbourhood-wide approach to addressing traffic concerns by actively engaging residents and stakeholders. Through this process, specific traffic issues were identified and targeted recommendations were developed to address them.

By February 2022, Neighbourhood Traffic Reviews had been completed for all 64 established neighbourhoods. Table 1-1 outlines the date on which City Council adopted each Neighbourhood Traffic Review (NTR), along with a status update on the implementation of the corresponding recommendations.

Table 1-1: Neighbourhood Traffic Reviews Implementation Status

Neighbourhood	Adoption Date	Status	Neighbourhood	Adoption Date	Status
Adelaide-Churchill	April 2016	Complete	Lawson Heights / Lawson Heights SC	March 2020	Ongoing
Avalon	April 2016	Complete	Massey Place	March 2019	Ongoing
Blairmore SC	May 2020		Mayfair / Kelsey-Woodlawn	August, 2014	Complete
Brevoort Park	February 2015	Complete	Meadowgreen	February 2016	Complete
Briarwood	March 2020	Ongoing	Montgomery Place	May 2016	Complete
Buena Vista	April 2018	Ongoing	Mount Royal	April 2016	Complete
Caswell Hill	March 2015	Ongoing	North Park / Richmond Heights	May 2018	*Complete
Central Business District	August 2021	Ongoing	Nutana	May 2015	Complete
City Park	April 2015	Complete	Nutana Park	February 2020	Ongoing
College Park / East College Park	April 2019	Ongoing	Pacific Heights / Kensington	January 2020	Ongoing
Confederation Park	April 2016	Ongoing	Parkridge	March 2017	Complete
Confederation Suburban Centre	January 2022	Ongoing	Pleasant Hill	April 2018	Complete
Dundonald	May 2018	Ongoing	Queen Elizabeth / Exhibition	April 2018	Complete
Eastview / Nutana Suburban Centre	January 2019	Ongoing	River Heights	February 2019	Complete

Neighbourhood	Adoption Date	Status	Neighbourhood	Adoption Date	Status
Erindale / Arbor Creek	March 2018	Ongoing	Riversdale	February 2019	Ongoing
Evergreen	May 2021	Ongoing	Rosewood / Lakewood SC	July 2021	Ongoing
Fairhaven	April 2019	Ongoing	Silverspring	May 2017	Complete
Forest Grove	March 2019	Ongoing	Silverwood Heights	May 2018	*Complete
Greystone Heights	April 2016	*Complete	Stonebridge	September 2017	Ongoing
Grosvenor Park	April 2017	Ongoing	Sutherland	April 2017	Complete
Hampton Village	June 2017	Ongoing	University Heights SC	January 2020	Ongoing
Haultain	April 2015	Complete	Varsity View	May 2015	Complete
Holiday Park / King George	March 2021		Westmount	February 2015	Ongoing
Holliston	February 2015	Complete	Westview	April 2019	Ongoing
Hudson Bay Park	February 2015	Complete	Wildwood	April 2018	Complete
Lakeview	February 2016	Complete	Willowgrove	March 2017	Ongoing
Lakeridge	March 2017	Complete	The Willows	May 2021	Ongoing

\*Complete other than accessibility ramps and sidewalks.

NTRs had also been completed for 11 industrial neighbourhoods. Table 1-2 provides the adoption dates and an update on the implementation status of the recommendations for each of these areas:

Table 1-2: Industrial Neighbourhood Traffic Review Implementation Status

Neighbourhood	Adoption Date	Status
Agriplace and Marquis Industrial	July 2021	*Complete
Airport Industrial Area	May 2020	Complete
Central Business District	July 2021	Ongoing
Central Industrial	February 2022	Ongoing
CN Industrial	April 2021	Ongoing
Gordie Howe MA, West Industrial, Southwest Industrial	July 2021	*Complete
North Industrial / Hudson Bay Industrial	February 2018	Ongoing
Sutherland Industrial	April 2021	*Complete

\*Complete other than accessibility ramps and sidewalks.

The types of recommendations included in the NTRs include:

- Signage – stop and yield, pedestrians, parking and other,
- Pavement markings,
- Speed display boards,
- Traffic calming,
- Accessibility ramps,
- Sidewalks,
- Pedestrian devices,
- Traffic Signals, and
- Major intersection/corridor reviews.

In general, all signage, pavement markings, and temporary traffic calming devices are complete for all NTRs.

Details for each neighbourhood, including the proposed measures, specific locations, and implementation status, are provided in Section 2. To avoid redundancy, accessibility ramps and sidewalks have been excluded from this section.

Section 3 presents a breakdown of outstanding items, categorized by type (i.e. permanent traffic calming, accessibility ramps, sidewalks).

Section 4 outlines the construction timeline and budget for the remaining permanent traffic calming locations.

## 2. Neighbourhood Traffic Reviews – Status Update

Specifics for each of the neighbourhoods including the proposed measure, location, and the implementation status are provided in Tables 2-1 to 2-35. All NTRs or items not included in this update were completed prior to the previous report in 2023.

