REVISED PUBLIC AGENDA
STANDING POLICY COMMITTEE
ON TRANSPORTATION

Tuesday, October 13, 2015, 9:00 a.m.

Council Chamber, City Hall

Committee Members:

Councillor C. Clark, Chair, Councillor R. Donauer, Vice-Chair (Leave of Absence), Councillor T. Davies, Councillor D. Hill, Councillor M. Loewen, His Worship the Mayor (Ex-Officio)

Pages

1. CALL TO ORDER

2. CONFIRMATION OF AGENDA *4 - 6*

Recommendation

1. That the following be added to item 7.2.3 and that the speakers be heard:
   a. That the letter from Mr. Tyler Gould, dated October 9, 2015 be received;
   b. That the letter from Mr. James Scott, dated October 9, 2015 be received;
2. That the agenda be confirmed as amended.

3. DECLARATION OF PECUNIARY INTEREST

4. ADOPTION OF MINUTES

Recommendation

That the minutes of regular meeting of Standing Policy Committee on Transportation held on September 14, 2015 be adopted.

5. UNFINISHED BUSINESS

6. COMMUNICATIONS (requiring the direction of the Committee)

6.1 Delegated Authority Matters

6.2 Matters Requiring Direction

6.3 Requests to Speak (new matters)

7. REPORTS FROM ADMINISTRATION

7.1 Delegated Authority Matters

7.1.1 Standing Policy Committee on Transportation (File CK. 225-78) 7 - 9

Recommendation

That the information be received.

7.2 Matters Requiring Direction

7.2.1 2016 Corridor Study Project (Files CK. 6320-1, x CK. 1700-1 and TS. 6320-1) 10 - 16

Recommendation

That the report of the General Manager, Transportation & Utilities Department dated October 13, 2015, be forwarded to City Council during the 2016 Budget and Business Plan deliberations for information.

7.2.2 2016 Neighbourhood Traffic Management Reviews (Files CK. 6320-1 and TS. 6320-1) 17 - 23

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:

That the eight neighbourhoods selected for 2016 traffic reviews, as part of the Neighbourhood Traffic Management Program, include Stonebridge, Willowgrove, Hampton Village, Silverspring, Grosvenor Park, Lakeridge, Sutherland, and Parkridge.

7.2.3 33rd Street - Boulevard Removal - Parking and Traffic Operations (Files CK. 6320-1 and TS. 6320-1) 24 - 96

Recommendation

That the Standing Policy Committee on Transportation recommend to City Council:
That the 33rd Street Corridor Study be adopted as the framework for future traffic improvements along 33rd Street, to be undertaken as funding is made available through the annual budget process.

8. URGENT BUSINESS

9. MOTIONS (Notice Previously Given)

10. GIVING NOTICE

11. IN CAMERA AGENDA ITEMS

12. ADJOURNMENT

6320-1

From: Tyler Gould <tyler@spaacademy.ca>
Sent: October 09, 2015 10:42 AM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, October 9, 2015 - 10:42
Submitted by anonymous user: 174.2.88.82
Submitted values are:

Date: Friday, October 09, 2015
To: His Worship the Mayor and Members of City Council
First Name: Tyler
Last Name: Gould
Address: Suite J, 511 - 33rd Street West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 0V7
Email: tyler@spaacademy.ca
Comments:
I wish to speak to the SPC on Public Transportation on Tuesday, October 13th on behalf of the 33rd Street Business Improvement District regarding item [7.2.3] 33rd Street - Boulevard Removal - Parking and Traffic
Operations (Files CK. 6320-1 and TS. 6320-1).

Please confirm that I am able and scheduled to speak during the appropriate time at the 9:00am meeting, October 13th, 2015.

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/44693

6330-1

From: James Scott <jscott@sblo.ca>
Sent: October 09, 2015 1:55 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, October 9, 2015 - 13:55
Submitted by anonymous user: 71.17.194.138
Submitted values are:

Date: Friday, October 09, 2015
To: His Worship the Mayor and Members of City Council
First Name: James
Last Name: Scott
Address: 815 Avenue D North and 211 33rd Street West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 1N3
Email: jscott@sblo.ca
Comments:
To the STANDING POLICY COMMITTEE ON TRANSPORTATION

Please allow me to speak to the STANDING POLICY COMMITTEE ON TRANSPORTATION on Tuesday, October 13, 2015, 9:00 a.m. at Council Chamber, City Hall. I am concerned that the long term aspect of 33rd Street Corridor Study has not been adequately revealed to the residents of Caswell and Mayfair nor to the 33rd Street BID. It is my interpretation of the 33rd street Corridor Study that the City is willing to increase the traffic flow on 33rd Street to four lanes in the long term and the the City is not intending to protect our neighborhoods in the long term. This lack of protection prevents us from maintaining, planning, and building a future for our businesses and our families.

33rd Street has historically been the community-binding-center for the Caswell and Mayfair neighborhoods - it is our "Main Street". However, the City's future traffic plan threatens our communities and reflects an attitude of dismissive lack of consideration for the people and families who make up our communities. Saskatoon ought to foster welcoming cohesive communities for social order and our quality of civic life. Communities are precious and fragile and need to nurtured and cared for.

The City of Saskatoon presently plans to maintain and escalate a corrosive onslaught traffic through 33rd Street which is the heart of our neighborhood - a neighborhood that was originally designed for people. Our heritage, our sense of community, and our safety are being threatened by the City's long term traffic plan.

33rd Street should not be considered to be a major arterial corridor. We should be designated as minor arterial corridor like the people of Broadway and 20th Street. This is the fair and humane thing to do.

We cannot properly plan and build our businesses and our communities when the City is threatening our future with a ever-increasing toxic stream of traffic. It is my sense that the residents of Caswell and Mayfair are tired of paying the price for the City's growth.

I look forward to the opportunity to speak to you. Yours truly, James Scott

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/44713

SPC on TRANSPORTATION – OUTSTANDING PUBLIC

UPDATED OCTOBER 5, 2015

Asset & Financial Management

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
April 7, 2014	307-4	**Permanent Taxi Licenses – Tendering of Licenses at Market Value**	That the Administration contact other municipalities and Saskatchewan Urban Municipalities Association to determine if they would support the amendment to *The Cities Act* to allow for tendering of taxi licenses at market value.	Saskatchewan City Mayors' Caucus passed a resolution at the May 2014 meeting requesting an amendment to *The Cities Act* to provide additional options to cities for issuing of new taxi licenses to be dealt with for the fall session. **Amendments to *The Cities Act* will be tabled with City Council in the 3rd Quarter of 2016.**

Community Services

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
PO May 12, 2009	6120-1	**Communications to Council From: Lisa Labrecque Date: April 21, 2009 Subject: Secure Downtown Parking for Cyclists**	Referred to the Administration for a report.	Will form part of the Active Transportation Plan – Joint TU/CY report Spring 2016
CC Dec. 15/14	6330-1	**Idylwyld Drive – Circle Drive Functional Design Study Report**	That the matter be referred to the Administration to include in the list of priority projects that Council will determine for the 2106 Budget, and that a report be provided prior to budget deliberations.	November 9, 2015 SPC on Transportation meeting.
CC Feb. 24/15	6290-1	**Sidewalk Snow Clearing Enforcement Process**	2. That the Administration provide an implementation report outlining the details, including a map of city-owned sidewalks.	November 9, 2015 SPC on Transportation meeting.

SPC on TRANSPORTATION – OUTSTANDING
PUBLIC

UPDATED OCTOBER 5, 2015

PDCS Sept. 8/15	6145-1	**Request for Short-Term Parking Spaces – Canada Post Location – Fourth Avenue**	The PD&CS Committee considered a letter from Ron and Marilyn Garnett, AirScapes International Inc. regarding this matter and resolved that the letter be referred to the Administration to be reported on when the next Flex Parking system report comes forward.	January 2016

Transportation & Utilities

Meeting Date	File No.	Subject	Actions/Status	Due-Date/Follow-Up
CC Sept 14/09	6315-1	**Proposed Policy C07-021 Walkway Maintenance**	2) that the Administration report back in one year as to the success of the program and whether there were adequate funds available.	December 7, 2015
CC Sept. 19/14	6000-1	**New Pavement Design Guidelines**	3. That the Administration provide a report to Committee on Warranty options and facts.	December 7, 2015
CC Jan. 26/15	7000-1	**Urban Transportation and Design: Getting Where We Need To Go – Conference Recommendations**	2. That the Administration report back to the appropriate body with information about a transit advisory committee. 3. That the Administration review the elasticity of the pricing of transit and economics of citizens' transportation choices.	February 2016
CC May 25/15	6320-1	**Varsity View Neighbourhood Traffic Review**	2. That the directional closure proposed at Main Street and Wiggins Avenue be deferred for further discussion with residents and the Community Association in order for the process to be consistent with the other recommendations in the plan.	March 2016
CC May 25/15	6320-1	**Prioritization Strategy for Roadway Network Improvements**	2. That the Administration bring forward the draft policy or policies to the Standing Policy Committee on Transportation prior to implementation.	March 2016

SPC on TRANSPORTATION – OUTSTANDING
PUBLIC

UPDATED OCTOBER 5, 2015

TR Jun 2/15	6120-1	**Parking in the Broadway Area (Communication – Mid West Development)**	That the matter be referred back to the Administration for further review and report.	December 2015
TR Sept. 14/15	6170-1	**Railway Delays**	That the information and when the next update is presented to Committee early in 2016, that representatives from CN and CP be invited to attend.	February 2016

2016 Corridor Study Project

Recommendation
That the report of the General Manager, Transportation & Utilities Department dated October 13, 2015, be forwarded to City Council during the 2016 Budget and Business Plan deliberations for information.

Topic and Purpose
This report identifies the ranking of corridors throughout the City of Saskatoon requiring transportation functional planning studies. The studies are intended to develop a comprehensive transportation plan for Arterial streets. The prioritized list is based on the selection criteria of collision history, traffic capacity of the corridor and coordination with other initiatives.

Report Highlights
1. The prioritization process considers: crashes, traffic volumes, capacity of the corridor, and coordination with other initiatives. The Corridor Priority List then ranks the corridors based on the calculated priority points.
2. Examples of issues previously identified along existing corridors are included.
3. The corridor study list is fluid as traffic patterns change due to the development patterns and city growth, and additional corridors may be added in future years.

Strategic Goal
This report supports the Strategic Goal of Moving Around by improving the safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

Background
At its meeting on June 2, 2015, the Standing Policy Committee on Transportation received a report that outlined the criteria and process used to select and prioritize the corridors requiring transportation functional planning studies for improvements to road safety, operating conditions, Active Transportation infrastructure, and transit operations.

The selection criteria is based on traffic safety (crash rates), traffic capacity, and coordination with other City initiatives. Priority points are calculated using a combination of corridor crash rates and traffic capacity. The traffic capacity is determined as actual traffic volumes divided by theoretical capacity. Consideration is also given to other City initiatives that may have a significant impact on future operation of specific roadways and intersections, such as Growing Forward! Shaping Saskatoon (Growth Plan) and the North Commuter Parkway Project.

In 2013, the Administration completed a corridor study for Preston Avenue from College Drive to Circle Drive South. While some of the improvements have been completed, many are outstanding and will be scheduled for future years, based on priority, through the annual budget process.

In 2015, the following corridor transportation planning studies are underway:

- 33rd Street from Idylwyld Drive to Confederation Drive
- 11th Street from Avenue H to Circle Drive South
- 22nd Street from Idylwyld Drive to Circle Drive (focusing on pedestrian safety only)

Report

Prioritized Projects

Attachment 1 presents a table (Corridor Study List) detailing the priority corridors that have the highest collision rates and the highest 'volume over capacity' ratio, which indicates traffic capacity. As such, the criteria used takes into account both safety and corridor capacity. The corridors are ranked based on the assigned priority points, which are the by-product of intersection crash rates and traffic capacity. This is a preliminary list for 2016 outlining those corridors where there are known issues. This list will be expanded in 2016 to include all major arterial roadways.

This selection process is used to quantify, compare and identify the corridors that require geometric modifications to improve the safety, increase capacity, improve operations, or enhance Active Transportation infrastructure. It also serves as a basis for developing a long-term funding strategy under Capital Project #2436 – Corridor Planning Studies, which funds transportation functional planning studies that will identify improvements along a corridor.

The development of plans for corridors on this list will be coordinated, where required, with other related City initiatives. Examples include Growth Plan, Traffic Bridge reconstruction, and the Active Transportation Master Plan.

Preliminary Corridor Assessment Areas

Idylwyld Drive between 20th Street and 25th Street:

The following issues are examples of what will be addressed through a corridor study:

- Lane imbalance – The through lanes are not consistent throughout the corridor requiring lane changing thus lowering both the capacity and level of safety.
- Shared left-turn/through lanes. An example is northbound at the 22nd Street intersection where there is a dedicated left-turn lane, a shared left-turn lane/through lane, a through lane, and a shared through/right-turn lane. The shared left-turn/through lane requires split phasing in the signal timing plan which significantly reduces the capacity of the intersection. Eliminating this shared lane will improve the intersection operations.

- Driveway consistency – There are driveways no longer in use that may cause driver confusion, and provide poor accessibility conditions for pedestrians on the sidewalk.

A streetscaping master plan for Idywyld Drive between 20th Street and 25th Street is planned to begin in 2016. Combining the two initiatives into one project will have significant efficiencies in terms of public and stakeholder consultation, costs, design, and ultimately the finished product.

A funding request of $75,000 for the study in 2016 has been requested in the 2016 Capital Budget submission.

Victoria Avenue between 11th Street and 8th Street:
The opening of the Traffic Bridge connecting Victoria Avenue with the downtown in 2018 will significantly impact the operations of Victoria Avenue. The bridge has been closed for the past eight years resulting in significantly less traffic on the corridor. In order to prepare for the reconnection, the Administration has identified the following preliminary issues to be resolved through a corridor study:

- Pedestrian crossing infrastructure
- Bike lane infrastructure – In 2016, the Active Transportation Master Plan will be completed and an Active Transportation network is expected to be identified. Currently Victoria Avenue is a strong candidate to be a preferred linkage on the Active Transportation network due to:
  - future pathway connections from the Traffic Bridge to the Meewasin Valley trail system;
  - wide bike lanes between Saskatchewan Crescent and 11th Street (included in the Traffic Bridge project); and
  - wide sidewalks and shared bikeways on the future Traffic Bridge.

A funding request will be made in the 2017 Capital Budget submission to complete the Victoria Avenue study. Waiting a year provides the benefit of having the Active Transportation Master Plan completed prior to beginning this work.

<u>Corridor Study List</u>
The Administration would like to highlight that the corridor study list is fluid as traffic patterns change due to development patterns and city growth. Collision history is typically provided by SGI on an annual basis, and the Administration will update the collision history review accordingly. In 2016, the list will be expanded to include all major arterial roadways and will be updated annually.

Upon completion of the Growth Plan the 8th Street, 22nd Street, and College Drive corridors will be added to the list for consideration. Waiting a year provides the benefit of having the Growth Plan completed, and potentially Bus Rapid Transit corridors identified, prior to beginning corridor assessments and discussing future opportunities with the public. The corridor studies will be coordinated with the next level of planning work required to implement the Growth Plan.

Public and/or Stakeholder Involvement

Public meetings will be held for each corridor study, including an initial meeting with residents and stakeholders to obtain input on specific traffic concerns and potential improvements, and a second meeting to present a draft corridor plan for discussion.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City's on-line neighbourhood traffic concerns form, Shaping Saskatoon.ca website, or by phone, email, or mail.

The City's internal agencies will review the traffic plan and provide feedback.

Communication Plan

The recommended communication details are outlined in Attachment 2.

Financial Implications

The proposed 2016 corridor study will be funded from Capital Project #2436 – Corridor Planning Studies. This capital project is typically funded from the Transportation Infrastructure Expansion Reserve (TIER). Implementation of recommendations from the corridor studies will be funded from either TIER or the Traffic Safety Reserve.

The purpose of TIER is to provide funding for additions to the City's transportation network. It is funded annually from an authorized provision in the City's Operating Budget, which takes into account the average monthly Consumer Price Index for the City for the immediately preceding year. At the end of 2015, there will be a balance of $1.512 Million in TIER, with an allocation of $1.971 Million in 2016. With a pre-authorized debt repayment of $674,000 for Capital Project #2435 – Airport Drive Arterial Expansion, the available funds in 2016 is $2.809 Million.

Other than modifications to the roadway network, programs typically funded by TIER include retrofitting of traffic signals, improvements to traffic signal infrastructure, functional planning work for future enhancements, improvements to the City's transportation model, etc.

The purpose of the Traffic Safety Reserve is to provide funding for vehicular traffic, pedestrian and safety related projects including traffic calming. It is funded from the City's share of the fine revenue generated from red light cameras and automated speed enforcement (ASE). It is estimated that in 2016, there will be approximately $1 Million available from the red light camera program. At this time, no projections have been made for revenues from the ASE pilot program due to the lack of historical trending data. Any revenues generated from the ASE pilot program in 2015 or 2016 will be allocated for 2017 projects. This funding is typically used to address neighbourhood traffic and pedestrian crossing concerns, rail crossing improvements, or traffic safety improvements.

Certain recommendations may be funded from one or both of these reserves.

Other Considerations/Implications

There are no options, policy, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

If approved in the 2016 Business Plan and Budget Deliberation process, the Administration will proceed with beginning to plan the functional planning study in 2016 for Idylwyld Drive.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Corridor Study List
2. Corridor Study Selection Process – Communication Plan

Report Approval

Written by:	Jay Magus, Engineering Section Manager, Transportation
Reviewed by:	Angela Gardiner, Director of Transportation
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities Department

TRANS JM – 2016 Corridor Study Project.docx

Final Ranking	Corridor	Between	and	Traffic Safety		Traffic Capacity			Coordination with other City initiatives
				Crash Rate for road segments per Million Trips	Crash Rate Ranking (a)	Capacity Ratio	Ranking (b)	Ranking Points (a + b)	
1	**Idylwyld Drive**	20th Street	25th Street	5.1395	3	0.90	1	**4**	Urban Design starting Idylwyld Dr. project
2	**Victoria Avenue** [x]	11th Street	8th Street	7.9180	1	0.47	5	**6**	Traffic Bridge to open in October 2018
3	**Clarence Avenue** [x]	College Drive	8th Street	5.9552	2	0.48	4	**6**	
4	**20th Street**	Idylwyld Drive	Avenue W	4.4687	4	0.51	3	**7**	
5	**McKercher Drive**	College Drive	8th Street	2.2692	6	0.87	2	**8**	
6	**19th Street**	1st Avenue	Avenue H	2.5750	5	0.39	6	**11**	
	11th Street	Avenue H	Circle Drive						Underway in 2015-16
	33rd Street	Steeves Avenue	Confederation Drive						Short term Corridor Study being completed in 2015 from Idylwyld Dr. to Confederation Drive. To commence once Growth Plan strategy is adopted.
		Confederation Drive	Idylwyld Drive						
		Idylwyld Drive	2nd Avenue						
		2nd Avenue	Spadina Crescent						
	8th Street	Idylwyld Drive	Cumberland Avenue						To commence once Growth Plan strategy is adopted.
		Cumberland Avenue	Arlington Avenue						
		Arlington Avenue	McKercher Avenue						
		McKercher Avenue	Boychuk Drive						
		Boychuk Drive	Grid leading to Hillcrest						
	College Drive	Clarence Avenue	Cumberland venue						To commence once Growth Plan strategy is adopted.
		Cumberland Avenue	Preston Avenue						
		Preston Avenue	Central Avenue						
		Central Avenue	McOrmond Drive						
	22nd Street	Highway 7	Witney Avenue						To commence once Growth Plan strategy is adopted.
		Witney Avenue	1st Avenue						
		1st Avenue	Spadina Crescent						
	Preston Avenue	Circle Drive South	College Drive						Completed in 2013

[x] Identified for assessment through the Varsity View and Nutana Neighbourhood Traffic Reviews

Attachment 1

Corridor Study Selection Process – Communication Plan

Residents and stakeholders adjacent to each corridor will be invited to attend both meetings. The meeting invitations will be provided as follows:

- A flyer delivered to each residence within one block of the corridor;
- A flyer delivered to each business or organization adjacent to the corridor;
- Portable message boards announcing the meetings will be placed along the corridor with the intent to notify the commuters using the route;
- Through the ShapingSaskatoon.ca website;
- Through requesting the neighbourhood community associations to post the information on their website or Facebook page; and
- By notifying the appropriate City Councillor.

The collection of issues and potential improvements will be completed through the following:

- The ShapingSaskatoon.ca website;
- Written submissions at the meetings;
- Written notes taken by the Administration at the meetings; and
- Written, verbal, and e-mail submission to the Administration.

2016 Neighbourhood Traffic Management Reviews

Recommendation
That the Standing Policy Committee on Transportation recommend to City Council:

That the eight neighbourhoods selected for 2016 traffic reviews, as part of the Neighbourhood Traffic Management Program, include Stonebridge, Willowgrove, Hampton Village, Silverspring, Grosvenor Park, Lakeridge, Sutherland, and Parkridge.

Topic and Purpose

This report identifies the eight neighbourhoods selected for traffic reviews in 2016. The traffic reviews are intended to address local traffic concerns such as speeding, shortcutting, pedestrian accommodation, and parking.

Report Highlights

The eight neighbourhoods selected for traffic reviews include Stonebridge, Willowgrove, Hampton Village, Silverspring, Grosvenor Park, Lakeridge, Sutherland, and Parkridge based on Councillor input, collision history, number of concerns received and number of existing temporary traffic calming devices.

Strategic Goal

This report supports the Strategic Goal of Moving Around as it improves the safety of all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work and raise a family.

Background

City Council, at its meeting held on August 14, 2013, approved a new process within the Neighbourhood Traffic Management Program. This process includes a strategy to review concerns on a neighbourhood-wide basis by engaging the community and stakeholders in first identifying specific traffic issues, and secondly, developing joint recommendations that address the issues.

In 2014, Neighbourhood Traffic Plans were developed for the following neighbourhoods: Varsity View, Westmount, Brevoort Park, Holliston, Haultain, Hudson Bay Park, Caswell Hill, City Park, Mayfair, and Nutana.

In 2015, Neighbourhood Traffic Plans are being developed for the following neighbourhoods: Mount Royal, Adelaide-Churchill, Lakeview, Meadowgreen, Montgomery Place, Confederation Park, Avalon, and Greystone Heights.

In addition, City Council, at its meeting held on April 27, 2015, reviewed the report on parking issues on Avenue M South and Traffic Safety Concerns in the West Industrial Area and resolved, in part:

"3. That the Administration report back when the King George neighbourhood traffic review would fall in to the program for scheduling."

Report

Neighbourhoods were prioritized based on the following criteria:

- Councillor input (3 points per selection);
- Collisions (0 points for low, 1 point for medium, 2 points for high);
- Number of outstanding concerns (1 point per concern); and
- Number of temporary traffic calming devices in place (1 point per device).

This process results in the following neighbourhoods selected for traffic reviews in 2016:

- Stonebridge (Ward 7);
- Willowgrove (Ward 10);
- Hampton Village (Ward 4);
- Silverspring (Ward 10);
- Grosvenor Park (Ward 6);
- Lakeridge (Ward 9);
- Sutherland (Ward 1); and
- Parkridge (Ward 3).

Speeding concerns in other neighbourhoods will be addressed through the Speed Management Program through use of speed radar signs, and educational/awareness campaigns.

The prioritization of the neighbourhoods is illustrated in Attachment 1. Based on the prioritization criteria, the King George neighbourhood is anticipated to be reviewed in 2017.

The neighbourhoods reviewed since this process began, and distribution citywide is shown in Attachment 2.

Public and/or Stakeholder Involvement

Public meetings will be held for each of the eight neighbourhoods, including an initial meeting with residents and stakeholders to identify specific traffic concerns and potential improvements, and a second meeting to present a neighbourhood draft traffic plan for discussion. A third meeting may be required if significant changes to the traffic plan are required.

Residents and business owners who cannot attend the meetings will be able to provide feedback via the City of Saskatoon's online neighbourhood traffic concerns form, Shaping Saskatoon.ca website, or by phone, email, or mail.

The initial meetings will be held in spring 2016, and the second meetings in fall 2016. It is expected that traffic patterns will change after the completion of the interchange at Victor Road and Highway 11 in Stonebridge.

Depending on the date of completion of the interchange, consultation for the Stonebridge traffic review may carry over into 2017.

The City of Saskatoon's internal departments will have an opportunity to provide input on the plan pertaining to the impact on their operations.

Communication Plan

Residents and stakeholders in each neighbourhood will be invited to attend both meetings. The meeting invitations will be provided as follows:

- A flyer delivered to each residence in the neighbourhood;
- Through the Shaping Saskatoon.ca website;
- Through requesting the neighbourhood community associations to post the information on their website or Facebook page; and
- By notifying the appropriate Councillor.

The collection of issues and potential improvements will be completed through the following:

- The Shaping Saskatoon.ca website;
- Written submissions at the meetings;
- Written notes taken by the Administration at the meetings; and
- Written, verbal, and e-mail submission to the Administration.

Financial Implications

The resources required to undertake the neighbourhood traffic reviews outlined in this report is estimated at $350,000, and will be submitted for approval as part of the 2016 Corporate Business Plan and Detailed Budget under Capital Project #1512 – Neighbourhood Traffic Management funded from the Traffic Safety Reserve.

Improvements identified in the traffic plans are funded through the Traffic Safety Reserve. The purpose of the Traffic Safety Reserve is to provide funding for vehicular traffic, pedestrian and safety related projects including traffic calming. It is funded from the City's share of the fine revenue generated from red light cameras and automated speed enforcement (ASE). It is estimated that in 2016, there will be approximately $1 Million available from the red light camera program. At this time, no projections have been made for revenues from the ASE pilot program due to the lack of historical trending data. Any revenues generated from the ASE pilot program in 2015 or 2016 will be allocated for 2017 projects. This funding is typically used to address neighbourhood traffic and pedestrian crossing concerns, rail crossing improvements, or traffic safety improvements.

In recent years, less than $100,000 per year has been available for neighbourhood-level improvements. In 2016, this amount is expected to increase to $310,000.

Environmental Implications

Neighbourhood traffic reviews are expected to have positive greenhouse gas emissions implications, as the tendency is to reduce total vehicle mileage in an area by reducing speeds and improving conditions for walking, cycling and transit use.

Other Considerations/Implications

There are no options, policy, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

A report presenting the traffic plan will be presented for each neighbourhood and an annual report outlining the following years' selections will be presented to City Council.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachments

1. Neighbourhood Prioritization List
2. Neighbourhood Selections

Report Approval

Written by:	Jay Magus, Engineering Section Manager, Transportation
	Justine Nyen, Transportation Engineer, Transportation
Reviewed by:	Angela Gardiner, Director of Transportation
Approved by:	Jeff Jorgenson, General Manager, Transportation & Utilities Department

TRANS JN – 2016 Neighbourhood Traffic Management Reviews.docx

Neighbourhood Prioritization List

Attachment 1

Neighbourhood	# of Concerns	Temporary Traffic Calming	Collisions	Councillor Selection	TOTAL SCORE	Year of Review	Ward	Councillor
Stonebridge	36		1	3	40		7	Loewen
Willowgrove	32		1		33		10	Jeffries
Hampton Village	26		1	3	30		4	Davies
Sutherland	14	1	1	3	19		1	Hill
Silverspring	12	1	0	3	16		10	Jeffries
Grosvenor Park	12		0	3	15		6	Clark
Lakeridge	7	2	0	3	12		9	Paulsen
Parkridge	8	1	0	3	12		3	Iwanchuk
Silverwood Heights	6	1	1	3	11		5	Donauer
Pleasant Hill	6	0	2	3	11		2	Lorje
Dundonald	8	1	0		9		4	Davies
College Park	5		1	3	9		8	Olauson
Riversdale	1	5	2		8		2	Lorje
Pacific Heights	7		0		7		3	Iwanchuk
Buena Vista	7		0		7		6	Clark
Exhibition	6		1		7		7	Loewen
Westview	5	1	0		6		4	Davies
Wildwood	4		2		6		9	Paulsen
King George	4	1	0		5		2	Lorje
Briarwood	4		1		5		8	Olauson
North Park	3	1	0		4		1	Hill
Fairhaven	3		1		4		3	Iwanchuk
Massey Place	3	1	0		4		4	Davies
River Heights	3		1		4		5	Donauer
Eastview	3	1	0		4		7	Loewen
Queen Elizabeth	3		1		4		7	Loewen
Forest Grove	3		0		3		1	Hill
Lakewood SC	2		1		3		9	Paulsen
Rosewood	3		0		3		9	Paulsen
Erindale	1	2	0		3		10	Jeffries
Evergreen	2		1		3		10	Jeffries
Richmond Heights	2		0		2		1	Hill
Holiday Park	2		0		2		2	Lorje
Lawson Heights	2		0		2		5	Donauer
Nutana SC	0		2		2		7	Loewen
Arbor Creek	2		0		2		10	Jeffries
Blairmore	1		0		1		3	Iwanchuk
College Park East	1		0		1		8	Olauson
Nutana Park	0		0		0		7	Loewen
The Willows	0		0		0		7	Loewen
Brevoort Park						2014	8	Olauson
Caswell Hill						2014	2	Lorje
City Park						2014	1	Hill
Haultain						2014	2	Lorje
Holliston						2014	6	Clark
Hudson Bay Park						2014	1	Hill
Kelsey-Woodlawn						2014	1	Hill
Mayfair						2014	1	Hill
Nutana						2014	6	Clark
Varsity View						2014	6	Clark
Westmount						2014	4	Davies

Confederation Park						2015	3	Iwanchuk
Montgomery Place						2015	2	Lorje
Greystone Heights						2015	8	Olauson
Avalon						2015	7	Loewen
Lakeview						2015	9	Paulsen
Meadowgreen						2015	2	Lorje
Mount Royal						2015	4	Davies
Adelaide-Churchill						2015	7	Loewen

Attachment 2

Neighbourhood Selections

Ward	Councillor	2014	2015	2016	TOTAL
1	Hill	4	0	1	5
2	Lorje	2	2		4
3	Iwanchuk	0	1	1	2
4	Davies	1	1	1	3
5	Donauer	0	0		0
6	Clark	3	0	1	4
7	Loewen	0	2	1	3
8	Olauson	1	1		2
9	Paulsen	0	1	1	2
10	Jeffries	0	0	2	2

33rd Street – Boulevard Removal – Parking and Traffic Operations

Recommendation
That the Standing Policy Committee on Transportation recommend to City Council:

That the 33rd Street Corridor Study be adopted as the framework for future traffic improvements along 33rd Street, to be undertaken as funding is made available through the annual budget process.

Topic and Purpose
The purpose of this report is to provide information on the 33rd Street Corridor Study which addresses concerns pertaining to future traffic improvements to improve efficiency, parking and pedestrian safety.

Report Highlights
1. The 33rd Street Corridor Plan from Idylwyld Drive to Confederation Drive was developed in consultation with the community in response to concerns such as traffic congestion and operations, parking restrictions, and pedestrian safety.
2. Recommendations for improvements are provided within the Corridor Plan.

Strategic Goal
This report supports the Strategic Goal of Moving around by providing a plan to guide the implementation of pedestrian infrastructure and intersection improvements that will improve the safety of pedestrians, motorists, and cyclists.

Background
City Council, at its meeting held on May 5, 2014, passed a motion that the proposed changes outlined below be revaluated after the public consultation process has been completed with all neighbourhoods impacted along the 33rd Street Corridor.

- "Two–hour parking restrictions along 33rd Street from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West.

- Implementation of left-turn restrictions along 33rd Street West, Monday through Friday, at Avenue B and C eastbound during the morning peak hours of 7:00 am to 9:00 am and westbound during the evening peak hours of 4:00 pm to 6:00 pm. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street west, from Ave B to E."

Report

33rd Street Corridor Study

The Administration completed a corridor study of 33rd Street west of Idylwyld to resolve existing traffic issues along the corridor. The completed study is intended to provide a number of recommendations that, once implemented, will improve the level of safety for all road users including pedestrians, cyclists, and motorists.

A long-term review of 33rd Street has been deferred until the completion of the Growth Plan. In consideration of this, significant physical changes such as revising the width of 33rd Street, adding additional lanes or significantly altering intersections was not considered at this time.

The development and implementation of the 33rd Street Corridor Plan includes four stages:

1. Identifying existing problems, concerns and possible solutions through neighbourhood consultation, data collection and assessment;
2. Developing corridor improvement recommendations based on the public's input and engineering assessments;
3. Presenting the draft traffic corridor plan to the 33rd Street businesses and residents at two follow-up meetings; and
4. Implementing the proposed measures in a specific time frame: short-term (1 to 2 years), medium-term (3 to 5 years), or long-term (more than 5 years).

The majority of concerns identified during the 33rd Street corridor consultation included: pedestrian safety, traffic congestion and operations, parking restrictions, and traffic signal issues.

Details of the 33rd Street Corridor Study are included in Attachment 1.

Modifications to Improve Traffic Flow and Safety

The Administration is recommending modifications to improve safety and operations along 33rd Street between Idylwyld Drive to Confederation Drive:

- Replace depressed sidewalks at five locations between Avenue B and Avenue C, and one location between Avenue E and Avenue F;
- Install sidewalk ramps at four locations;
- Install sidewalk between Avenue P and the east edge of Vic Rempel Park (south side);
- Install pathway between the east edge of Vic Rempel Park and Edmonton Avenue (south side);
- Install barrier at Avenue H (north side);
- Replace boulevard with concrete between Avenue B and Avenue C (south side);
- Install an Active Pedestrian Corridor at Avenue C (east side of south leg);
- Install a zebra crosswalk at Avenue E (west side of south leg);
- Replace pedestrian actuated signals with active pedestrian corridor at Avenue F (east side of south leg);

- Upgrade pedestrian actuated signals with traffic signals at Northumberland Avenue;
- Upgrade traffic signals and maintain existing crossings at Avenue D;
- Re-configure southern and northern legs of the Avenue P intersection by constructing protected left turn lanes; and
- Construct a bus lay-by at Avenue W (southeast corner).

The Administration is not recommending the following:

- Changes to the current parking restrictions;
- Implementing left-turn restrictions; or
- Significant major intersection improvements such as revising the cross-section or widening the road.

Installation of each proposed improvement will be implemented in three specific time frames as follows:

Short-term (1 to 2 years)	Sidewalk protection, zebra crosswalk
Medium-term (3 to 5 years)	Depressed sidewalks, sidewalk ramps, concrete boulevard, active pedestrian corridors
Long-term (5 years plus)	Intersection improvements, sidewalk, pathway, bus-lay-by

Public and/or Stakeholder Involvement

- January 2014 mail-out survey requesting feedback on the parking restrictions, left-turn restrictions, and pedestrian improvements at Avenue C and Avenue D.
- Public meetings were held: November 2013 in Mayfair, April 2014 in Caswell Hill and Hudson Bay Park to identify traffic concerns and potential solutions within the 33rd Street corridor. As a result of the meetings, a number of traffic studies were completed to confirm and quantify the concerns raised by the residents.
- Based on the residents input and the completed traffic assessments, the Corridor Plan was developed and presented at follow-up meetings held on April 23, 2015 and April 29, 2015.