Table 2-1: Blairmore Suburban Centre (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
5	Hart Road and Shillington Crescent	Curb extension on northeast corner	1 to 5 years	Temporary 2020	Permanent 2026

Table 2-2: Briarwood (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Briargate Road and Bayview Crescent (north leg)	Median island (south side)	1 to 2 years	Temporary 2021	Permanent 2027
3	Briarwood Road and Beechmont Crescent (south leg)	Curb extension	1 to 2 years	Revised to temporary median island 2023	
5	Briarwood Road and Beechdale Crescent / Brookshire Crescent	Median Island (west side)	1 to 2 years	Temporary 2021	

Table 2-3: Buena Vista (2017) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
4	Victoria Avenue and 6 <sup>th</sup> Street	Zebra crosswalks, curb extension on west side and NE corner	3 to 5 years	Temporary 2018	To be revised to raised crosswalk as part of Victoria Avenue protected bike lanes
5	Victoria Avenue and 6 <sup>th</sup> Street	Remove ramp at centre of intersection and install two new ramps to connect to crosswalks	5 years plus	TBD	To be installed as part of Victoria Avenue protected bike lanes
6	Victoria Avenue and 6 <sup>th</sup> Street	Pedestrian accessibility ramp on SE corner	5 years plus	TBD	To be installed as part of Victoria Avenue protected bike lanes
15	Lorne Avenue and 5 <sup>th</sup> Street	Accessibility ramp on NW corner	5 years plus	2024	Complete

Table 2-4: Caswell Hill (2014) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
15	Avenue D and 23 <sup>rd</sup> Street	Directional closure	1 to 5 years	Revised to median island and curb extension in 2017	Pending outcome of Road Safety Audit scheduled for 2025

Table 2-5: College Park – East College Park (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
11	Acadia Drive and McKercher Drive	Add to intersection improvement list	5 years +	TBD	On intersection improvement list
28	Mount Allison lane	Add walkway from Mount Allison lane to schools to walkway improvement list	3 to 5 years	2023	Complete
30	Anderson Crescent lane	Speed bumps	1 to 2 years	2023	Complete
31	McKercher Drive and Degeer Street	Traffic signal	3 to 5 years	To be coordinated with Duncan Crescent median opening	Scheduled for 2027
39	Acadia Drive and 8 <sup>th</sup> Street	Adjust traffic signal timing	1 to 2 years	2023	Complete
40	Acadia Drive and 8 <sup>th</sup> Street	Add pedestrian signal on west side	3 to 5 years	TBD	On traffic signal upgrades list
42	McKercher Drive and 8 <sup>th</sup> Street	Adjust traffic signal timing	1 to 2 years	2023	Complete

Table 2-6: Confederation Suburban Centre (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Confederation Drive and Bennet Place	Pedestrian Actuated Signals on south leg	5 years +	2024	Complete
4	Confederation Drive and Laurier Drive	Realign crosswalk on southwest corner so that pedestrians can cross perpendicular to traffic in the right turn lane	1 to 2 years	TBD	Relocation of accessibility ramp required

Table 2-7: Dundonald (2017) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Latrace Road and Wedge Road	Curb extension and median island (south side)	3 to 5 years	Revised temporary measures 2021	Permanent 2026

Table 2-8: Eastview – Nutana Suburban Centre (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
19	Louise Street and Preston Avenue	Consolidate mall and gas station access as opportunities arise	5 years +	TBD	In progress

Table 2-9: Erindale – Arbor Creek (2017) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
8	Wickenden Crescent and Rogers Road	Make temporary curb extension permanent	3 to 5 years	Permanent 2024	Complete
9	Rogers Court and Rogers Road	Median island on east side	3 to 5 years	Permanent 2024	Complete
10	Forsyth Way and Cowley Road	Modify the existing temporary curb extension	3 to 5 years	Temporary fall 2018	Permanent 2026
13	Kenderdine Road and Kerr Road (east)	temporary roundabout (mid-term)	3 to 5 years	TBD	Under review
15	Stodola Court and Kenderdine Road	Median island on north side	3 to 5 years	Temporary fall 2018	Permanent 2027

Table 2-10: Evergreen (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
2	Zary Road and Sauer Crescent (north leg)	Median island (north side)	1 to 2 years	2022	Permanent 2026
6	Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed display board (facing westbound traffic)	1 to 2 years	2025	Complete
7	Evergreen Boulevard and Zary Road	Permanent median island on south leg	3 to 5 years	Temporary 2018	Permanent 2026

Table 2-11: Fairhaven (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
5	Fairlight Drive from Fairlight Crescent to Fairmont Drive	Speed display boards (both directions)	1 to 2 years	2020 (eastbound) and 2025 (westbound)	Complete
17	Pendygrasse Road between Fairlight Drive to Henigman Place	Speed study	1 to 2 years	2023	85 <sup>th</sup> percentile: 55 km/h ADT: 3,850 vpd (Traffic calming not warranted)
19	Pendygrasse Road in front of St. Mark School	Remove median island	3 to 5 years	Scheduled for 2021 but postponed	Removal 2026
20	Pendygrasse Road between Forrester Road to Clancy Drive	Speed study	1 to 2 years	2024	85 <sup>th</sup> percentile: 54 km/h; ADT: 2,010 vpd (Traffic Calming not warranted)
21	Diefenbaker Drive and Fairlight Drive	Add to Intersection Improvement list	1 to 2 years	TBD	On intersection improvement list
22	Fairlight Drive and Fairmont Drive	Add to intersection improvement list	1 to 2 years	Reviewed completed as part of Diefenbaker Drive and Confederation Drive intersection improvements.	On intersection improvement list

Table 2-12: Forest Grove (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
22	Central Avenue between Rossmo Road and 116 <sup>th</sup> Street	Speed display boards (both directions)	1 to 2 years	2021 (southbound) and 2025 (northbound)	Complete
29	Central Avenue and 115 <sup>th</sup> Street	Continue to monitor this intersection	3 to 5 years	TBD	On intersection improvement list