Public feedback details are included in the attached study report.

Communication Plan

Once approved, the final 33rd Street Corridor Plan will be shared with the residents and business along 33rd Street and the impacted neighbourhoods using several methods: City website, Community Association communication forums (i.e. website, newsletter). Any construction that impacts businesses, residents or traffic will be communicated via construction letters, Traffic Detour Service Alerts, the Daily Road Report and the Road Restrictions and Construction Projects interactive map.

Financial Implications

The implementation of the 33rd Street Corridor Plan will have financial implications. The costs are summarized in the following table.

Timing for implementation is dependent on available funding in the respective capital programs.

Item	2016 and forward	Capital Program	Funding Source
Pedestrian Improvements (depressed sidewalk, ramp, sidewalk and pathway)	$115,000	• CP1963 Corporate Accessibility Implementation • CP0948 Sidewalk Retrofit	• Transportation Infrastructure Reserve • Active Transportation Reserve
Pedestrian crosswalk improvements	$ 70,000	• CP2446 Pedestrian Improvements	• Traffic Safety Reserve
Traffic Signals	$235,000	• CP1036 Traffic Control Upgrades	• Transportation Infrastructure Expansion Reserve
Intersection Improvements	$125,000	• CP2235 Intersection Improvements	• Transportation Infrastructure Expansion Reserve & Traffic Safety Reserve
Safety Improvements	$ 2,500	• CP0631 Traffic Safety	• Traffic Safety Reserve
TOTAL	$547,500		

Environmental Implications
The overall impact of the recommendations on traffic characteristics including the impacts on greenhouse gas emissions has not been quantified at this time.

Other Considerations/Implications
There are no options, policy, privacy or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion
A follow-up report or project completion is not required.

Public Notice
Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Attachment
1. 33rd Street Corridor Study – August 13, 2015

Report Approval
Written by: Jay Magus, Engineering Section Manager, Transportation
Reviewed by: Angela Gardiner, Director of Transportation
Approved by: Jeff Jorgenson, General Manager, Transportation & Utilities Department

ATTACHMENT 1

City of Saskatoon

33rd Street Corridor Study

August 13, 2015

Transportation & Utilities Department

Acknowledgements

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

- Mayfair, Caswell Hill, Hudson Bay Park, Massey Place, Westview and Dundonald residents
- Mayfair, Caswell Hill, Hudson Bay Park, Massey Place, Westview and Dundonald Community Associations
- 33rd Street Business Improvement District
- Councillor Darren Hill
- Councillor Pat Lorje
- Councillor Troy Davies
- City of Saskatoon Transit
- City of Saskatoon Transportation
- Great Works Consulting

Prepared By: Jay Magus, P.Eng., Engineering Manager, Transportation

Shirley Matt, P.Eng., Transportation Engineer

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EXECUTIVE SUMMARY

There has been a significant amount of discussion amongst the public, City Council, and the Administration regarding the 33rd Street corridor west of Idylwyld Drive. The issues discussed typically included number of traffic lanes for through traffic, parking restrictions, the feasibility of restricting left turns, and pedestrian accommodation.

The Administration has completed this corridor assessment of 33rd Street to resolve the outstanding issues, and present recommendations that address today's transportation issues along the corridor. The study is intended to provide a number of initiatives that once implemented will improve the level of safety for all road users, including pedestrians, cyclists, and motorists. A long term review of 33rd Street has been deferred until the completion of the Growing Forward! Shaping Saskatoon project is complete. In consideration of this concurrent long range planning effort currently taking place, significant physical changes such as revising the width of the 33rd Street, adding additional lanes, or significantly altering intersections were not considered at this time.

The 33rd Street Corridor study objectives strongly align with the principles of the City of Saskatoon's Strategic Goal of Moving Around.

There were phased recommendations aimed at improving the flow of traffic that were adopted by City Council at its meeting held on **January 21, 2013**. The first phase recommendations were:

- Restrict parking between Avenue B and Avenue D during AM for eastbound and PM for westbound traffic;
- Restrict left turning movements at Avenue B and Avenue C from 7:00 AM to 9:00 AM for eastbound traffic and from 4:00 PM to 6:00 PM for westbound traffic; and
- Improve pedestrian safety at Avenue K with installation of an Active Pedestrian Corridor (the Active Pedestrian Corridor was installed back in 2012 at Avenue K).

The second phase recommendations were:

- Restrict parking between Avenue F to Confederation from 7:00 AM to 9:00 AM for eastbound traffic and from 4:00 PM to 6:00 PM for westbound traffic;
- Restrict left turning movement for eastbound and westbound traffic at Avenue D with the placement of right in/right out islands;
- Improve pedestrian safety at Avenue C and Avenue D with installation of Active Pedestrian Corridor devices.

Further public consultation with the Mayfair and Caswell Hill communities was to occur with respect to Phase 2. Also, the Administration was asked to co-ordinate with the Mayfair Local Areas Planning process and with the review of the Caswell Residential Parking Permit Program.

City Council, at its meeting held on **May 5, 2014**, adopted a motion to rescind the recommendations regarding parking restrictions and left turning restrictions along 33rd Street pending a re-evaluation after the public consultation process. This report is in response that this motion.

There has been a significant amount of public consultation, including:

- January 2014 mailout survey requesting feedback on the parking restrictions, left turn restrictions, and pedestrian improvements at Avenue C and Avenue D.
- Public meetings were held in November of 2013 in Mayfair and April 2014 in Caswell Hill and Hudson Bay Park to identify traffic concerns and potential solutions within the 33rd Street corridor. As a result of the meetings a number of traffic assessments were completed to quantify the concerns raised by the residents.
- Based on the residents input and the completed traffic assessments, a traffic corridor plan was developed and presented at follow-up meetings held on April 23, 2015 and April 29, 2015.

A summary of the recommended improvements for the 33rd Street corridor are included in **Table ES-1**. The table summarizes the recommendation, the location, the estimated cost, and the time frame for each. The schedule to implement the recommendations can vary on the complexity of the proposed improvement and available funding.

Table ES-1: 33rd Street Corridor Recommended Improvements

Recommendation	Location	Estimated Cost	Time Frame
Replace depressed sidewalks	• 5 locations between Avenue B and Avenue C • 1 location between Avenue F and Avenue E	$10,000	3-5 yrs
Install sidewalk ramps	• SE and NE Corner of Avenue B • SE and SW corner of Avenue D • SE corner of Avenue E(west crosswalk location) • SE corner of Idylwyld Drive	$20,000	3-5 yrs
Install Sidewalk	• South side of 33rd Street between Avenue P and east edge Vic Rempel Park	$35,000	5 yrs
Install Pathway	• South side of 33rd Street between east edge Vic Rempel Yards Park and Edmonton Avenue	$15,000	5 yrs
Sidewalk protection – replace jersey barrier with bollards	• Avenue H (north side)	$2,000	1 yr
Replace boulevard with concrete	• 33rd Street (south side between Avenue B and Avenue C)	$35,000	3-5 yr
Active Pedestrian Corridor	• Avenue C east side of south leg	$35,000	3-5 yrs
Zebra Crosswalk	• Avenue E west side of south leg	$500	1 yr
Replace Pedestrian Actuated Signals with Active Pedestrian Corridors	• 33rd Street & Avenue F (east side of south leg)	$35,000	3-5 yrs
Upgrade Pedestrian Actuated Signals with Traffic Signals (10)	• Northumberland Avenue	$100,000	5 yrs
Upgrade Traffic Signals and maintain existing crossings	• Avenue D	$135,000	5 yrs
Re-configure southern and northern legs of intersection by building protected left turn lanes	• Avenue P	$25,000	5 yrs
Construct bus-lay-by	• Avenue W (southeast corner)	$100,000	5 yrs

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1 INTRODUCTION

1.1 Background

There has been a significant amount of discussion amongst the public, City Council, and the Administration regarding the 33rd Street corridor west of Idylwyld Drive. The issues discussed typically included number of traffic lanes for through traffic, parking restrictions, the feasibility of restricting left turns, and pedestrian accommodation.

The Administration has completed this corridor assessment of 33rd Street to resolve the outstanding issues, and present recommendations that address today's transportation issues along the corridor. The study is intended to provide a number of initiatives that once implemented will improve the level of safety for all road users, including pedestrians, cyclists, and motorists.

In 2013 City Council adopted the City of Saskatoon Strategic Plan 2013-2023 that outlined seven strategic goals, including 'Moving Around'. This strategic goal identified the following as a strategy:

> "Develop an integrated transportation network that is practical and useful for vehicles, buses, bikes and pedestrians."

Two priorities within this strategic goal were for the current term of Council are:

> "Prepare a transportation plan and table a budget to develop a mix of transportation modes, address downstream effects and promote active transportation."

> "Explore options to improve curb, sidewalk and facility accessibility for wheelchair users and citizens with limited physical mobility."

The 33rd Street Corridor study objectives strongly align with the principles of the City of Saskatoon's Strategic Goal of Moving Around.

A long term review of 33rd Street has been deferred until the completion of the Growing Forward! Shaping Saskatoon project is complete. In consideration of this concurrent long range planning effort currently taking place, significant physical changes such as revising the width of the 33rd Street, adding additional lanes, or significantly altering intersections was not considered at this time. It would not be prudent to develop a long term plan that may conflict with the Growing Forward! Shaping Saskatoon project outcomes.

1.2 Study Scope

The study addresses 33rd Street from Idywyld Drive to Confederation Drive, a distance of approximately 3.8 kilometres. The 33rd Street / Circle Drive interchange ramp intersections were included in the study.

1.3 Study Objectives

The main objective of the study was to develop a transportation plan for 33rd Street from Idylwyld Drive to Confederation Drive. The plan will identify immediate improvements required to address existing transportation demand for all road users.

The following transportation components will be addressed in the plan:

- Number of travel lanes
- On-street parking
- Pedestrian accommodation
- Type of traffic control (signals vs. signs)
- Type of intersection (roundabout vs. conventional)

1.4 Study Methodology

To achieve the study objectives outlined above, the study methodology will employ the following tasks:

- Review of previous City Council reports and documentation
- Review of feedback from the previously completed public consultation
- Collection of traffic and pedestrian data
- Review and analysis of existing traffic conditions
- Identification of preliminary recommendations
- Public meeting to present and discuss preliminary recommendations
- Refine and finalize recommendations for short-term improvements
- Prepare technical report summarizing the study
- Present report to Standing Policy Committee on Transportation
- Present report to City Council
- If adopted, implement recommendations as budget becomes available

1.5 Traffic Analysis Methodology

The daily peak hour volumes were evaluated using Synchro version 9. Synchro is based on the U.S. Highway Capacity Manual (HCM). In the HCM methodology, Level-of-Service (LOS) is the primary evaluation criteria for operating conditions. For signalized and unsignalized intersections, the LOS is based on the computed delays. LOS 'A' represents minimal delay to minor street traffic movements, and LOS 'F' represents a scenario with an insufficient number of gaps on the major street for minor street motorists to complete their movements without significant delays. For signalized intersections the methodology considers the intersection geometry, traffic volumes and composition, the traffic signal/timing plan, and pedestrian

volume. The average delay for each lane group is calculated, as well as the average delay for the overall intersections.

Also for signalized intersections, the 'volume-to-capacity" (v/c) ratio is used as an indicator of the extent to which a particular movement's capacity is being utilized.

The HCM intersections capacity evaluation criteria for both unsignalized and signalized intersections are summarized in the following **Table 1-1.**

Table 1-1: Level of Service Criteria

Level of Service	Average Delay for UNSIGNALIZED Intersection Movements	Average Delay for SIGNALIZED Intersection Movements
A	0-10 sec. per vehicle	0-10 sec per vehicle
B	>10 – 15 sec per vehicle	>10-20 sec per vehicle
C	>15-25 sec per vehicle	>20-35 sec per vehicle
D	>25-35 sec per vehicle	>35-55 sec per vehicle
E	>35-50 sec per vehicle	>55-80 sec per vehicle
F	>50 sec per vehicle	>80 sec per vehicle

Typically an individual intersection movement of LOS E or worse is an indication that improvements may be required.

This report presents the study findings and functional plan recommendations.

2 PREVIOUS DOCUMENTATION

City Council, at its meeting held on **September 17, 2007**, considered correspondence and a presentation from Bruce and Elaine Thomas, Mayfair Hardware, requesting a two-hour parking restriction along 33rd Street West, between Avenue B North and Avenue D North, to facilitate improved parking turnover for local businesses.

The following inquiry was made by former Councillor Heidt at the meeting of City Council held on **September 12, 2011**:

> *"As we all know, the traffic on the west side is increasing and there is only 22nd Street and 33rd Street that carry all of this traffic from west of Circle Drive to Spadina Crescent. Would the Administration please look at removing the boulevard from street to sidewalk from Confederation Drive to Circle Drive, Circle Drive to Avenue H and Avenue H to Idylwyld Drive and done in phases. Please report on the possibility and cost of this activity, which would provide another lane and much needed safety."*

The following recommendations were adopted by City Council at its meeting held on **January 21, 2013**:

> *"1) that left turn restrictions be implemented during peak hours at the intersections of 33rd Street and Avenues B and C as part of the Phase 1 improvements outlined in the December 21, 2012 report of the General Manager, Infrastructure Services Department; and*
>
> *2) that the Administration proceed with public consultation for Phase 2, and report back to City Council."*

The first phase recommendations were:

- Restrict parking between Avenue B and Avenue D during AM for eastbound and PM for westbound traffic;
- Restrict left turning movements at Avenue B and Avenue C from 7:00 AM to 9:00 AM for eastbound traffic and from 4:00 PM to 6:00 PM for westbound traffic; and
- Improve pedestrian safety at Avenue K with installation of an Active Pedestrian Corridor (installed back in 2012 at Avenue K).

The second phase recommendations were:

- Restrict parking between Avenue F to Confederation from 7:00 AM to 9:00 AM for eastbound traffic and from 4:00 PM to 6:00 PM for westbound traffic;
- Restrict left turning movement for eastbound and westbound traffic at Avenue D with the placement of right in/right out islands; and

- Improve pedestrian safety at Avenue C and Avenue D with installation of Active Pedestrian Corridor devices.

Further public consultation with the Mayfair and Caswell Hill communities was to occur with respect to Phase 2. Also, the Administration was asked to co-ordinate with the Mayfair Local Areas Planning process and with the review of the Caswell Residential Parking Permit Program.

Copies of the Council Reports discussing the above are included in **Appendix A**.

City Council, at its meeting held on **May 5, 2014**, considered and carried the following motions moved by Councillor Hill, and seconded by Councillor Lorje:

> *"THAT City Council rescind the first two points of the motion which was passed by City Council at its meeting held on January 21, 2013, approving the adoption of Phase 1 of 33rd Street Changes and that the third point pertaining to the 33rd Street and Avenue K corridor remain..."*
>
> *"THAT the proposed changes, in the first two points, be revaluated after the public consultation process has been completed with all neighbourhoods impacted along the 33rd Street corridor."*

A copy of this motion is included in **Appendix A**.

This study is in response to the above motion by reporting on the public consultation and providing new recommendations.

3 PREVIOUS PUBLIC CONSULTATION

3.1 January 2014 Mailout Survey

Public consultation occurred via letters mailed to residents in **January of 2014** requesting feedback on the parking restrictions, left turn restrictions, and pedestrian improvements at Avenue C and Avenue D. Comments received in response to the questions posed are summarized as follows:

Issue 1: Parking Restrictions on 33rd Street from Avenue F to Confederation Drive (Monday to Friday)

- Eastbound parking prohibited between 7 AM to 9 AM
- Westbound parking prohibited between 4 PM to 6 PM

- There are many houses that do not have front driveways and room for only one car in the back. Most people park on the street.
- With the development of the areas, traffic will increase all day long making more noise and travelling too close to our homes. It is impossible to back out of driveways and another lane of traffic will make it more impossible.
- The proposal and improvements make sense, except for those who need to park in front would need to park someplace else. Most places do not have backyard parking and driveways would need to be installed for some of the rental properties
- No parking available for extra vehicles on street.
- The parking restrictions would be dangerous to the pedestrian as vehicle will be speeding down the street. Often garbage/recycle bins are placed on the curb and are frequently hit by vehicles using the curb lane.
- 33rd Street from Avenue H to Edmonton Avenue should not have parking anytime at rush hour.
- 33rd Street is too narrow for 4 lane usage. The 4 lane usage will only lead to more dangerous speeds.

Issue 2: Left turn restrictions at Avenue D

- The left turn restrictions at Avenue D will greatly disrupt access to the back lane for supplies/deliveries and will impact the ability to function as a business in this location.
- Left turn restrictions will make it impossible to deliver goods to businesses.
- The left turn restrictions at Avenue D will impact flow of business activity and service vehicles will have issues getting in and out.

Issue 3: Removal of existing traffic signals at Avenue D and replaced with Active pedestrian Corridor

- At the corner of 33rd Street and Avenue D it is already difficult to turn at this intersection during rush hour. Removing the lights will make it pretty well impossible to make a left turn.
- Do not remove the traffic signals at Avenue D and 33rd Street. 33rd Street is busy as it is and it's impossible at certain times of the day to make a left hand turn heading east.
- Traffic light on Avenue D needs to remain.
- Do not take down light at Avenue D.
- Too much traffic from Safeway to remove traffic light at Avenue D.

Issue 4: Installation of Active Pedestrian Corridor at Avenue C

- Thrilled with the active pedestrian corridor at Avenue C and Avenue D.
- Should be another light at Avenue C where pedestrians continue to be run down.
- Unsure if two pedestrian corridors are needed. Too close together.
- An active pedestrian corridor at Avenue C is must to cross safely. Rarely does anyone stop to let you cross.

Issue 5: General / Other

- 33rd Street during rush hour is very confusing and dangerous. Difficult to see pedestrians. Change is needed!
- Improving right turns at Idylwyld Drive and 33rd Street would be very beneficial. Having two active pedestrian corridors should not be one block apart.

3.2 Feedback from Neighbourhood Traffic Review Meetings

Public meetings were held in 2013 and 2014 as part of the Neighborhood Traffic Reviews in Mayfair, Hudson Bay Park and Caswell Hill neighbourhoods to discuss the phase 2 recommendations and to identify further traffic concerns along 33rd Street. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the neighbourhood residents.

Concern 1: Neighbourhood Shortcutting

Shortcutting occurs when non-local traffic passes through the neighbourhood on local streets that are designed and intended for slow volumes of traffic. In the case of 33rd Street, residents were concerned with short cutting from 33rd Street through the adjacent neighbourhoods (Mayfair and Caswell Hill).

Proposed solutions identified by residents:

- Another access from Mayfair Neighbourhood to Circle Drive

Concern 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 on local streets.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004 which states the following:

> "The installation of appropriate traffic controls at pedestrian crossings shall be based on warrants listed in the document entitled 'Traffic Control at Pedestrian Crossings – 2004' approved by City Council in 2004."

Concerns regarding pedestrian safety were at the following locations:

- Avenue C near the Safeway
- Avenue D
- Avenue F – route used by children going to school

Proposed solutions identified by residents:

- Install pedestrian device at Avenue C
- Install pedestrian bulbing instead of zebra crosswalks

Concern 3: Traffic Congestion

Traffic congestion is a condition on road networks that occurs as use increases, and is characterized by slower speeds, longer trip times, and increased vehicular queueing. The most common example is the physical use of roads by vehicles. When traffic demand is great enough that the interaction between vehicles slows the speed of the traffic stream, this results in some congestion.

Concerns regarding Traffic Congestion:

- Increase of traffic as result of the Kensington Development
- Traffic back ups at Avenue W southbound as result of bus in eastbound lane on 33rd Street

Proposed solutions identified by residents:

- Remove daytime parking in commercial corridor to allow for more traffic flow
- Have 4 lanes between Confederation Drive to Circle Drive

Concern 4: Parking

Parking is allowed on all city streets unless signage is posted.

Concerns regarding parking were at the following locations:

- Business District – between Idylwyld Drive to Avenue D
- Parking for residents and guests on 33rd Street and guests

Proposed solutions identified by residents:

- Install parking meters similar to Broadway Avenue
- Do not remove parking anywhere on 33rd Street

Concern 5: Traffic Signals

Traffic lights alternate the right-of-way according to road users by displaying lights of a standard color (red, yellow, and green) following a universal color code. Traffic Signals can be accompanied by left turn arrow phase. Left-turn arrows allows vehicles to turn without conflicting with other movements.

Concerns regarding traffic signals at the following intersections:

- Difficult making left turn for eastbound and westbound at 33rd Street and Avenue P
- difficult making left turn for northbound and southbound at 33rd Street and Avenue P
- Timing of pedestrian light on 33rd Street and Faulkner Crescent is too long
- Idylwyld Drive and 33rd Street eastbound movement only allows three vehicles through

Proposed solutions identified by residents:

- Left-turn signal for east and west, north and south on Avenue P and 33rd Street
- Dedicated right turn at Idywldyld Drive at all corners

4 SITE VISIT

To capture a first-hand account of the existing conditions, a site visit was completed on April 8, 2015. The site visit included a comprehensive review of the following:

- Intersection traffic control and lane configurations
- Location and type of pedestrian crossing controls
- Existing parking restrictions
- Opportunities for improvements of the pedestrian network (including safety and connectivity)
- Photographs in support of the noted observations

5 EXISTING CONDITIONS ASSESSMENT

5.1 Corridor Description

33rd Street comprises of two to four lanes of traffic depending parking restrictions and carries approximately 12,000 vehicles per day close to Idylwyld Drive, ranging to over 24,000 vehicles per day west of Circle Drive. Land use throughout the corridor is mixed, between Idylwyld Drive and Avenue F consisting of commercial land use, between Avenue F and Avenue P consisting of single family residential, between Avenue P and Avenue W consisting of commercial, and west of Avenue W consisting of residential.

The existing 33rd Street corridor infrastructure and adjacent land use is presented in **Table 5-1.**

Table 5-1: 33rd Street Intersection Infrastructure

Cross Street	Control	Land Use North of 33rd Street	Land Use South of 33rd Street
Idylwyld Drive	Traffic Signal	Commercial	Commercial
Avenue B	Non-Signalized	Commercial	Commercial
Avenue C (east leg)	Non-Signalized	Commercial	Commercial
Avenue C (west leg)	Non-Signalized	Commercial	Commercial
Avenue D	Traffic Signal	Commercial	Commercial
Avenue E (east leg)	Non-Signalized	Commercial	Commercial
Avenue E (west leg)	Non-Signalized	Commercial	Commercial
Avenue F (east leg Pedestrian Actuated Signal)	Traffic Signal	Commercial	Commercial
Avenue F (west leg)	Non-Signalized	Commercial, Residential	Commercial, Residential
Avenue H (east leg)	Non-Signalized	Residential	Residential
Avenue H (west leg)	Traffic Signal	Residential	Residential
Avenue P	Traffic Signal	Commercial, Residential	Commercial, Residential
Edmonton Avenue	Traffic Signal	Residential	Residential
Circle Drive East	Traffic Signal	Residential	Residential
Circle Drive West	Traffic Signal	Residential	Residential
Avenue W	Traffic Signal	Commercial, Residential	Commercial, Residential
Junor Avenue	Traffic Signal	Residential	Commercial, Residential
Confederation Drive	Traffic Signal		

5.2 Daily Traffic and Travel Speeds

Daily traffic volumes were measured to assist in determining if the traffic volumes meet the City of Saskatoon guidelines for arterial streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in **Table 5-2.**

Travel speed was conducted to measure the 85th percentile speed which is the speed at which 85 percent of vehicles are travelling at or below. The posted speed limit on 33rd Street is 50kph, except for school zones where the speed limit is 30kph from September to June, 8:00AM to 5:00PM, excluding weekends and holidays.

Table 5-2: City of Saskatoon Street Classifications and Characteristics

Characteristic	Arterials	
	Minor	Major
Traffic service function	Traffic movement major consideration	Traffic movement primary consideration
Land service access	Some access control	Rigid access control
Traffic volume (veh/day)	5,000-20,000	10,000- 30,000
Flow characteristics	Uninterrupted flow except at signals and crosswalks	
Design speed (km/hr)	50-70	60-100
Average running speeds (km/hr) (off peak)	40-60	50-90
Vehicle type	All types	All types up 20% trucks
Desirable connections	Collectors, arterials, expressway, freeways	
Transit service	Express and local buses permitted	
Accommodation of cyclists	Lane widening or separate facilities desirable	
Accommodation of Pedestrians	Sidewalks may be provided, separation for traffic lanes preferred	
Parking (typically)	Peak hour restrictions	Prohibited or peak hour restrictions
Min intersection spacing (m)	200	400
Right-of-way width (m) (typically)	20 – 45 m	

The corridor between Idylwyld Drive to Confederation Drive is classified as a major arterial with a posted speed limit of 50kph. In the following **Table 5-3**, data was collected at various locations to determine the Average Daily Traffic and the 85th percentile speed.

Table 5-3: Speed Studies and Average Daily Traffic Counts (2014)

Location	Average Daily Traffic (vehicles per day)	85th Percentile Speed (kph)
Avenue I and Avenue J (School zone)	11,500	49
Valens Avenue to Howell Avenue	11,000	56
Junor Avenue to Catherwood Avenue	13,500	54
Confederation Drive to Junor Avenue	12,000	56

A review of the speed studies and average daily traffic yields the following conclusions:

- The Average Daily Traffic is within the range expected on an arterial street.
- The 85th percentile speed is within the expected range on an arterial street (within 10% over the posted speed limit is typically deemed acceptable).

It is recommended that at this time no specific traffic calming measures be installed on 33rd Street.

5.3 Traffic Operations

Data Collection

The turning movement counts were undertaken over two separate periods at each intersection to determine the peak hours within the peak periods. Turning movement counts were recorded and totalled every 15 minutes. The count periods were as follows:

- Weekday morning peak period: 7:00 AM – 9:00 AM
- Weekday afternoon peak period: 4:00 PM – 6:00 PM

For each study intersection the date of data collection, and the weekday peak hours are presented in **Table 5-4**.

Table 5-4: Speed Studies and Average Daily Traffic Counts (2014)

Intersection of 33rd Street and	Control	Date data collected	Peak Hours	
			AM	PM
Idylwyld Drive	Traffic Signal	October 23, 2014	7:30 – 8:30	4:15 – 5:15
Avenue B	Non-Signalized	May 29, 2014	7:45 – 8:45	4:00 – 5:00
Avenue C (east leg)	Non-Signalized	June 10, 2014	7:45 – 8:45	4:15 – 5:15
Avenue C (west leg)	Non-Signalized	June 10, 2014	7:45 – 8:45	4:15 – 5:15
Avenue D	Traffic Signal	June 10, 2014	7:45 – 8:45	4:15 – 5:15
Avenue E (east leg)	Non-Signalized	May 29, 2014	7:45 – 8:45	4:15 – 5:15
Avenue E (west leg)	Non-Signalized	May 29, 2014	7:45 – 8:45	4:15 – 5:15
Avenue F (east leg Pedestrian Actuated Signal)	Traffic Signal	June 3, 2014	7:30 – 8:30	4:30 – 5:30
Avenue F (west leg)	Non-Signalized	June 3, 2014	7:45 – 8:45	4:30 – 5:30
Avenue H (west leg)	Traffic Signal	June 5, 2014	7:15 – 8:15	4:30 – 5:30
Avenue H (east leg)	Non-Signalized	June 5, 2014	7:30 – 8:30	4:30 – 5:30
Valens/Faulkner Drive	Traffic Signal	June 4, 2014	7:15 – 8:15	4:30 – 5:30
Avenue P	Traffic Signal	June 5, 2014	7:15 – 8:15	4:30 – 5:30
Edmonton Avenue	Traffic Signal	October 2, 2014	8:00 – 9:00	4:30 – 5:30
Circle Drive East	Traffic Signal	October 7, 2014	7:30 – 8:30	4:30 – 5:30
Circle Drive West	Traffic Signal	October 7, 2014	7:45 – 8:45	4:30 – 5:30
Avenue W	Traffic Signal	October 23, 2014	7:30 – 8:30	4:30 – 5:30
Junor Avenue	Traffic Signal	October 2, 2014	7:45 – 8:45	4:45 – 5:45
Confederation Drive	Traffic Signal	September 30, 2014	7:45 – 8:45	4:45 – 5:45

Intersection Analysis

An analysis of the existing traffic operations of the unsignalized intersections was completed using the methodology described in **Section 1.5** and the existing turning count volumes collected. A summary of the analysis results are presented in **Table 5-5**.

Table 5-5: Existing Operation Conditions for Unsignalized Intersections

Intersection/Movement			Measures of Effectiveness							
			AM Peak Hour				PM Peak Hour			
			LOS	v/c ratio	Delay (s)	Queue (m)	LOS	v/c ratio	Delay (s)	Queue (m)
Avenue B	EB	LT-Thru	A	0.02	0.6	0.4	A	0.03	1.0	0.6
		Thru-RT		0.21	0.0	0.0		0.16	0.0	0.0
	WB	LT-Thru	A	0.01	0.7	0.3	A	0.02	0.7	0.5
		Thru-RT		0.13	0.0	0.0		0.23	0.0	0.0
	NB	LT-Thru-RT	B	0.04	12.6	1.1	B	0.07	14.6	1.7
	SB	LT-Thru-RT	B	0.03	12.5	0.9	C	0.26	17.9	8.0
	Intersection Summary		**A**	**0.21 (max)**	**0.7**	-	**A**	**0.26 (max)**	**1.8**	-
Avenue C (east leg)	EB	Thru	A	0.04	2.1	1.1	A	0.04	2.2	1.0
		Thru		0.23	0.0	0.0		0.17	0.0	0.0
	WB	Thru		0.00	0.0	0.0		0.25	0.0	0.0
		Thru-RT		0.19	0.0	0.0		0.15	0.0	0.0
	SB	LT-RT	B	0.06	10.4	1.4	B	0.18	13.7	5.2
	Intersection Summary		**A**	**0.23 (max)**	**0.9**	-	**A**	**0.25 (max)**	**1.3**	-
Avenue C (west leg)	EB	Thru		0.23	0.0	0.0		0.17	0.0	0.0
		Thru-RT		0.12	0.0	0.0		0.10	0.0	0.0
	WB	Thru	A	0.03	2.2	0.8	A	0.05	2.0	1.2
		Thru		0.13	0.0	0.0		0.26	0.0	0.0
	NB	LT-RT	B	0.08	10.6	2.1	B	0.06	10.8	1.4
	Intersection Summary		**A**	**0.23 (max)**	**0.9**	-	**A**	**0.26 (max)**	**0.8**	-
Avenue E (east leg)	EB	LT-Thru	A	0.02	1.1	0.6	A	0.02	0.8	0.4
		Thru		0.26	0.0	0.0		0.21	0.0	0.0
	WB	Thru		0.15	0.0	0.0		0.35	0.0	0.0
		Thru-RT		0.08	0.0	0.0		0.19	0.0	0.0
	SB	LT-RT	B	0.03	10.7	0.7	B	0.09	12.5	2.3
	Intersection Summary		**A**	**0.26 (max)**	**0.4**	-	**A**	**0.35 (max)**	**0.5**	-

Table Continued

Intersection/Movement			Measures of Effectiveness							
			AM Peak Hour				PM Peak Hour			
			LOS	v/c ratio	Delay (s)	Queue (m)	LOS	v/c ratio	Delay (s)	Queue (m)
Avenue E (west leg)	EB	Thru		0.27	0.0	0.0		0.22	0.0	0.0
		Thru-RT		0.14	0.0	0.0		0.11	0.0	0.0
	WB	LT-Thru	A	0.01	0.6	0.2	A	0.02	0.9	0.6
		Thru		0.15	0.0	0.0		0.35	0.0	0.0
	NB	LT-RT	B	0.02	10.3	0.4	B	0.03	11.9	0.6
	Intersection Summary		**A**	**0.27 (max)**	**0.2**	-	**A**	**0.35 (max)**	**0.3**	-
Avenue F (west leg)	EB	Thru		0.25	0.0	0.0		0.22	0.0	0.0
		Thru-RT		0.13	0.0	0.0		0.12	0.0	0.0
	WB	Thru	A	0.02	1.2	0.4	A	0.06	2.1	1.5
		Thru		0.14	0.0	0.0		0.31	0.0	0.0
	NB	LT-RT	B	0.05	12.5	1.1	B	0.06	12.1	1.4
	Intersection Summary		**A**	**0.25 (max)**	**0.4**	-	**A**	**0.31 (max)**	**0.7**	-
Avenue H (east leg)	EB	LT-Thru	A	0.01	0.2	0.2	A	0.01	0.3	0.2
	WB	Thru		0.19	0.0	0.0		0.51	0.0	0.0
		RT		0.00	0.0	0.0		0.00	0.0	0.0
	SB	LT-RT	C	0.03	15.6	0.8	C	0.06	18.0	1.5
	Intersection Summary		**A**	**0.19 (max)**	**0.3**	-	**A**	**0.51 (max)**	**0.3**	-
Avenue K (east leg)	EB	LT-Thru	A	0.00	0.1	0.1	A	0.00	0.2	0.1
		Thru		0.30	0.0	0.0		0.21	0.0	0.0
	WB	Thru		0.11	0.0	0.0		0.37	0.0	0.0
		Thru		0.06	0.0	0.0		0.19	0.0	0.0
	SB	LT-RT	B	0.01	11.1	0.4	C	0.02	16.6	0.5
	Intersection Summary		**A**	**0.30 (max)**	**0.1**	-	**A**	**0.37 (max)**	**0.1**	-

Table Continued

Intersection/Movement			Measures of Effectiveness							
			AM Peak Hour				PM Peak Hour			
			LOS	v/c ratio	Delay (s)	Queue (m)	LOS	v/c ratio	Delay (s)	Queue (m)
Ave K (west leg)	EB	Thru		0.29	0.0	0.0		0.21	0.0	0.0
		Thru-RT		0.15	0.0	0.0		0.11	0.0	0.0
	WB	LT-Thru	A	0.01	0.4	0.1	A	0.02	0.8	0.6
		Thru		0.11	0.0	0.0		0.36	0.0	0.0
	NB	LT-RT	B	0.02	11.5	0.5	C	0.04	15.6	1.0
	Intersection Summary		**A**	**0.29 (max)**	**0.2**	-	**A**	**0.36 (max)**	**0.3**	-

Note: The cells with no values included in the LOS columns may indicate free flow conditions.