Table 2-11: Grosvenor Park (2016) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
29	Copland Crescent - midblock in front of Misbah School	Permanent curb extensions	3 to 5 years	Temporary prior to Neighbourhood Traffic Review	To be reassessed after school relocates to new facility
32	Copland Crescent north / south back lane	Pave lane, speed bumps	>5 years	Report on cost-sharing presented to SPCT November 2017 Dust suppression material tested 2018	TBD

Table 2-12: Hampton Village (2016) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
20	Hampton Circle and East Hampton Boulevard	Median island (north and south legs)	3 to 5 years	Temporary 2017	Permanent 2027
	McClocklin Road and Junor Avenue	Median islands		Temporary prior to NTR program	Permanent 2026

Table 2-15: Holiday Park – King George (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
7	16 <sup>th</sup> Street and Avenue K	Curb extension on southwest corner	1 to 2 years	Temporary 2021	Reassess after King George School closure
10	15 <sup>th</sup> Street and Avenue H	Curb extension on southeast corner	1 to 2 years	2024	Complete
16	Avenue I (11 <sup>th</sup> Street to 12 <sup>th</sup> Street)	Pinch point midblock on east side	1 to 2 years	Temporary 2025	Removed pinch point and installed directional closure 2025 based on community feedback
20	Avenue O and Schuyler Street	Curb extension on northeast corner	1 to 2 years	Temporary 2021	Permanent 2027

Table 2-16: Lawson Heights – Lawson Heights Suburban Centre (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
7	Pinehouse Drive and La Ronge Road	Median island and curb extension on west leg	1 to 2 years	Temporary 2020 Added curb extension 2025	Permanent 2030 or later
15	Pinehouse Drive and Reindeer Road	Median island on east and west legs	1 to 2 years	Temporary 2020	Permanent 2026
18	Redberry Road and Wathaman Crescent / Frobisher Crescent	Median island on west leg	1 to 2 years	Temporary 2020	Permanent 2026
23	Parking area north of soccer fields and Lawson Heights Civic Centre	Request that the Saskatoon Soccer Centre and City Parks Division accommodate pedestrian activity through parking lot area by providing a sidewalk or pathway	5 years +	TBD	In Progress

Table 2-17: Massey Place (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Confederation Drive and Milton Street	Traffic signals	3 to 5 years	To be monitored after the PAS installation at Confederation Drive and Bennet Place	On traffic control upgrades list for monitoring
12	Northumberland Avenue between Moore Place and McKay Place	Median island	1 to 2 years	Temporary 2019	Permanent 2027

Table 2-18: Nutana Park (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
3	Cumberland Avenue and Cascade Street	Curb extension on SW corner	1 to 2 years	Temporary 2021; geometry revised 2023	Permanent 2029
8	Ruth Street and Jarvis Drive	Median island on east leg	1 to 2 years	Temporary 2021	Permanent 2026
11	Louise Avenue and Murphy Crescent (North)/ Ruth Street	Median island on east leg	1 to 2 years	Temporary 2021	Permanent 2027
13	Louise Avenue and Woodward Avenue	Curb extensions on both sides of west crosswalk	1 to 2 years	Temporary 202; Installed TCCs 2024	Permanent 2030 or later
15	Clinkskill Drive and Bell Crescent (South)	Median island on south leg	1 to 2 years	Revised to curb extension on the west side due to driveway conflict Temporary 202 TCCs 2024	Permanent 2030 or later

Table 2-19: Pacific Heights – Kensington (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Diefenbaker Drive and Vanier Crescent	APC (west side)	3 to 5 years	2024; Revised to Pedestrian Actuated Signal	Complete
8	Kensington Boulevard and Labine Crescent (north)	Median island (south side)	1 to 2 years	Temporary 2020	Permanent 2027
9	Kensington Boulevard and Labine Crescent (north)	Relocate ramp to align with crosswalk	5 years +	TBD	2027
21	Centennial Drive and Tache Crescent (west)	Curb extensions, NE and SE corners	1 to 2 years	Temporary 2020 Installed TCCs 2024	Permanent 2030 or later

Table 2-20: Riversdale (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
7	20 <sup>th</sup> Street and Avenue K	Active Pedestrian Corridor (west leg)	3 to 5 years	Scheduled for 2022	On pedestrian device prioritization list, to be coordinated with upgrades to rail warning system including pre-emption
13	Avenue H 20 <sup>th</sup> Street - 22 <sup>nd</sup> Street	Make curb extensions in front of school permanent	3 to 5 years	TBD	To be coordinated with new school opening.
14	Avenue H 20 <sup>th</sup> Street - 22 <sup>nd</sup> Street	Speed display board (both directions)	1 to 2 years	2021 (northbound)	
16	Avenue H 20 <sup>th</sup> Street - 22 <sup>nd</sup> Street	Tree trimming for overhead pedestrian crossing signs	1 to 2 years	TBD	
17	21 <sup>st</sup> Street and Avenue F	Make curb extensions permanent	3 to 5 years	TBD	To be assessed after school opening
18	21 <sup>st</sup> Street and Avenue F	4-way stop	1 to 2 years	TBD	
21	20 <sup>th</sup> Street / Auditorium Avenue / 22 <sup>nd</sup> Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld project)	3 to 5 years	TBD	To be completed with the Imagine Idylwyld improvements