All individual movements in **Table 5-5** are operating at LOS C or better, and with v/c ratios of 0.51 or less, indicating uncongested traffic operations with minimal delay. It is concluded no immediate intersection improvements are required for the unsignalized intersections.

An analysis of the existing traffic operations of the signalized intersections was completed using the methodology described in **Section 1.5** and the existing traffic volumes collected. A summary of the analysis results are presented in **Table 5-6**.

Table 5-6: Existing Operation Conditions for Signalized Intersections

Intersection/Movement			Measures of Effectiveness							
			AM Peak Hour				PM Peak Hour			
			LOS	v/c ratio	Delay (s)	Queue (m)	LOS	v/c ratio	Delay (s)	Queue (m)
Idylwyld Drive	EB	LT-Thru	E	1.01	68.7	90.3	C	0.47	21.3	52.8
		Thru-RT								
	WB	LT-Thru	D	1.19	38.5	49.2	C	0.61	24.2	67.1
		RT	A	0.37	6.0	15.7	A	0.42	8.8	18.8
	NB	LT	A	0.19	7.9	7.4	E	0.83	63.3	37.5
		Thru-RT	C	0.70	20.5	92.9	E	1.01	63.1	186.6
	SB	LT	B	0.50	12.8	20.8	C	0.61	29.9	32.9
		Thru-RT	B	0.55	14.5	75.9	D	0.96	47.7	194.4
	Intersection Summary		**D**	**1.19 (max)**	**28.0**	-	**D**	**1.01 (max)**	**43.2**	-
Avenue D	EB	LT-Thru-RT	A	0.29	5.5	20.3	A	0.23	4.1	11.8
	WB	LT-Thru-RT	A	0.16	5.8	17.1	A	0.32	6.4	35.3
	NB	LT-Thru-RT	B	0.20	12.9	13.0	B	0.25	19.0	16.8
	SB	LT-Thru-RT	B	0.14	11.7	9.6	C	0.59	29.3	45.5
	Intersection Summary		**A**	**0.29 (max)**	**6.3**	-	**A**	**0.59 (max)**	**9.4**	-
Avenue F (east leg)	EB	LT-Thru	A	0.27	3.9	24.1	A	0.24	3.5	20.5
	WB	Thru-RT	A	0.12	1.8	6.1	A	0.30	2.8	19.1
	SB	LT-RT	C	0.07	21.1	7.5	B	0.19	18.1	13.3
	Intersection Summary		**A**	**0.27 (max)**	**3.6**	-	**A**	**0.30 (max)**	**3.6**	-
Avenue H (west leg)	EB	Thru	B	0.44	10.2	71.3	A	0.33	8.1	50.1
		RT	A	0.09	4.9	10.0	A	0.09	3.9	9.2
	WB	LT-Thru	A	0.39	9.9	45.2	D	0.97	41.2	#277.3
	NB	LT-RT	C	0.56	25.1	57.6	D	0.79	49.9	#106.6
	Intersection Summary		**B**	**0.56 (max)**	**13.1**	-	**C**	**0.97 (max)**	**32.9**	-

Table Continued

Intersection/Movement			Measures of Effectiveness							
			AM Peak Hour				PM Peak Hour			
			LOS	v/c ratio	Delay (s)	Queue (m)	LOS	v/c ratio	Delay (s)	Queue (m)
Valens Drive/ Faulkner Crescent	EB	LT-Thru-RT	A	0.32	8.2	39.3	A	0.25	7.1	31.2
	WB	LT-Thru-RT	A	0.14	6.7	16.0	A	0.41	8.3	52.8
	NB	LT-Thru-RT	B	0.06	13.1	7.1	B	0.08	15.5	9.2
	SB	LT-Thru-RT	C	0.08	24.0	11.4	C	0.08	25.8	10.8
	Intersection Summary		**A**	**0.32 (max)**	**8.4**	-	**A**	**0.41 (max)**	**8.3**	-
Avenue P	EB	LT-Thru-RT	B	0.48	13.8	48.3	A	0.43	6.9	m22.2
	WB	LT-Thru-RT	A	0.20	9.3	20.0	B	0.55	15.1	75.6
	NB	LT-Thru-RT	B	0.31	17.7	24.0	D	0.85	36.9	66.9
	SB	LT-Thru-RT	C	0.10	20.5	14.4	C	0.50	29.6	67.1
	Intersection Summary		**B**	**0.48 (max)**	**13.8**	-	**B**	**0.69 (max)**	**18.9**	-
Edmonton Avenue	EB	LT	A	0.08	7.2	m7.7	B	0.28	12.4	14.0
		Thru-RT	A	0.48	7.4	52.8	A	0.49	9.6	47.7
	WB	LT	A	0.15	7.6	8.2	B	0.29	12.7	14.0
		Thru-RT	A	0.19	6.3	25.8	B	0.47	11.1	54.3
	NB	LT-Thru-RT	D	0.67	45.3	#64.8	C	0.53	25.2	41.6
	SB	LT-Thru-RT	B	0.12	13.5	11.3	B	0.33	10.1	22.7
	Intersection Summary		**B**	**0.67 (max)**	**11.5**	-	**B**	**0.53 (max)**	**11.7**	-
Circle Drive East	EB	LT	A	0.46	5.0	20.5	C	0.58	26.0	27.7
		Thru	A	0.36	2.6	15.1	A	0.36	7.3	34.3
	WB	Thru-RT	C	0.70	30.1	54.3	C	0.85	26.2	107.8
	NB	LT	D	0.34	42.2	31.8	C	0.40	26.5	35.6
		RT	B	0.58	14.9	29.7	A	0.36	6.3	14.6
	Intersection Summary		**B**	**0.70 (max)**	**13.0**	-	**C**	**0.64 (max)**	**19.0**	-

Table Continued

Intersection/Movement			Measures of Effectiveness							
			AM Peak Hour				PM Peak Hour			
			LOS	v/c ratio	Delay (s)	Queue (m)	LOS	v/c ratio	Delay (s)	Queue (m)
Circle Drive West	EB	Thru-RT	B	0.66	20.0	135.7	C	0.57	33.4	82.6
	WB	LT	C	0.45	21.5	22.9	C	0.80	28.2	73.6
		Thru	A	0.15	1.3	2.0	B	0.41	13.1	66.3
	SB	LT	D	0.36	42.7	34.2	C	0.33	31.4	51.4
		LT-Thru	D	0.36	42.8	34.4	C	0.32	31.3	50.7
		RT	B	0.42	10.1	17.9	C	0.56	20.5	63.3
	Intersection Summary		**B**	**0.66 (max)**	**18.0**	-	**C**	**0.80 (max)**	**24.3**	-
Avenue W	EB	LT-Thru-RT	B	0.59	16.3	74.2	A	0.33	8.8	32.3
	WB	LT-Thru-RT	A	0.26	9.2	23.2	C	0.81	21.4	108.0
	NB	LT-Thru-RT	A	0.03	3.6	2.8	B	0.07	12.9	7.5
	SB	LT-Thru-RT	D	0.92	48.8	127.7	D	0.73	37.9	71.2
	Intersection Summary		**C**	**0.92 (max)**	**22.7**	-	**C**	**0.81 (max)**	**19.9**	-
Junor Avenue	EB	LT-Thru	B	0.60	14.2	75.1	D	1.00	53.5	160.2
	WB	Thru	B	0.28	16.2	44.3	B	0.44	18.0	73.5
		RT	A	0.11	8.5	12.8	B	0.28	11.0	31.4
	SB	LT	D	0.62	36.6	78.5	C	0.43	32.6	53.7
		RT	C	0.53	21.7	51.3	B	0.49	16.1	40.1
	Intersection Summary		**C**	**0.62 (max)**	**20.3**	-	**C**	**1.00 (max)**	**32.1**	-
Confeder-ation Drive/ Wedge Road	EB	LT	B	0.06	10.1	6.4	B	0.10	10.7	9.0
		Thru-RT	A	0.23	6.9	16.0	A	0.17	6.3	11.9
	WB	LT	C	0.65	21.7	54.2	B	0.59	19.1	51.0
		Thru-RT	A	0.11	6.4	8.4	A	0.20	7.2	14.4
	NB	LT	B	0.14	14.6	9.6	B	0.39	18.3	28.4
		Thru-RT	A	0.28	8.9	18.8	B	0.70	16.5	62.9
	SB	LT	B	0.32	17.1	22.8	D	0.62	44.7	#27.1
		Thru-RT	B	0.38	15.2	35.5	B	0.26	13.5	23.3
	Intersection Summary		**B**	**0.65 (max)**	**12.6**	-	**B**	**0.70 (max)**	**14.9**	-

All individual movements in **Table 5-6** are operating at LOS D or better, and with v/c ratios of 1.00 or less, indicating uncongested traffic operations with minimal delay except for two individual movements at the intersection of 33rd Street and Idylwyld Drive, and one individual movement at the intersection of Junor Avenue and 33rd Street. Specifically the westbound shared left turn / through lane in the AM peak hour and the northbound shared through / right turn lane in the PM peak hour are at capacity. There are no immediate improvements available to improve the operations. The Administration monitors the signal timing plans in place at this intersection with the goal of optimizing the traffic flow. At the intersection of Junor Avenue and 33rd Street it is not possible to add an additional eastbound lane to increase capacity as this would result in a loss of residential parking. The overall level of service for both intersections are operating within satisfactory conditions.

5.4 Pedestrian Accommodation

Pedestrian engineering assessments were conducted to determine the need for pedestrian controlled device which in adherence to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, November 15, 2004, are typically an Active Pedestrian Corridor (APC) (flashing yellow lights) or a Pedestrian Actuated Signal (PAS). A warrant system assigns points for a variety of conditions that exist at the crossing location, including:

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

Pedestrian and traffic data is collected during the five peak hours of: 8:00AM to 9: 00AM; 11:30AM to 1:30PM and 3:00PM to 5:00PM.

Table 5-7: Pedestrian Studies Summary

Location	Number of Pedestrian Crossing During Peak hours	Results
Avenue C	108	Warrants an APC
Avenue E	10	No device warranted
Avenue F	78	Warrants an APC

As a result of the assessment, an Active Pedestrian Corridor is recommended at the Avenue C and Avenue F intersections with 33rd Street.

5.5 Collisions Review

The five year collision history between January 2009 and December 2013 was reviewed for the corridor. The Administration is still waiting for 2014 collision data to be shared by SGI. Even though 2014 data is still forthcoming the five year data is still relevant as 33rd Street is an established street and driver behavior would not have changed over the years with no physical changes to the street. It is not anticipated that 2014 collision history would significantly differ from the previous five years. The collision history summaries provided general data for each collision report. The data included the collision date and time, the general area where the collision occurred, the general cause of the collision, and the type of damage/and or injury (property damage, injury, or fatality.)

During the period for which collision data were provided, a total of 956 incidents were reported along 33rd Street. The chart below illustrates an average of 200 collisions per year over the past five years. On average, this equates to about 16 reported collisions per month along the corridor.

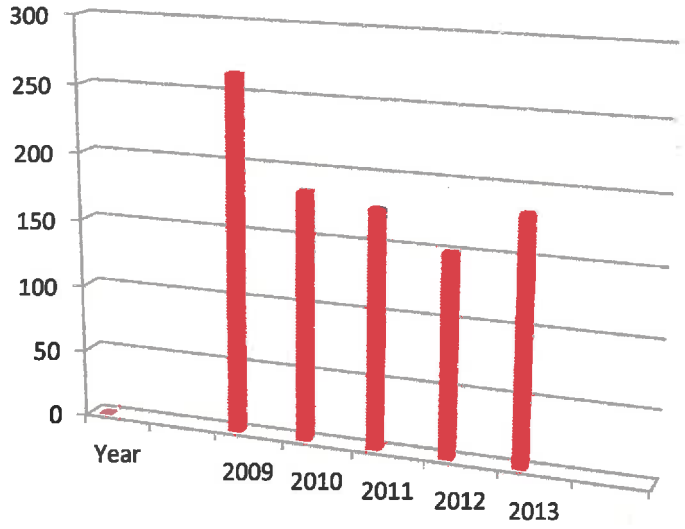


Exhibit 5-1: Total Collisions from 2009 to 2013

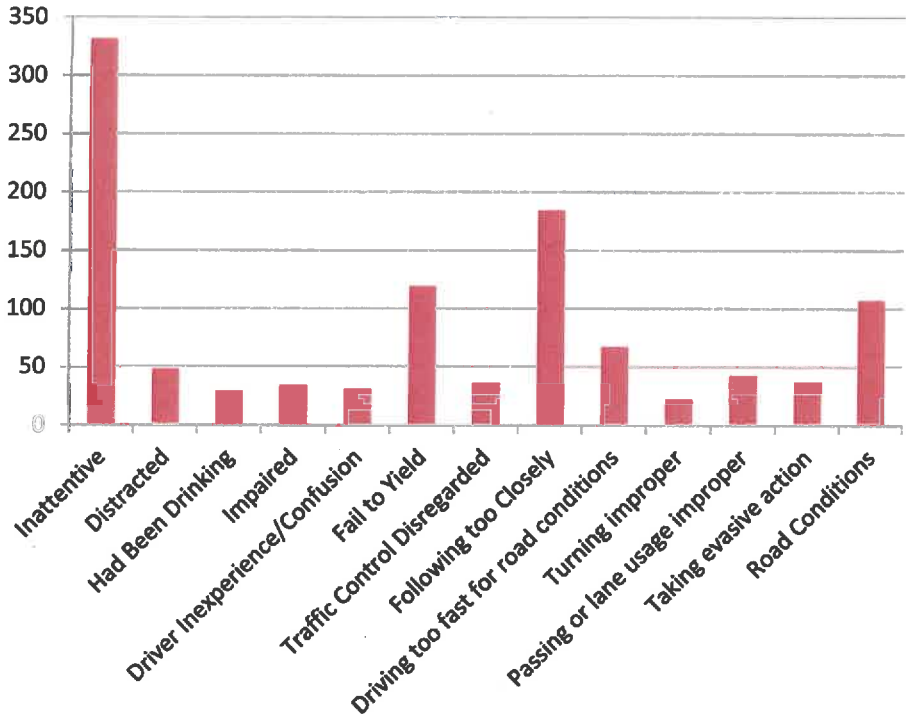


Exhibit 5-2: Major Contributing Factors to Collisions

Based upon a review of the total collisions and the contributing factors to collisions, there is no significant, or specific, safety issue to be addressed via this study. As illustrated in **Exhibit 5-2**, "Inattentive", "Fail to Yield", and "Road Conditions" were high as these are typical trends seen on arterial streets. It was interesting to note that "Following too Closely" was also high. This factor is typically not as common, but may be due to the multiple off-set intersections that create multiple turning opportunities from 33rd Street.

6 PUBLIC CONSULTATION

In addition to the significant amount of public consultation completed prior to 2015, public consultation meetings were held in the spring of 2015 to invite feedback from the public, including residents, business owners, and the 33rd Street Business Improvement District. The format of the meetings included a period of time at the start of the meeting for people to view the proposed changes, followed by a presentation by Administration staff that outlined the history of the project, work completed to date, preliminary recommendations, and next steps. The meeting closed with attendees openly discussing the study objectives and draft recommendations with the Administration.

The public consultation meetings were held on Thursday, April 23, and also on Wednesday, April 29. The agenda was the same for both meetings with approximately 50 people attending the first, and approximately 40 people attending the second.

The materials presented at the meetings are attached in **Appendix B**.

The presentation provided at the meetings is attached in **Appendix B**.

7 RECOMMENDATIONS

The recommended plan was achieved by completing the following steps:

- Based on the previous public consultation, data collection, and engineering assessments a draft plan that illustrates the appropriate recommended improvements was prepared
- The draft plan was presented to the residents at two public meetings held in the spring of 2015 for discussion and feedback
- The draft plan was revised based on the feedback received at the public meetings
- A technical document summarizing the recommended plan and project process was prepared

The following sections provide the details of the recommended 33rd Street Corridor plan, including the location, recommended improvement, and the justification of the recommended improvement.

7.1 Pedestrian Accommodation Improvements – Sidewalks, Ramps, and Pathways

The following recommendations are provided.

Recommendation 1 – Replace depressed sidewalks to improve mobility

- ✓ 5 Locations between Avenue B & Avenue C
- ✓ 1 Locations between Avenue F & Avenue E

Existing

Proposed

Recommendation 2 – Install sidewalk ramps to improve mobility

- ✓ SW corner of Idylwyld Drive
- ✓ SE corner of Avenue B
- ✓ NE corner of Avenue B
- ✓ SE corner of Avenue D
- ✓ SW corner of Avenue D
- ✓ SE corner of Avenue E (west crosswalk location)

Existing

Proposed

Recommendation 3 – Install sidewalk to improve mobility and provide connectivity

- ✓ South side of 33rd Street between Avenue P and east edge of Vic Rempel Yards

Existing

Proposed

Recommendation 4 – Install pathway to improve mobility and provide connectivity

- ✓ South side of 33rd Street between east edge of Vic Rempel Yards and Edmonton Avenue

Existing

Proposed

Recommendation 5 – Sidewalk protection to improve safety and mobility

- ✓ Remove temporary jersey barrier with bollard and repair sidewalk

Existing

Example

Recommendation 6 - Replace dirt boulevard with concrete to improve mobility

- ✓ Southside of 33rd Street between Avenue B and Avenue C

Existing

Example

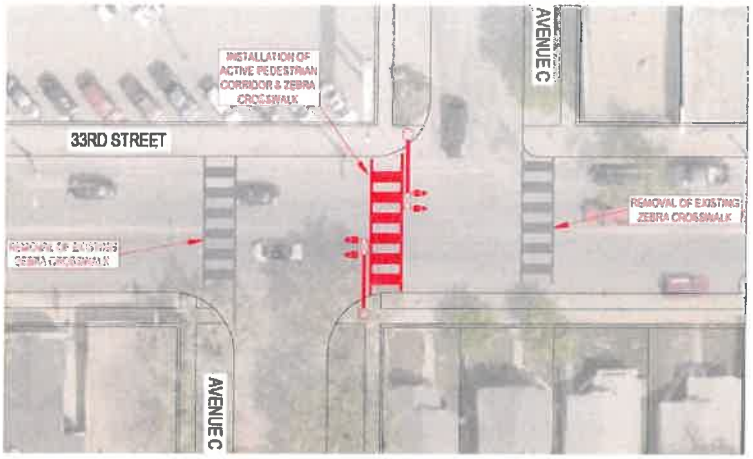
7.2 Pedestrian Accommodation Improvements – Crosswalks

The following recommendations are provided.

Recommendation 7 – Avenue C pedestrian crosswalk improvement to increase the level of safety by clearly defining one crossing, and providing a device to warn drivers

- ✓ Install Active Pedestrian Corridor type crossing on East side of southern leg
- ✓ Remove other existing crossings

Proposed

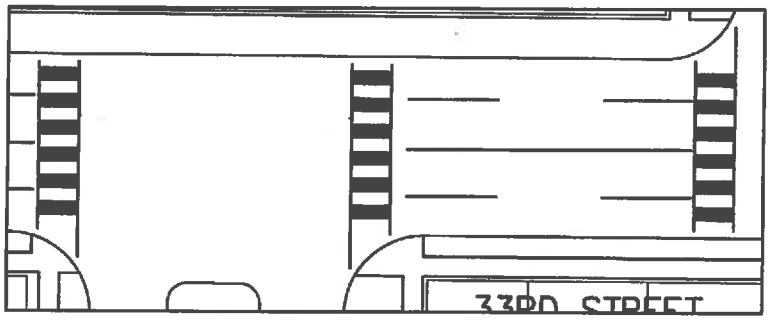


Example

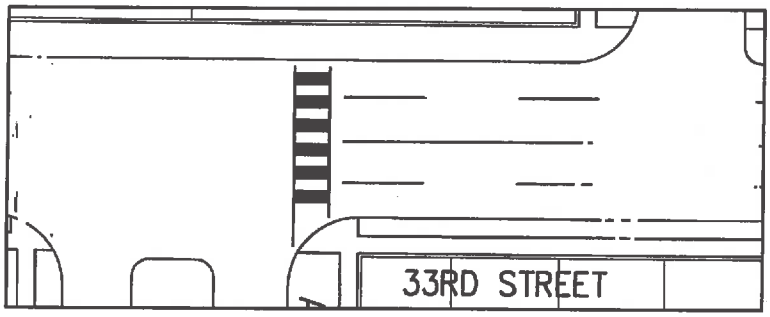
Recommendation 8 – Avenue E pedestrian crosswalk improvement to increase the level of safety by clearly defining one crossing, and providing a device to warn drivers

- ✓ Install zebra crosswalk on east side of Avenue E on southern leg
- ✓ Remove crosswalk on east side

Existing



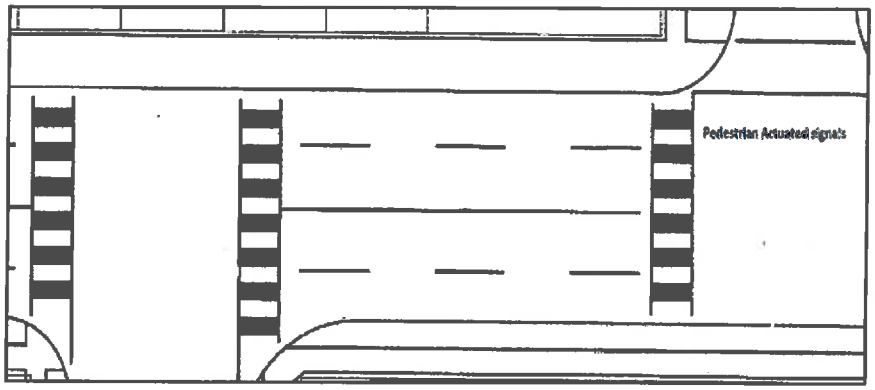
Proposed



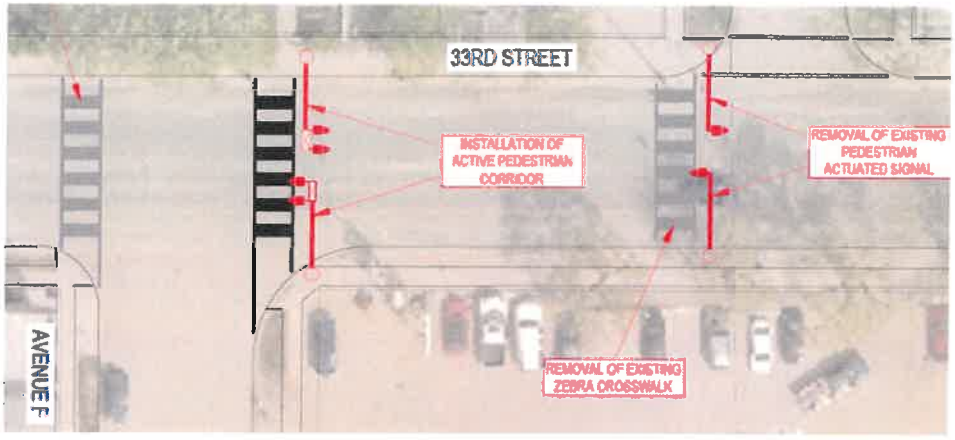
Recommendation 9 – Avenue F pedestrian crosswalk improvement to increase the level of safety by clearly defining one crossing, and providing a device to warn drivers

- ✓ Remove pedestrian Actuated Signals (East leg) and replace with Active Pedestrian Corridor

Existing



Proposed



7.3 Intersection Improvements

The following recommendations are provided.

Recommendation 10 – Northumberland Avenue intersection improvement to increase the level of safety and improve intersection operations

- ✓ Remove pedestrian actuated signals and replace with full-signals

Existing

Example

Recommendation 11 – Avenue D intersection improvement to increase the level of safety and improve intersection operations

- ✓ Upgrade traffic signal poles and traffic signals

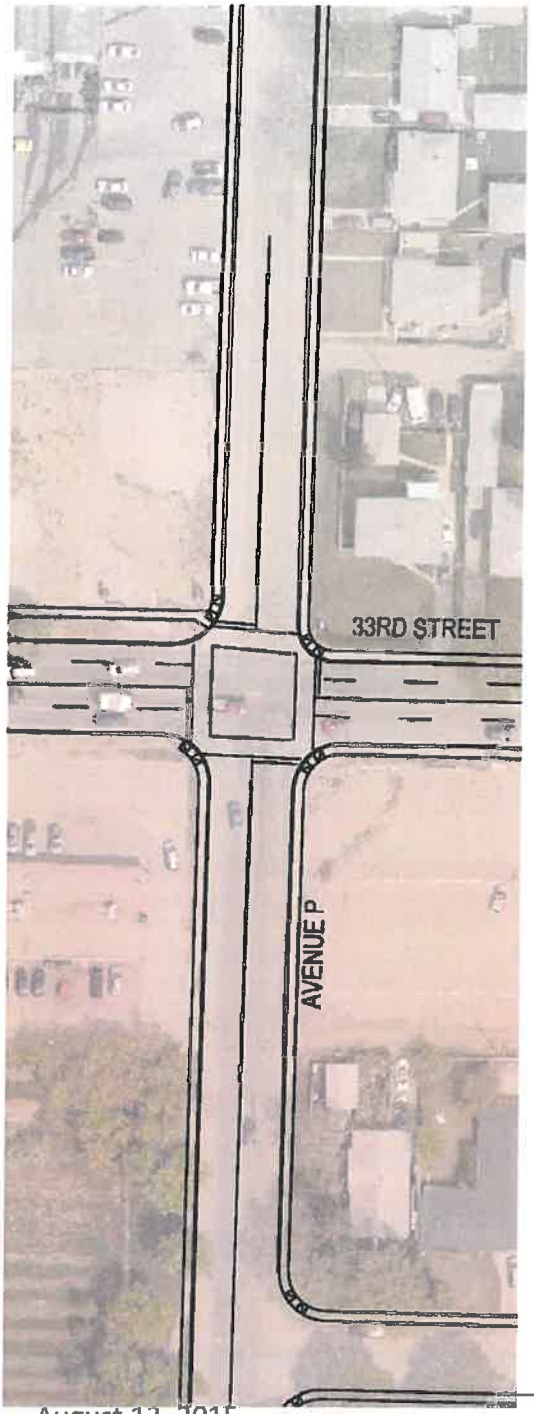
Existing

Example

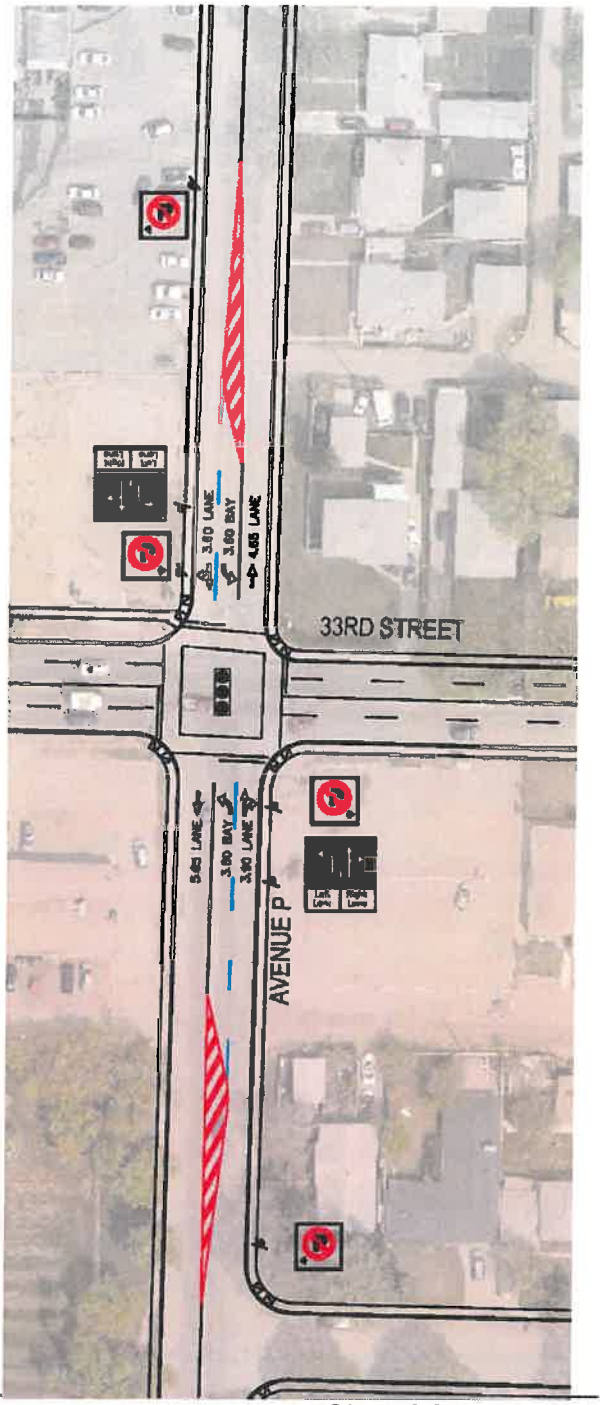
Recommendation 12 – Avenue P intersection improvement to increase the level of safety by providing northbound and southbound drivers improved sight distance, and also improve the intersection operation by separating the northbound and left turn movements

- ✓ Re-configure southern and northern legs

Existing



Proposed



Recommendation 13 – Avenue W intersection revision will improve intersections operations by allowing free flow movement for the southbound to eastbound dual left turns

- ✓ **Construct a bus lay-by on 33rd Street (southeast corner), also waiting upon Transit comments**

Existing

Proposed

7.4 Not Recommended

Council previously directed the Administration to report back after additional public consultation, regarding specific potential changes to 33rd Street, that would potentially reduce driver delay along the corridor. Based on the feedback received from the public and the assessment completed by the Administration, additional parking restrictions and left turn restrictions are not recommended at this time.

Also, as referenced earlier, no significant alterations to the cross-section of 33rd Street or significant major intersection improvements are recommended at this time in consideration of the Growing Forward! Shaping Saskatoon project. It may be appropriate to re-visit 33rd Street in light of the conclusions and recommendations provided at the end of this City-wide planning project, and the decision to do so can be made at a later date.

8 COST ESTIMATES

The estimate cost to complete all of the work along the corridor is approximately $550,000. The work is not intended to be installed as one capital project, but rather will be implemented from specific capital projects and constructed according to the time frame indicated in **Table 8-1** below. It is noted that the timing of the various capital projects is dependent on available funding from each year's budget.

Table 8-1: Cost Estimate

#	Recommendation	Location	Estimated Cost	Capital Project	Time Frame
1	Replace depressed sidewalks	• 5 locations between Avenue B and Avenue C • 1 location between Avenue F and Avenue E	$10,000	0948- Sidewalk Retrofit	3-5 yrs
2	Install sidewalk ramps	• SE and NE Corner of Avenue B • SE and SW corner of Avenue D • SE corner of Avenue E(west crosswalk location) • SE corner of Idylwyld Drive	$20,000	P1963 Corp Curb Ramps	3-5 yrs
3	Install Sidewalk	South side of 33rd Street between Avenue P and east edge Vic Rempel Park	$35,000	0948- Sidewalk Retrofit	5 yrs
4	Install Pathway	South side of 33rd Street between east edge Vic Rempel Park and Edmonton Avenue	$15,000	0948 Sidewalk Retrofit	5 yrs
5	Sidewalk protection – replace jersey barrier with bollards	Avenue H (north side)	$2,000	0631 Traffic Safety	1 yr
6	Replace boulevard with concrete	33rd Street (south side between Avenue B and Avenue C)	$35,000	0948 Sidewalk Retrofit	3-5 yrs
7	Active Pedestrian Corridor	Avenue C east side of south leg	$35,000	2446 Pedestrian Improvements	3-5 yrs
8	Zebra Crosswalk	Avenue E west side of south leg	$500	0631 Traffic Safety	1 yr
9	Replace Pedestrian Actuated Signals with Active Pedestrian Corridors	33rd Street & Avenue F (east side of south leg)	$35,000	2446 Pedestrian Improvements	3-5 yrs

#	Recommendation	Location	Estimated Cost	Capital Project	Time Frame
10	Upgrade Pedestrian Actuated Signals with Traffic Signals	Northumberland Avenue	$100,000	CP1036 Traffic Control Upgrades (TIER)	5 yrs
11	Upgrade Traffic Signals and maintain existing crossings	Avenue D	$135,000	CP1036 Traffic Control Upgrades (TIER)	5 yrs
12	Re-configure southern and northern legs of intersection by building protected left turn lanes	Avenue P	$25,000	CP2235 Intersection Improvements (TIER, TSR)	5 yrs
13	Construct bus-lay-by	Avenue W (southeast corner)	$100,000	CP0631 Traffic Safety (TSR)	5 yrs

APPENDIX A: PREVIOUS COUNCIL REPORTS AND MOTIONS

The following is a copy of **Clause 2, Report No. 2-2013** of the **Administration and Finance Committee**, which was **ADOPTED** by City Council at its meeting held on **January 21, 2013**:

2. Enquiry – Former Councillor M. Heidt (September 12, 2011)
Possible Removal of Side Boulevards – 33rd Street
AND
Communications to Council
From: Bruce and Elaine Thomas, Mayfair Hardware
Date: September 1, 2007
Subject: Parking on 33rd Street West
(Files CK. 6320-1 x 6120-2 and IS. 6320-1)

RECOMMENDATION:

1) that left turn restrictions be implemented during peak hours at the intersections of 33rd Street and Avenues B and C as part of the Phase 1 improvements outlined in the December 21, 2012 report of the General Manager, Infrastructure Services Department; and

2) that the Administration proceed with public consultation for Phase 2, and report back to City Council.

Attached is a report of the General Manager, Infrastructure Services Department dated December 21, 2012, providing information regarding proposed changes to parking and traffic operations along 33rd Street West to improve traffic flow along the corridor.

Your Committee has reviewed the report with the Administration. As outlined in the submitted report, two phases are proposed. Phase 1 includes left turn restrictions during peak hours at the intersections of 33rd Street and Avenues B and C, two-hour parking restrictions from Avenue B to D, and an active pedestrian corridor at 33rd Street West and Avenue K North. The active pedestrian corridor has already been installed.

Your Committee has reviewed the matter of enforcement of current and proposed parking restrictions along 33rd Street. While there is the ability within the existing Bylaw provisions for ticketing and towing if a vehicle is parked in an area where parking is restricted, the Administration has advised that they would want to ensure that appropriate warning and awareness periods are provided.

Your Committee has been advised that Phase 2 will involve further parking restrictions and turning movements, as well as the installation of pedestrian-actuated crossing facilities. Further public consultation with the Mayfair and Caswell Hill communities will occur with respect to Phase 2. The Administration will look at co-ordination with the review of the traffic portion of the Mayfair Local Area Planning process and with a review of the Caswell Residential Parking Permit Program.

Following consideration of this matter, your Committee is supporting the above recommendations of the Infrastructure Services Department.