Table 2-21: Rosewood and Lakewood Suburban Centre (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
6	Taylor Street and Slimmon Road	Add intersection to the list of locations to be reviewed for pedestrian devices	1 to 2 years	Pedestrian Actuated Signals recommended	On pedestrian device list
8	Rosewood Gate North and Meadows Boulevard /Hastings Crescent	Median islands on east and west approaches	1 to 2 years	Temporary 2022	Permanent 2029
22	Rosewood Boulevard West and Rosewood Drive/ Ledingham Drive	Replace existing temporary curb extensions on east and west corners with permanent installations	3 to 5 years	Removed northwest curb extension in 2025	Reassess after connection to Zimmerman Road opening; Permanent in 2030 or later
24	Rosewood Boulevard West and Schumacher Bay/ Gillies Way	Curb extensions on northwest and southeast corners	1 to 2 years	Temporary 2022	Permanent 2030 or later
27	Rosewood Boulevard West and Olson Lane West	Median islands on northeast and southwest approaches	1 to 2 years	Temporary 2022	Permanent 2029
31	Gillies Bay	Centre island in Gillies Bay	3 to 5 years	TBD	2028 or later

Table 2-22: Silverwood Heights (2017) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
37	Goerzen Street and Rao Crescent (East)	Curb extension	3 to 5 years	Temporary 2021	Engagement in 2024 identified lack of community support; Removed 2024

Table 2-23: Stonebridge (2016) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
14	Preston Avenue and Willis Crescent / Circle Drive Alliance Church parking lot	Geometric improvements on NE corner (increase corner radius)	3 to 5 years	TBD	On intersection improvements list

Table 2-24: Sutherland (2016) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
13	105 <sup>th</sup> Street and Moran Avenue	Median island on west leg of 105 <sup>th</sup> Street	3 to 5 years	Temporary 2017	Permanent 2026 (2025 contract)

Table 2-25: University Heights (2019) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Nelson Road and Heal Avenue	Extend median	1 to 2 years	Temporary 2020; Permanent 2024	Complete
2	Nelson Road and Heal Avenue	RRFB	3 to 5 years	2024	Complete
4	Nelson Road and Heath Avenue	Curb extension (SW corner)	1 to 2 years	Temporary 2020	Permanent 2027
12	Lowe Road between Ludlow Street and Nelson Road	Speed boards (facing northbound and southbound traffic)	1 to 2 years	2022 (southbound)	Northbound scheduled for 2026
17	Ludlow Street and Heal Avenue	Four-way stop with geometric changes (NB Shared LT/Through and Shared Through/RT)	1 to 2 years	Temporary 2020	Permanent 2027
18	Perehudoff Crescent and Epp Avenue	Pedestrian crossing study to be completed in spring 2020	1 to 2 years	Completed 2023; Pedestrian device not warranted	Complete
19	Perehudoff Crescent near Epp Avenue	Speed study to be completed in spring 2020	1 to 2 years	Completed 2023; Speed information provided to Saskatoon Police Service	Complete (85 <sup>th</sup> percentile speed = 53 kph; ADT = 320 vpd)

Table 2-26: Westmount (2014) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
11	29 <sup>th</sup> Street and McMillan Avenue	Curb extensions	3 to 5 years	Temporary 2015. Removed - residents not in favour. Reinstalled temporary 2021 as a follow-up to the vertical traffic calming pilot. Installed TCCs 2024.	Permanent in 2030 or later

Table 2-27: Westview (2018) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
16	Hnatyshyn Avenue and Nicholson Place	Median island (north leg)	1 to 2 years	Temporary 2019	Permanent 2027

Table 2-28: Willowgrove (2016) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Stensrud Road and Muzyka Road	Curb extension on southeast corner	1 to 5 years	Removed; median island installed on west leg.	Permanent 2029
2	Stensrud Road and Muzyka Road	Permanent median island (east leg)	1 to 5 years	Temporary in 2016	Curb extension added to NE corner as part of vertical speed calming pilot. Permanent 2028
8	Stensrud Road and Addison Road / Shepherd Crescent	Permanent median islands	1 to 5 years	temporary in 2016	Permanent 2026
32	Stensrud Road and Keedwell - Van Impe	Median island		Temporary in 2021 as part of vertical traffic calming pilot follow-up	Permanent 2026

Table 2-29: The Willows (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	Cartwright Street	Speed Display Board facing both eastbound and westbound between Lorne Avenue and split in road	1 to 2 years	2025	Complete
3	Cartwright Street and Cartwright Terrace	Median island on south leg	1 to 2 years	Temporary in 2021	Permanent in 2029

Table 2-30: Agriplace and Marquis Industrial (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
4	Millar Avenue (60 <sup>th</sup> Street to 64 <sup>th</sup> Street)	Speed display board for northbound traffic	3 to 5 years	2025	Complete

Table 2-31: Airport Industrial (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
5	Cynthia Street between Robin Crescent (W leg) and Robin Way	Speed Display Board (WB)	1 to 2 years	2025	Complete
8	Avenue C between Circle Drive off ramp and Hangar Road	Speed Display Board (SB)	1 to 2 years	2025	Complete

Table 2-32: Central Business District (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	24 <sup>th</sup> Street and Wall Street	Curb extensions on all corners	1 to 2 years	Temporary 2023	Permanent 2030 or later
2	24 <sup>th</sup> Street and Pacific Avenue	Make temporary curb extensions on southwest and southeast corners permanent	3 to 5 years	TBD	Permanent 2030 or later
3	24 <sup>th</sup> Street and Pacific Avenue	Curb extensions on northwest and northeast corners on 24 <sup>th</sup> Street	1 to 2 years	Temporary 2023	Permanent 2030 or later
4	24 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue	Install overhead lane designation sign for northbound traffic on traffic signal arm	1 to 2 years	2023	Complete
5	24 <sup>th</sup> Street and 3 <sup>rd</sup> Avenue	Install lane designation sign for southbound traffic on west side of 3 <sup>rd</sup> Avenue	1 to 2 years	2023	Complete
6	24 <sup>th</sup> Street and Spadina Crescent	Paint turn arrows in the eastbound and westbound traffic lanes of 24 <sup>th</sup> Street	1 to 2 years	2024	Complete
8	Spadina Crescent and 20 <sup>th</sup> Street	Curb extension on northwest corner on Spadina Crescent	1 to 2 years	Temporary 2023	Permanent 2026

Table 2-33: Central Industrial (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
1	1 <sup>st</sup> Avenue and 26 <sup>th</sup> Street	Active Pedestrian Corridor (south side)	3 to 5 years	2027	Scheduled 2027
2	3 <sup>rd</sup> Avenue and Duke Street	Active Pedestrian Corridor (north side)	3 to 5 years	2027	To be coordinated with 2 <sup>nd</sup> Avenue / 3 <sup>rd</sup> Avenue widening project
3	2 <sup>nd</sup> Avenue and Princess Street	Remove existing crosswalk	1 to 2 years		
4	2 <sup>nd</sup> Avenue and King Street	Pedestrian Activated Signal (south side)	3 to 5 years		

Table 2-34: CN Industrial (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
2	Melville Street and Clarence Avenue	Conduct follow-up study to determine if additional storage capacity is required for the southbound to eastbound left turn lane	1 to 2 years	TBD	To be scheduled
4	Melville Street between Brand Road and Jasper Avenue	Speed display board for westbound traffic west of the intersection of Melville Street and Brand Road	1 to 2 years	2025	Complete
5	Melville Street between Brand Road and Jasper Avenue	Speed display board for eastbound traffic east of the intersection of Melville Street and Jasper Avenue	1 to 2 years	2025	Complete
7	Melville Street near Jasper Avenue	Work with CN Railway to remove the abandoned railway track	TBD	TBD	Discussions with CN started

Table 2-35: North Industrial and Hudson Bay Industrial (2020) Implementation Status

Item	Location	Proposed Measure	Time Frame	Installation Date	Status
2	Millar Avenue and 52 <sup>nd</sup> Street	Wait until pilot RRFB project at Millar and 43 <sup>rd</sup> to implement first before this one implement (review for Rectangular Rapid Flashing Beacons (RRFB))	1 to 2 years	TBD	Review Complete. Changed to APC. To be coordinated with the Millar Avenue Shared-Use Pathway Functional Planning Study

### 3. Status Update - Outstanding Items by Type

The following tables display the outstanding items listed by type:

- Speed display boards,
- Accessibility ramps,
- Sidewalks,
- Pedestrian devices,
- Traffic Signals, and
- Major intersection improvements.

#### 3-1: Speed Display Boards

Recommendations for speed display boards have been added to the list of outstanding locations and prioritized accordingly. Currently, ten speed display boards are available and are rotated to new locations each season, from April to October.

Table 3-1: Speed Display Boards

Location	NTR	Status
Avenue H - 20th Street to 22nd Street (southbound)	Riversdale	On hold due to school construction.
Lowe Road - Ludlow Street and Nelson Road (northbound)	University Heights Suburban Centre	Delayed install due to utility conflicts. Rescheduled for 2026.

#### 3-2: Accessibility Ramps:

Recommendations for accessibility ramps have been added to the Curb Ramp Program’s list of outstanding locations. These will be prioritized and funded through the Active Transportation Capital Project P.02468.

Table 3-2: Accessibility Ramps

Location	NTR	Status
Briarwood Road and Beechmont Crescent (south)	Briarwood	Outstanding
Central Industrial ( <i>all</i> )	Central Industrial	Outstanding
Brand Road - Clarence Avenue to Melville Street	CN Industrial	Complete
Wedge Road and George Road	Dundonald	Complete
Zary Road and Sauer Crescent north leg (NE corner)	Evergreen	Outstanding
Evergreen Boulevard and Zary Road (NE and SE corners)	Evergreen	Outstanding

<b>Location</b>	<b>NTR</b>	<b>Status</b>
Gordie Howe MA / West Industrial / SW Industrial ( <i>all</i> )	Gordie Howe MA / West Industrial / SW Industrial	Outstanding. To be coordinated with sidewalk installation.
Main Street and Moxon Crescent (east leg)	Greystone Heights	Complete
Arlington Avenue and Main Street	Greystone Heights	Complete
Avenue P and Schuyler Street	Holiday Park / King George	Complete
Pinehouse Drive and Pinehouse Place (NE corner)	Lawson Heights / Lawson Heights SC	Complete
Pinehouse Drive and Reindeer Road (SW corner)	Lawson Heights / Lawson Heights SC	Outstanding
Massey Drive and Northumberland Avenue	Massey Place	Outstanding
7th Avenue and Balmoral Street (SW and SE corners)	North Park / Richmond Heights	Complete
Nutana Park (80 locations)	Nutana Park	Ongoing
Louise Street and McEown Avenue / 600 Place	Nutana SC	Complete
Diefenbaker Drive and Vanier Crescent (NW, SW, SE corners)	Pacific Heights / Kensington	Complete
Centennial Drive and Cockburn Crescent / Michener Crescent (all corners)	Pacific Heights / Kensington	Outstanding
Centennial Drive and Cockburn Crescent / Dickey Crescent (NW and SE corners)	Pacific Heights / Kensington	SE- complete; NW- outstanding
Centennial Drive and Tache Crescent West (east side ramps)	Pacific Heights / Kensington	Outstanding
Churchill Drive and Ravine Drive / Ravine Court	River Heights	Complete
Ravine Drive and Churchill Court	River Heights	Complete
17th Street and Avenue G	Riversdale	Complete
17th Street and Avenue H	Riversdale	Complete
18th Street and Avenue F	Riversdale	Complete
18th Street and Avenue G	Riversdale	Complete