TO: Secretary, Administration and Finance Committee
FROM: General Manager, Infrastructure Services Department
DATE: December 21`, 2012
SUBJECT: Enquiry – Former Councillor M. Heidt (September 12, 2011)
Possible Removal of Side Boulevards – 33rd Street
AND
Communications to Council
From: Bruce and Elaine Thomas, Mayfair Hardware
Date: September 1, 2007
Subject: Parking on 33rd Street West
FILES: CK. 6120-2 and IS. 6320-1

RECOMMENDATION: that the following report be submitted to City Council recommending:

1) that the information regarding implementation of Phase 1 of improvements to 33rd Street, as outlined in this report, be received as information; and

2) that the Administration proceed with public consultation for Phase 2, and report back to City Council.

TOPIC AND PURPOSE

This report is to provide the Committee and City Council with information regarding changes to parking and traffic operations along 33rd Street West, in order to improve traffic flows along the corridor.

REPORT HIGHLIGHTS

1. It is estimated that the costs to provide additional driving lanes on 33rd Street West, between Confederation Drive and Idylwyld Drive would be in excess of $7 million, plus additional costs to purchase and demolish buildings that currently abut the property line.
2. It is anticipated that population growth and the development of the Kensington and Blairmore 2 neighbourhoods will result in an increase in traffic volumes on 33rd Street of approximately 200 to 300 vehicles during the afternoon peak hours.
3. Improvements to 33rd Street will be undertaken in two phases, with Phase 1 to be completed in 2013.
4. The Administration will proceed with public consultation for the changes outlined in Phase 2, and will report back to City Council.

STRATEGIC GOALS

The implementation of traffic and parking restrictions outlined in this report supports the City of Saskatoon Strategic Goal, Moving Around, as they will help to ensure that 33rd Street will be a practical transportation route into the future, useful for vehicles, buses, bikes and pedestrians.

BACKGROUND

City Council, at its meeting held on September 17, 2007, considered correspondence and a presentation from Bruce and Elaine Thomas, Mayfair Hardware, requesting a two-hour parking restriction along 33rd Street West, between Avenue B North and Avenue D North, to facilitate improved parking turnover for local businesses. Council passed a motion that the matter be referred to the Administration to report to the Planning and Operations Committee.

The following enquiry was made by former Councillor Heidt at the meeting of City Council held on September 12, 2011:

> "As we all know, the traffic on the west side is increasing and there is only 22nd Street and 33rd Street that carry all of this traffic from west of Circle Drive to Spadina Crescent. Would the Administration please look at removing the boulevard from street to sidewalk from Confederation Drive to Idylwyld Drive. This could be looked at from Confederation Drive to Circle Drive, Circle Drive to Avenue H and Avenue H to Idylwyld Drive and done in phases. Please report on the possibility and cost of this activity, which would provide another lane and much needed safety."

REPORT

For most of its length, 33rd Street, west of Idylwyld Drive, consists of one driving and one parking lane in each direction, with residential development and front street garbage pickup. However, between Avenue F and Idylwyld Drive, parking restrictions are in place during the peak hours (7:00 a.m. to 9:00 a.m. eastbound; and 4:00 p.m. to 6:00 p.m. westbound), making the road two driving lanes per direction. Right-of-way widths and cross-sectional elements vary, as shown in Attachment 1.

It is estimated that the direct construction costs (including concrete curbing and pavement) for additional driving lanes on 33rd Street West, between Confederation Drive and Idylwyld Drive, would be approximately $3 to $4 million. A cost breakdown of the two sections (Avenue W to Confederation Drive and Idywlyld Drive to Avenue D) is provided in attached Table 1 (Attachment 2). The cost of property acquisition, relocation of City utilities, amenities and infrastructure would require detailed analysis, however, it is estimated that the total cost of creating four lanes of traffic with parking on both sides would exceed $7 million, plus additional costs to purchase and demolish buildings which currently abut the property line.

It is anticipated that population growth and the development of the Kensington and Blairmore 2 neighbourhoods will result in an increase in traffic volumes on 33rd Street of approximately 200 to 300 vehicles during the afternoon peak hour (at approximately 5:00 p.m.). This would mean a 17% increase in traffic near Idylwyld Drive and a 36% increase near Confederation Drive. Both the existing and future traffic volumes are directional, and only prevalent during the peak traffic hours.

Table 2 (Attachment 2) outlines existing and future levels of service along 33rd Street for a two lane and a four lane configuration (two travel lanes plus directional peak hour parking restrictions). The table indicates a small improvement in the level of service by having four travel lanes along the corridor during the peak hours. These improvements can be accomplished either by implementing parking restrictions during the peak hours, or making the capital investment to construct new parking lanes as outlined above. For reference, Attachment 3 shows a visual display of the levels of services among varying roadway classifications.

Given the anticipated demand for increased capacity during the peak hours from the expanding west side neighbourhoods, the Administration will be taking steps to provide for additional capacity during these peak hours, while still maintaining a safe environment for pedestrians. The improvements will be undertaken in two phases, with details of each outlined in Attachment 4:

- Phase 1: Two-Hour Parking Restrictions (Avenue B to D); Peak-Hour Left Turning Movement Restrictions (Avenues B and C); and Active Pedestrian Corridor (Avenue K); and
- Phase 2: Peak Hour Parking Restrictions (Avenue F to Confederation Drive); Avenue D turning movement restriction.

Phase 1 will be completed in 2013. The Administration will proceed with public consultation for Phase 2, and will report back to City Council.

OPTIONS TO THE RECOMMENDATION

Complete conversion of 33rd Street to a four lane cross section is an option should additional capacity be required beyond the peak hours in the future. The Administration does not recommend this option at this time as the increased traffic demands do not require an increase in capacity outside of the peak traffic hours. The Administration will continue to monitor the traffic conditions to determine if additional capacity is required, keeping in mind a balance between roadway construction, improvements in transit and other opportunities to move people to and from the west side of the City.

POLICY IMPLICATIONS

There are no policy implications.

FINANCIAL IMPLICATIONS

The costs associated with Phase 1 of this plan are $30,000. Adequate funding is allocated within Capital Project 631 - Traffic Safety Program.

Capital Project 631 will also fund Phase 2 of the plan, which is estimated to be $100,000. Given the priorities within the Traffic Safety Reserve, it is estimated that this work could proceed in 2015, if approved.

	Budgeted	Unbudgeted	Capital	Operating	Non-Mill Rate	External Funding
Phases 1, 2	$30,000	$100,000	$130,000			

PUBLIC AND/OR STAKEHOLDER CONSULTATION

The modifications outlined in Phase 1 were presented at an Open House which was held in relation to the Mayfair Traffic Management Plan, on June 16, 2011, and were generally supported by those in attendance. In addition, the properties along 33rd Street between Avenues B and D were surveyed regarding the planned peak hour parking restrictions, to gauge the level of support for such measures. Over 20 surveys were distributed, with only 1 response opposed to the proposal.

The turning movement restrictions at Avenue D, outlined in Phase 2, were also presented at the Open House on June 16, 2011, with minimal opposition. The Administration will initiate consultation with adjacent residents regarding the specifics of the proposed peak hour parking restrictions, as outlined in Phase 2.

Saskatoon Transit has been consulted regarding the proposed operational changes and is in favour of the proposed peak hour left-turn restrictions; however, they have several routes that will require signed exemptions to the left-turn restrictions. Transit is also supportive of the proposed parking restrictions identified for Phase 2.

Preliminary discussions have been held with the Environmental Services Branch to determine the impact of the peak hour parking restrictions on blocks that have front street garbage pickup. Further discussions will be required and public consultation will be undertaken.

COMMUNICATIONS PLAN

An information sheet will be distributed to residents and business owners with information on the modifications. Details will be shared with the general public through Public Service Announcements and on the City's website. Signage will also be in place to advice motorists and pedestrians of the changes.

ENVIRONMENTAL IMPLICATIONS

The plan outlined in this report balances vehicular and alternative modes of transportation, which is consistent with the Strategic Goal of Environmental Leadership.

PRIVACY IMPACT

There are no privacy implications.

SAFETY/CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

A CPTED Review will not be conducted as part of the design process.

PUBLIC NOTICE

Public Notice, pursuant to Section 3 of Policy C01-021, Public Notice Policy, is not required.

ATTACHMENTS

1. Existing and proposed cross sections;
2. Tables 1 and 2;
3. Traffic Level of Service; and
4. Phasing of Planned Modifications – 33rd Street West.

Written by: David LeBoutillier, Planning and Design Engineer
Transportation Branch

Lana Dodds, Traffic Program Coordinator
Transportation Branch

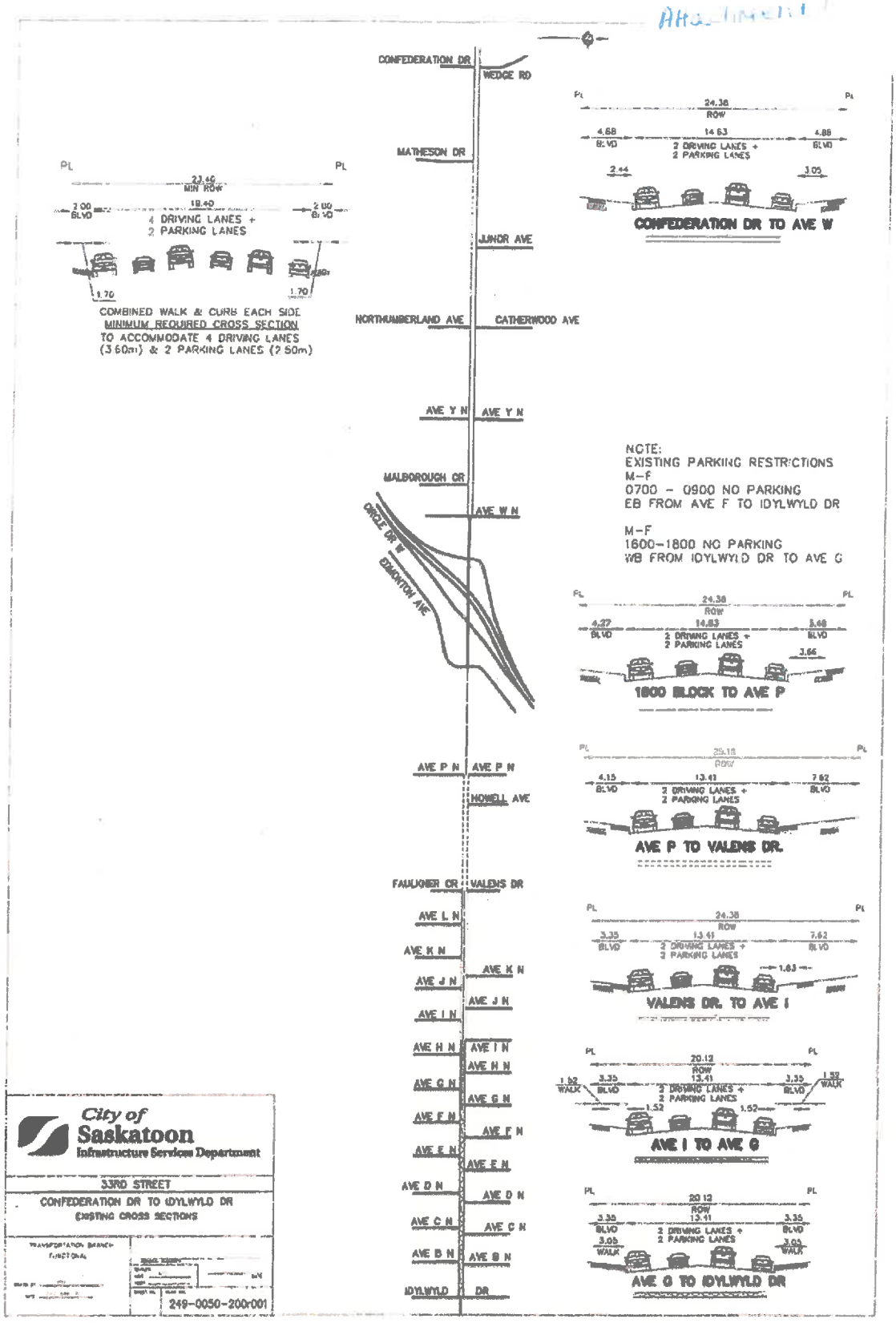
Reviewed by: Don Cook, Planning and Design Engineer
Transportation Branch

Approved by: Angela Gardiner, Manager
Transportation Branch

Approved by: _____
Mike Gutek, General Manager
Infrastructure Services
Dated: _____

Copy to: Murray Totland
City Manager

PO DL 33rd St boulevards


ATTACHMENT 1
CONFEDERATION DR
WEDGE RD
MATHESON DR
JUNOR AVE
NORTHUMBERLAND AVE
CATHERWOOD AVE
AVE Y N
AVE Y N
MALBOROUGH CR
AVE W N
CIRCLE DR W
EDMONTON AVE
AVE P N
AVE P N
HOWELL AVE
FAULKNER CR
VALENS DR
AVE L N
AVE K N
AVE K N
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AVE F N
AVE E N
AVE E N
AVE D N
AVE D N
AVE C N
AVE C N
AVE B N
AVE B N
IDYLWYLD
DR
PL
23.46
MIN ROW
2.00
BLVD
18.40
2.00
BLVD
4 DRIVING LANES +
2 PARKING LANES
1.70
1.70
COMBINED WALK & CURB EACH SIDE
MINIMUM REQUIRED CROSS SECTION
TO ACCOMMODATE 4 DRIVING LANES
(3.60m) & 2 PARKING LANES (2.50m)
24.38
ROW
4.88
BLVD
14.63
2 DRIVING LANES +
2 PARKING LANES
4.88
BLVD
2.44
3.05
CONFEDERATION DR TO AVE W
NOTE:
EXISTING PARKING RESTRICTIONS
M-F
0700 - 0900 NO PARKING
EB FROM AVE F TO IDYLWYLD DR
M-F
1600-1800 NO PARKING
WB FROM IDYLWYLD DR TO AVE G
24.38
ROW
4.27
BLVD
14.63
2 DRIVING LANES +
2 PARKING LANES
3.48
BLVD
3.66
1800 BLOCK TO AVE P
23.16
ROW
4.15
BLVD
13.41
2 DRIVING LANES +
2 PARKING LANES
7.62
BLVD
AVE P TO VALENS DR.
24.38
ROW
3.35
BLVD
13.41
2 DRIVING LANES +
2 PARKING LANES
7.62
BLVD
1.83
VALENS DR. TO AVE I
20.12
ROW
1.52
WALK
3.35
BLVD
13.41
2 DRIVING LANES +
2 PARKING LANES
3.35
BLVD
1.52
WALK
1.52
1.52
AVE I TO AVE G
20.12
ROW
3.35
BLVD
13.41
2 DRIVING LANES +
2 PARKING LANES
3.35
BLVD
3.05
WALK
3.05
WALK
AVE G TO IDYLWYLD DR
City of
Saskatoon
Infrastructure Services Department
33RD STREET
CONFEDERATION DR TO IDYLWYLD DR
EXISTING CROSS SECTIONS
249-0050-200r001

Attachment 2

Tables 1 and 2

Table 1: Cost Breakdown

Costs	Idylwyld Drive to Avenue W	Avenue W to Confederation Drive
Construction	$2.7 Million	$1.3 Million
Property Acquisition/Utility Relocation	$3.0 Million	$0.5 Million
Purchase/Demolish Buildings	TBD	N/A

Table 2: Level of Service for Various Scenarios

Scenario	AM		PM	
	EB	WB	EB	WB
33rd Street west of Circle Drive (Avenue W to Confederation Drive)				
Existing conditions: 2011 Traffic Volumes, 1 lane each direction + parking	C	A	B	C
Proposed conditions: 2011 Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	B	A	A	A
Existing conditions: Future Traffic Volumes, 1 lane each direction + parking	D	B	B	D
Proposed conditions: Future Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	B	A	A	A
33rd Street east of Circle Drive (Idylwyld Drive to Avenue D North)				
Existing conditions: 2011 Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	C	B	B	A
Proposed conditions: Future Traffic Volumes, 1 lane each direction + peak hour parking restrictions (2 lanes each direction)	C	B	B	A