<b>Location</b>	<b>NTR</b>	<b>Status</b>
17th Street and Avenue J	Riversdale	Complete
19th Street and Avenue I	Riversdale	Complete
19th Street and Avenue K	Riversdale	Complete
21st Street and Avenue B	Riversdale	Complete
21st Street and Avenue D	Riversdale	Complete
21st Street and Avenue E	Riversdale	Complete
21st Street and Avenue F	Riversdale	Complete
Rosewood Gate N and Werschner Street (repair)	Rosewood / Lakewood SC	Outstanding
Olson Lane - Flynn Manor to Gillies Lane (between park pathways)	Rosewood / Lakewood SC	Outstanding
103rd Street (within Sutherland Industrial)	Sutherland Industrial	Outstanding. To be coordinated with sidewalk installation.
Packham Avenue (east side) (within Sutherland Industrial)	Sutherland Industrial	Outstanding. To be coordinated with sidewalk installation.
Joseph Okemasis Drive (east side) (within Sutherland Industrial)	Sutherland Industrial	Outstanding. To be coordinated with sidewalk installation.
Richardson Road and Avenue W	Westview	Complete
37th Street and Richardson Road	Westview	Planned for 2026/2027

### 3-1: Sidewalks

Recommendations for sidewalk installations have been added to the Sidewalk Infill Program's list of outstanding locations. These will be prioritized and funded through the Active Transportation Capital Project P.02468.

Table 3-3: Sidewalks

<b>Location</b>	<b>NTR</b>	<b>Status</b>
Kinnear Avenue - north of golf course (east side)	Agriplace / Marquis Industrial	Outstanding
Kinner Place - east of Kinnear Ave (south side)	Agriplace / Marquis Industrial	Outstanding

<b>Location</b>	<b>NTR</b>	<b>Status</b>
8th Street - Poplar Crescent to Coy Avenue (south side)	Buena Vista	Outstanding
Kilburn Avenue – 2nd Street to 4th Street (west side)	Buena Vista	Outstanding, 20m of sidewalk was constructed to connect to 4th Street 2021
McPherson Avenue – 5th Street to 7th Street (west side)	Buena Vista	Complete
6th Street – Lorne Avenue to Coy Avenue (south side)	Buena Vista	Outstanding
30th Street - Idylwyld Drive to Avenue C (south side)	Caswell Hill	Outstanding
Avenue D – portions on east side, north and south of 23rd Street to connect to existing	Caswell Hill	Outstanding
Avenue E – 28th Street to 29th Street (east side)	Caswell Hill	Outstanding
Central Industrial ( <i>all</i> )	Central Industrial	Ongoing (Partially complete- King Street, Idylwyld Drive)
Brand Road – Clarence Avenue to Melville Street	CN Industrial	Outstanding
Melville Street – Clarence Avenue to Hyundai Dealership	CN Industrial	Outstanding
115th Street – Laura Avenue and Dunlop Street (south side)	Forest Grove	Outstanding
Grant Street – northeast of Spark Avenue to cul-de-sac	Forest Grove	Complete
Gordie Howe MA / West Industrial / SW Industrial ( <i>all</i> )	Gordie Howe MA / West Industrial / SW Industrial	Outstanding
Louise Avenue – 8th Street and Main Street (east side and west side between Main Street and lane)	Grosvenor Park	Outstanding
Leslie Avenue – Garrison Crescent to Lake Crescent (east side)	Grosvenor Park	Complete
15th Street – Avenue H to Avenue K	Holiday Park / King George	Outstanding
16th Street – Avenue G to Avenue H	Holiday Park / King George	Outstanding
Schuyler Street – Avenue K to Avenue M	Holiday Park / King George	Outstanding
Lenore Drive – Warman Road / Wanuskewin Road to Primrose Drive (gap on north side)	Lawson Heights / Lawson Heights SC	Outstanding
5th Avenue – 33rd Street to Warman Road (west side)	North Park / Richmond Heights	Outstanding

<b>Location</b>	<b>NTR</b>	<b>Status</b>
5th Avenue – 33rd Street to Empress Street (east side)	North Park / Richmond Heights	Outstanding
6th Avenue – 33rd Street to Empress Street (west side)	North Park / Richmond Heights	Outstanding
8th Avenue – 33rd Street to Osborne Street (east side)	North Park / Richmond Heights	Outstanding
10th Avenue – 33rd Street to Osborne Street (west side)	North Park / Richmond Heights	Outstanding
9th Avenue – Osborne Street to Balmoral Street (west side)	North Park / Richmond Heights	Outstanding
Prince of Wales Avenue – Empress Avenue to Balmoral Street (east side)	North Park / Richmond Heights	Outstanding
Empress Avenue – Prince of Wales Avenue to Balmoral Street (west side)	North Park / Richmond Heights	Outstanding
Empress Avenue – Empress Avenue to Windsor Street (west side)	North Park / Richmond Heights	Outstanding
Empress Avenue – Empress Avenue to Windsor Street (east side)	North Park / Richmond Heights	Outstanding
Oxford Street – Edward Avenue to Spadina Crescent (north)	North Park / Richmond Heights	Outstanding
Osborne Street – 7th Avenue to Edward Avenue (north)	North Park / Richmond Heights	Outstanding
Balmoral Street – Alexandra Avenue to Spadina Crescent (south)	North Park / Richmond Heights	Outstanding
Balmoral Street – Warman Road to 9th Avenue (south)	North Park / Richmond Heights	Outstanding
Windsor Street – Warman Road to Spadina Crescent (south)	North Park / Richmond Heights	Outstanding
Windsor Street – Spadina Crescent to Prince of Wales (north)	North Park / Richmond Heights	Outstanding
Balmoral Street – Prince of Wales Avenue to Spadina Crescent (north)	North Park / Richmond Heights	Outstanding
Prince of Wales Avenue – lane to Spadina Crescent (north side)	North Park / Richmond Heights	Complete
Prince of Wales Avenue – lane to Spadina Crescent (south side)	North Park / Richmond Heights	Complete
18th Street – Avenue D to Avenue L (north side)	Riversdale	Outstanding
Avenue J – 20th Street to north end (west side)	Riversdale	Outstanding
Avenue J – 20th Street to north end (east side)	Riversdale	Outstanding
Avenue J – 18th Street to 19th Street (west side)	Riversdale	Outstanding
21st Street – Avenue G to Avenue F (south side)	Riversdale	Outstanding
21st Street – Avenue F to Avenue E (south side)	Riversdale	Outstanding

<b>Location</b>	<b>NTR</b>	<b>Status</b>
Wanuskewin Road adjacent to Independent Grocer (west side)	Silverwood Heights	Outstanding
103rd Street (within Sutherland Industrial)	Sutherland Industrial	Outstanding
Packham Avenue (within Sutherland Industrial) (east side)	Sutherland Industrial	Outstanding
Joseph Okemasis Drive (within Sutherland Industrial) (east side)	Sutherland Industrial	Outstanding
Avenue M – 22nd Street to 23rd Street	Westmount	Outstanding
Cartwright Street – Lorne Avenue to Cartwright Terrace (east/north side)	Willows	Outstanding
Cartwright Street – 401 to 501 (north side)	Willows	Outstanding

#### 3-4: Pedestrian Devices:

Recommendations for pedestrian crossing devices have been added to the Pedestrian Crossing Devices Program’s list of outstanding locations. These will be prioritized and funded through Traffic Control Systems Capital Project P.02290.

Table 3-4: Pedestrian Devices

<b>Location</b>	<b>Proposed Measure</b>	<b>NTR</b>	<b>Status</b>
Acadia Drive and 8th Street	Add pedestrian signal on west side	College Park / East College Park	On traffic control upgrades list
Confederation Drive and Bennett Place	PAS	Confederation SC	Complete (2024)
Diefenbaker Drive and Vanier Crescent	PAS	Pacific Heights / Kensington	Complete (2024)
20th Street and Avenue K	APC, to be coordinated with upgrades to rail warning system	Riversdale	To be completed with rail warning system upgrades
Taylor Street and Slimmon Road	APC	Rosewood / Lakewood SC	On pedestrian device list
Nelson Road and Heal Avenue	RRFB	University Heights Suburban Centre	Complete (2024)

#### 3-5: Traffic Signals:

Recommendations for traffic signal installations and optimizations have been added to the Traffic Signals Program’s list of outstanding locations. These will be prioritized and funded through Traffic Control Systems Capital Project P.02290.

Table 3-5: Traffic Signals

Location	Proposed Measure	NTR	Status
Confederation Drive and Milton Street	Traffic Control Upgrades	Massey Place	On traffic control upgrades list. To be monitored since PAS was installed at Confederation Drive / Bennet Place.
20th Street / Auditorium Avenue and 22nd Street / Idylwyld Drive	Review traffic signal timing (to be completed with Imagine Idylwyld)	Riversdale	To be completed with the Imagine Idylwyld improvements

3-6: Major Intersection Improvements:

Recommendations for major intersection improvements have been added to the Geometric Modifications Program’s list of outstanding locations. These will be prioritized and funded through Transportation Safety Capital Project P.02288.

Table 3-6: Intersection Improvements

Location	Proposed Measure	NTR	Status
Preston Avenue and Willis Crescent / Circle Drive Alliance Church driveway	Increase corner radius on NE corner	Stonebridge	On intersection improvements list
Acadia Drive and McKercher Drive	Intersection Improvement	College Park / East College Park	
Diefenbaker Drive and Fairlight Drive	Intersection Improvement	Fairhaven	
Fairlight Drive and Fairmont Drive	Intersection Improvement	Fairhaven	
Central Avenue and 115th Street	Intersection Improvement	Forest Grove	

## 4. Permanent Traffic Calming Locations - 2026 to 2029

This section of the status report outlines the outstanding temporary traffic calming measures that have been installed and are awaiting permanent implementation. Please note that these locations are specific to Neighbourhood Traffic Reviews only. Permanent traffic calming installations recommended through the broader Traffic Calming Program are also funded under Capital Project P.01504 and are listed separately in Appendix 5.

The traffic calming devices will be installed permanently based on the following criteria:

1. Traffic calming devices temporarily installed prior to the NTR.
2. Year of the NTR.
3. Locations adjacent to schools or parks.
4. Low-cost devices that fit within budget.
5. Coordination with other projects in the area.

In fall 2024, rubber curbing was replaced with Traffic Calming Curbs (TCCs) at five locations. As TCCs are considered a semi-permanent measure, the full permanent installation at these sites has been deferred to a later year:

1. Clinkskill Drive / Bell Crescent
2. Louise Avenue / Woodward Avenue
3. Centennial Drive / Tache Crescent
4. Forrester Drive / Barr Place
5. 29<sup>th</sup> Street / McMillan Avenue

Details regarding the implementation schedule and cost estimates for permanent traffic calming measures are provided in Table 4-1. Based on the number of locations listed, it is evident that completing all installations may take longer than the originally estimated five-year timeline. Additionally, inflationary pressures may impact project costs, potentially reducing the volume of work that can be completed each year.

Table 4-1: Construction Schedule for Outstanding Traffic Calming Locations (NTR Locations Only)

Neighbourhood	Location	Curb Extensions	Median Islands	2026	2027	2028	2029	2030 or later	Cost Estimate
Arbor Creek/Erindale	Cowley Road and Forsyth Way	1		\$45,000					\$45,000
	Kenderdine Road and Stodola Court		1		\$10,000				\$10,000
Blairmore	Hart Road and Shillington Crescent	1		\$90,000					\$90,000
Briarwood	Briargate Road and Bayview Crescent (north)		1		\$10,000				\$10,000
	Briarwood Road and Beechdale Crescent / Brookshire Crescent		1		\$10,000				\$10,000
	Briarwood Road and Beechmont Crescent (south)		1		\$10,000				\$10,000
Central Business District	24th Street and Pacific Avenue	4						\$315,000	\$315,000
	24th Street and Wall Street	4						\$315,000	\$315,000
	Spadina Crescent and 20th Street	1		\$90,000					\$90,000
Dundonald	Wedge Road and Latrace Road		1	\$10,000					\$10,000
Evergreen	Zary Road and Evergreen Boulevard		1	\$10,000					\$10,000
	Zary Road and Sauer Crescent		1	\$15,000					\$15,000
Fairhaven	Pendygrasse Road in front of St. Mark School			\$5,000					\$ 5,000
Grosvenor Park	Copland Crescent back lane						\$400,000		\$400,000
Hampton Village	Hampton Circle and East Hampton Boulevard		2		\$20,000				\$20,000
	Hampton Circle and Klassen Crescent / Dawson Crescent	1	1	\$55,000					\$55,000
Holiday Park	Avenue O S and Schuyler Street	1			\$45,000				\$45,000
Kensington	Kensington Boulevard and Labine Crescent (north)		1		\$5,000				\$15,000

Neighbourhood	Location	Curb Extensions	Median Islands	2026	2027	2028	2029	2030 or later	Cost Estimate
Lawson Heights	Pinehouse Drive and La Ronge Road	1	1					\$55,000	\$55,000
	Pinehouse Drive and Reindeer Road		2	\$20,000					\$20,000
	Redberry Road and Wathamam Crescent / Frobisher Crescent		1	\$10,000					\$10,000
Massey Place	Northumberland Avenue between Moore Place and McKay Place		1		\$10,000				\$10,000
Nutana Park	Clinkskill Drive and Bell Crescent	1						\$45,000	\$45,000
	Cumberland Avenue and Cascade Street	1					\$45,000		\$45,000
	Louise Avenue and Woodward Avenue	2						\$90,000	\$90,000
	Ruth Street and Jarvis Street		1	\$10,000					\$10,000
	Louise Avenue and Ruth Street / Murphy Crescent		1		\$10,000				\$10,000
Pacific Heights	Centennial Drive and Tache Crescent	2						\$135,000	\$135,000
Riversdale	Avenue H (@ City Centre School)	2			\$90,000				\$90,000
Rosewood	Rosewood Boulevard W and Ledingham Drive / Rosewood Drive	1						\$90,000	\$90,000
	Rosewood Boulevard W and Olson Lane W		1				\$10,000		\$10,000
	Rosewood Boulevard W and Schumacher Boulevard / Gillies Way	2						\$180,000	\$180,000
	Rosewood Gate and Hastings Crescent / Meadows Boulevard		2				\$20,000		\$20,000
University Heights	Ludlow Street and Heal Avenue		2		\$20,000				\$20,000
	Nelson Road and Heath Avenue	1			\$45,000				\$45,000
Westmount	29th Street and McMillan Avenue	2						\$180,000	\$180,000

Neighbourhood	Location	Curb Extensions	Median Islands	2026	2027	2028	2029	2030 or later	Cost Estimate
Westview	Hnatyshyn Avenue and Nicholson Place (north leg)		1		\$10,000				\$10,000
Willowgrove	Stensrud Road and Addison Road / Shepherd Crescent		2	\$20,000					\$20,000
	Stensrud Road and Greaves Crescent / Muzyka Road		1			\$10,000			\$10,000
	Stensrud Road and Van Impe Crescent (S) – Keedwell Street		1	\$10,000					\$10,000
Willows	Cartwright Street and Cartwright Terrace		1				\$10,000		\$10,000
			<b>NTR</b>	<b>\$390,000</b>	<b>\$305,000</b>	<b>\$ 10,000</b>	<b>\$485,000</b>	<b>\$1,405,000</b>	<b>\$2,595,000</b>
			TC Program	\$400,000	\$310,000	\$445,000	\$ 65,000	\$ 445,000	\$1,665,000
			Design, Project Management & Contingency	\$ 60,000	\$ 35,000	\$ 45,000	\$ 50,000	\$ 280,000	\$ 470,000
			<b>Budget Allocation</b>	<b>\$850,000</b>	<b>\$650,000</b>	<b>\$500,000</b>	<b>\$600,000</b>	<b>\$2,130,000</b>	<b>\$4,730,000</b>