Attachment 3

City of Saskatoon
Transportation Branch

	Level-of-Service (LOS)					
	A	B	C	D	E	F
42ND STREET & FAITHFULL AVENUE Eastbound/Westbound (looking west)	Weekday mid-peak – early morning (6:30 am) Low control delay, up to 10 s/veh. Progression is extremely favourable and most vehicles arrive during the green phase. Many vehicles do not stop at all.	Weekday mid-peak – early morning (6:30 am) Control delay is in the range 10 – 20 s/veh. Good progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of delay.	Weekday mid-peak – morning (8:30am) Control delay is in the range 20 – 35 s/veh. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level (a given green phase does not serve queued vehicle, and overflows occur). The number of vehicle stopping is significant, though many still pass through the intersection without stopping.	Weekday PM Peak – afternoon (4:45pm) Control delay is in the range 35 – 55 s/veh. The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavourable progression, long cycle lengths, high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	Weekday PM Peak – afternoon (3:00pm) Control delay is in the range 55 – 80 s/veh. Poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.	Weekday PM Peak – afternoon (3:15 pm) Control delays in excess of 80 s/veh. Unacceptable to most drivers, often occurs with oversaturation (when arrival flow rates exceed the capacity of lane groups). It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.
42ND STREET & FAITHFULL AVENUE Southbound (looking north)	Weekday mid-peak – early morning (6:30 am) Travel speed is better than 90% of free-flow speed. Primarily free-flow operations at average travel speeds. Vehicles are completely unimpeded in their ability to manoeuvre within the traffic stream. Control delay at signalized intersections is minimal.	Weekday mid-peak – 7:30am Travel speed is better than 70% of free-flow speed. Reasonably unimpeded operations at average travel speeds. The ability to manoeuvre within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.	Weekday mid-peak – 8:30am Travel speeds are about 50% of free-flow speed. Stable operations; ability to manoeuvre and change lanes is restricted at locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds.	Weekday PM Peak – 4:45pm Travel speeds are about 40% of free-flow speed. Small increases in flow may cause substantial increases in delay and decreases in travel speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors	Weekday PM Peak – 5:00pm Travel speeds are about 33% of free-flow speed. Characterized by significant delays and low average travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, excessive delays at critical intersections, and inappropriate signal timing.	Weekday PM Peak – 5:15pm Travel speeds are 25% - 33% of free-flow speed. Characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes and extensive queuing
9-signalized Intersections						
Urban Streets (Arterials)						
CIRCLE DRIVE AT WARMAN ROAD Westbound (leaving east)	Weekday mid-peak – 6:30 am Completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Manoeuvrability within the traffic stream is good. Minor disruptions to flow are easily absorbed with a change in travel speed.	Weekday mid-peak – 7:30am Free-flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as LOS A, but drivers have slightly less freedom to manoeuvre. Minor disruptions are still easily absorbed, although local deterioration to LOS will be more obvious.	Weekday mid-peak – 8:30am The influence of traffic density on operations becomes marked. The ability to manoeuvre within the traffic stream is clearly affected by other vehicles. Minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption).	Weekday AM Peak – 7:30am The ability to manoeuvre is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating. Drivers experience reduced physical and psychological comfort levels.	Weekday AM Peak – 7:40am Operations at or near capacity. An unstable level. Vehicles are operating at with the minimum spacing for maintaining uniform flow. Operations are volatile. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F. Passenger car speeds are highly variable and unpredictable. Disruption waves can propagate throughout the upstream flow.	Weekday AM Peak – 7:10am Forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility. Although operations at these points – and on sectors immediately downstream – appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicle experiencing brief periods of movement followed by stoppages.
Multi-lane Expressways						

Attachment 4

Phasing of Planned Modifications – 33rd Street West

Phase 1: Two-Hour Parking Restrictions, Peak-Hour Turning Movement Restrictions and Active Pedestrian Corridor

The Administration will be installing two-hour parking restrictions along 33rd Street, from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West. Currently, in order to facilitate improved traffic flow during peak hours, parking is prohibited along 33rd Street West, from Avenue B to Avenue F, Monday through Friday, on the south side from 7:00 a.m. to 9:00 a.m.; on the north side from 4:00 p.m. to 6:00 p.m.; and on both sides, from Avenue B to Idylwyld Drive, at all times.

Additionally, to improve traffic flow near Idylwyld Drive during the peak hours, the Administration will be implementing left-turn restrictions along 33rd Street West, Monday through Friday, at Avenues B and C eastbound during the morning peak hours of 7:00 a.m. to 9:00 a.m.; and westbound during the evening peak hours of 4:00 p.m. to 6:00 p.m. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street West, from Avenues B to E.

An active pedestrian corridor was installed at the intersection of 33rd Street West and Avenue K North, to improve pedestrian safety across 33rd Street leading to Henry Kelsey Park. Active pedestrian corridors are enhanced pedestrian crossings that utilize amber flashing beacons to notify motorists that a pedestrian is at the crosswalk and intending to cross.

The remainder of Phase 1 improvements, as shown in Attachment 5, will be completed in 2013.

Phase 2: Further Restriction of Parking and Turning Movements, and Installation of Pedestrian-Actuated Crossing Facilities

Phase 2 will involve the implementation of parking restrictions west of Avenue F to Confederation Drive during peak hours, Monday through Friday, as shown in Attachment 6. Westbound parking will be prohibited between 4:00 p.m. and 6:00 p.m. on weekdays; and eastbound parking will be prohibited between 7:00 a.m. and 9:00 a.m. on weekdays. The removal of on-street parking in front of residential properties has been used along Clarence Avenue to effectively create a four-lane arterial street to improve capacity, while maintaining reasonable crossing opportunities for pedestrians.

In addition, left turn movements will be further restricted at Avenue D, with the use of small islands (right turns in and out only). To accommodate the turning restrictions and to improve pedestrian safety, the existing traffic signals at Avenue D will be removed and active pedestrian corridors will be installed at Avenues C and D.

A Public Hearing is required to physically restrict turning movements at Avenue D, which will be undertaken upon funding approval.

Phase 2 will be implemented in 2015, upon approval of funding.

CITY OF SASKATOON

Office of the City Clerk

To: General Manager
Utilities and Transportation Department

Date: May 8, 2014

Phone: (306) 975-3240

Our File: CK. 6320-1

From: Joanne Sproule
City Clerk

Your File:

Re: Motion - Proposed Changes to Parking and Traffic Operations along 33rd Street

Attached is an excerpt from the minutes of meeting of City Council held on May 5, 2014, regarding the above matter.

The following motions were considered:

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT City Council rescind the first two points of the motion which was passed by City Council at its meeting held on January 21, 2013, approving the adoption of Phase 1 of 33rd Street Changes and that the third point pertaining to the 33rd Street and Avenue K corridor remain.

Phase 1 - Two-hour Parking Restrictions, Peak-hour Turning Movement Restrictions and Active pedestrian Corridor.

- *Two–hour parking restrictions along 33rd Street from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West*

- *Implementation of left-turn restrictions along 33rd Street West, Monday through Friday, at Avenue B and C eastbound during the morning peak hours of 7:00 am to 9:00 am and westbound during the evening peak hours of 4:00 pm to 6:00 pm. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street west, from Ave B to E.*

- *An Active Pedestrian Corridor installed at 33rd Street and Ave K to improve pedestrian safety.*

CARRIED.

Memorandum

THAT the proposed changes, in the first two points, be revaluated after the public consultation process has been completed with all neighbourhoods impacted along the 33rd Street corridor.

CARRIED.

JS:rmr

Attachment

Memorandum

The following is an excerpt from the minutes of meeting of City Council held on Monday, May 5, 2014:

MOTIONS

REPORT OF THE CITY CLERK:

"Councillor Hill provided the following Notice of Motion to members of City Council via email dated May 2, 2014:

'TAKE NOTICE that in accordance with Section 35(1)(b) of *The Council and Committee Procedure Bylaw, 2003,* this is to advise that at the meeting of City Council scheduled for Monday, May, 5, 2014, I will move the following motion:

'THAT City Council rescind the first two points of the motion which was passed by City Council at its meeting held on January 21, 2013, approving the adoption of Phase 1 of 33rd Street Changes and that the third point pertaining to the 33rd Street and Avenue K corridor remain.

Phase 1 - Two-hour Parking Restrictions, Peak-hour Turning Movement Restrictions and Active pedestrian Corridor.

- Two–hour parking restrictions along 33rd Street from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West

- Implementation of left-turn restrictions along 33rd Street West, Monday through Friday, at Avenue B and C eastbound during the morning peak hours of 7:00 am to 9:00 am and westbound during the evening peak hours of 4:00 pm to 6:00 pm. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street west, from Ave B to E.

- An Active Pedestrian Corridor installed at 33rd Street and Ave K to improve pedestrian safety.'

Should the above motion be passed by City Council, I will then move the following motion:

'THAT the proposed changes, in the first two points, be revaluated after the public consultation process has been completed with all neighbourhoods impacted along the 33rd Street corridor.'"

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT City Council rescind the first two points of the motion which was passed by City Council at its meeting held on January 21, 2013, approving the adoption of Phase 1 of 33rd Street Changes and that the third point pertaining to the 33rd Street and Avenue K corridor remain.

Phase 1 - Two-hour Parking Restrictions, Peak-hour Turning Movement Restrictions and Active pedestrian Corridor.

- *Two–hour parking restrictions along 33rd Street from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33rd Street West*

- *Implementation of left-turn restrictions along 33rd Street West, Monday through Friday, at Avenue B and C eastbound during the morning peak hours of 7:00 am to 9:00 am and westbound during the evening peak hours of 4:00 pm to 6:00 pm. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33rd Street west, from Ave B to E.*

- *An Active Pedestrian Corridor installed at 33rd Street and Ave K to improve pedestrian safety.*

CARRIED.

Moved by Councillor Hill, Seconded by Councillor Lorje,

THAT the proposed changes, in the first two points, be revaluated after the public consultation process has been completed with all neighbourhoods impacted along the 33rd Street corridor.

CARRIED.

APPENDIX B: PUBLIC MEETINGS INFORMATION

Key	Pedestrian Treatment	Location
1	Replace depressed sidewalk	5 locations between Avenue B & Avenue C 1 location between Avenue F & Avenue E
2	Install sidewalk ramps	SE corner of Avenue B & 33rd St NE corner of Avenue B & 33rd St SE corner of Avenue D & 33rd St SW corner of Avenue D & 33rd St SE corner of Avenue E & 33rd St (west crosswalk; location)
3	Sidewalk protection	SE corner of Idylwyld Drive & 33rd St Remove temporary jersey barrier with bollard and repair sidewalk at Avenue H & 33rd St
4	Replace dirt boulevard with concrete	South side of 33rd St between Avenue B & Avenue C
5	Pedestrian crosswalk improvement	Install Active Pedestrian Corridor type crossing on East side of southern leg at Avenue C & 33rd St Remove other crossings at Avenue C & 33rd St

Key	Pedestrian Treatment	Location
6	Pedestrian crosswalk improvement	Paint zebra markings on west crosswalk at Avenue D & 33rd Street
7	Pedestrian crosswalk improvement	Paint zebra markings on west crosswalk at Avenue E & 33rd Street Remove East crosswalk at Avenue E & 33rd St
8	Install Sidewalk	South side of 33rd Street between Avenue P and Park
9	Install Pathway	South side of 33rd Street from Edmonton Avenue along Park
10	Intersection Improvement	Upgrade traffic signal poles and lights at Avenue D & 33rd St
11	Geometric Intersection Improvements	Re-configure South and North legs of intersection by adding protected left turn lanes at Avenue P & 33rd Street
12	Geometric Intersection Improvements	Install a bus lay-by on 33rd Street at the SE corner of Avenue W

LEGEND

- TS — EXISTING TRAFFIC SIGNAL
- PA — EXISTING PEDESTRIAN ACTUATED SIGNAL
- APC — EXISTING ACTIVE PEDESTRIAN CORRIDOR

33RD STREET WEST - CONFEDERATION DRIVE/WEDGE ROAD TO IDYLWYLD DRIVE

City of Saskatoon

RECOMMENDED PEDESTRIAN IMPROVEMENTS

1 – REPLACE DEPRESSED SIDEWALKS

- ✓ 5 LOCATIONS BETWEEN AVENUE B & AVENUE C
- ✓ 1 LOCATION BETWEEN AVENUE F & AVENUE E

Existing

Proposed

2 – INSTALL SIDEWALK RAMPS

- ✓ SW CORNER OF IDYLWYLD DRIVE
- ✓ SE CORNER OF AVENUE B
- ✓ NE CORNER OF AVENUE B
- ✓ SE CORNER OF AVENUE D
- ✓ SW CORNER OF AVENUE D
- ✓ SE CORNER OF AVENUE E (WEST CROSSWALK LOCATION)

Existing

Proposed

3 – INSTALL SIDEWALK

- ✓ SOUTH SIDE OF 33RD STREET BETWEEN AVENUE P AND EAST EDGE OF VIC REMPEL YARDS

Existing

Proposed

4 – INSTALL PATHWAY

- ✓ SOUTH SIDE OF 33RD STREET BETWEEN EAST EDGE OF VIC REMPEL YARDS AND EDMONTON AVENUE

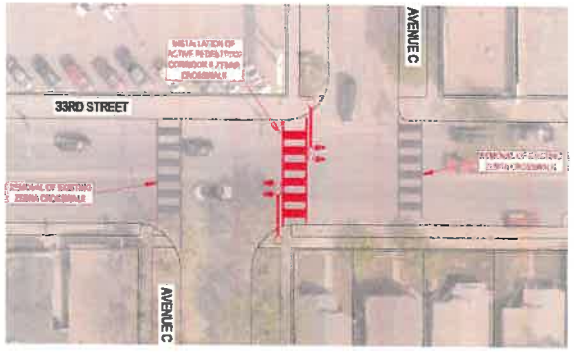
Existing

Proposed

5 – AVENUE C PEDESTRIAN CROSSWALK IMPROVEMENT

- ✓ INSTALL ACTIVE PEDESTRIAN CORRIDOR TYPE CROSSING ON EAST SIDE OF SOUTHERN LEG
- ✓ REMOVE OTHER EXISTING CROSSINGS

Proposed

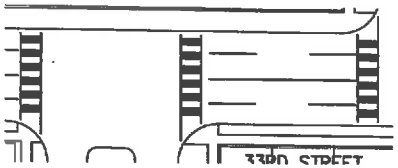


Example

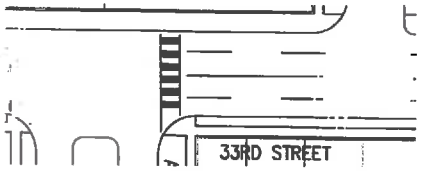
6 – AVENUE E PEDESTRIAN CROSSWALK IMPROVMENT

- ✓ INSTALL ZEBRA CROSSWALK ON EAST SIDE OF AVENUE E ON SOUTHERN LEG
- ✓ REMOVE CROSSWALK ON EAST SIDE

Existing



Proposed



12 –SIDEWALK PROTECTION

- ✓ REMOVE TEMPORARY JERSEY BARRIER WITH BOLLARD AND REPAIR SIDEWALK

Existing

Example

13 - REPLACE DIRT BOULEVARD WITH CONCRETE

- ✓ SOUTHSIDE OF 33RD STREET BETWEEN AVENUE B AND AVENUE C

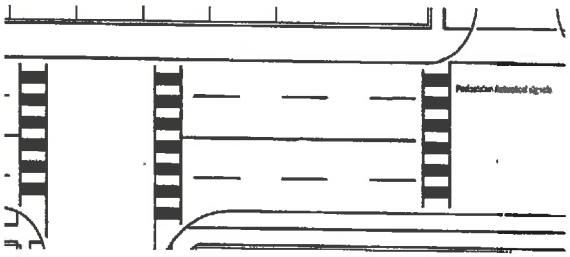
Existing

Example

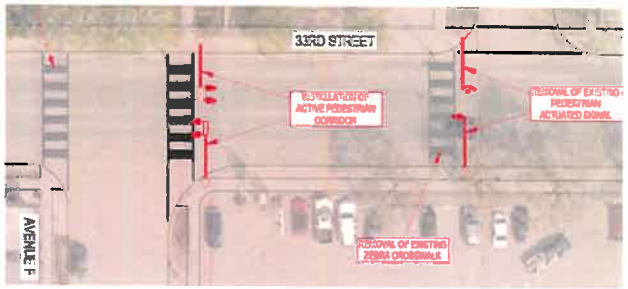
7 – AVENUE F

- ✓ REMOVE PEDESTRIAN ACTUATED SIGNALS (EAST LEG) AND REPLACE WITH ACTIVE PEDESTRIAN CORRIDOR

Proposed



Proposed



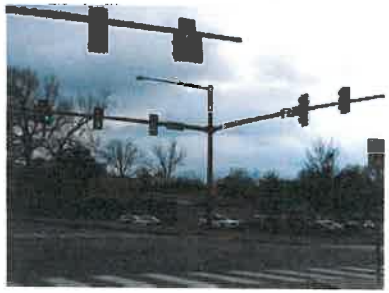
RECOMMENDED INTERSECTION IMPROVEMENTS

8 – NORTHUMBERLAND AVENUE

- ✓ REMOVE PEDESTRIAN ACTUATED SIGNALS AND REPLACE WITH FULL-SIGNALS

Existing

Example

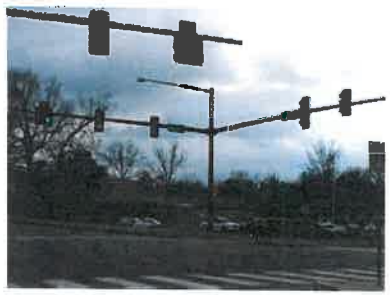


9 – AVENUE D

- ✓ UPGRADE TRAFFIC SIGNAL POLES AND TRAFFIC SIGNALS

Existing

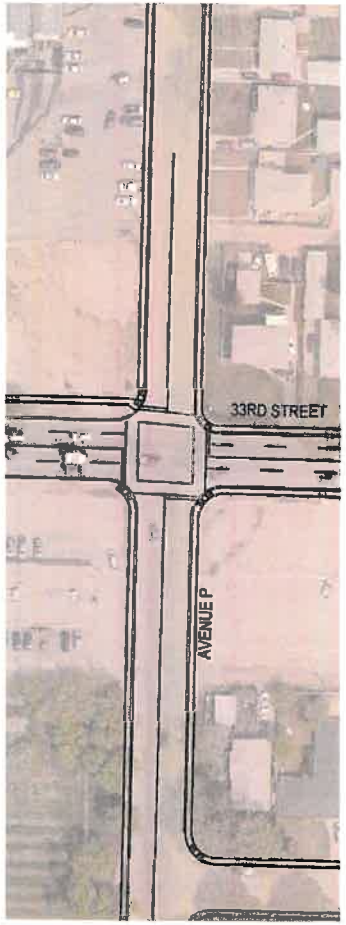
Example



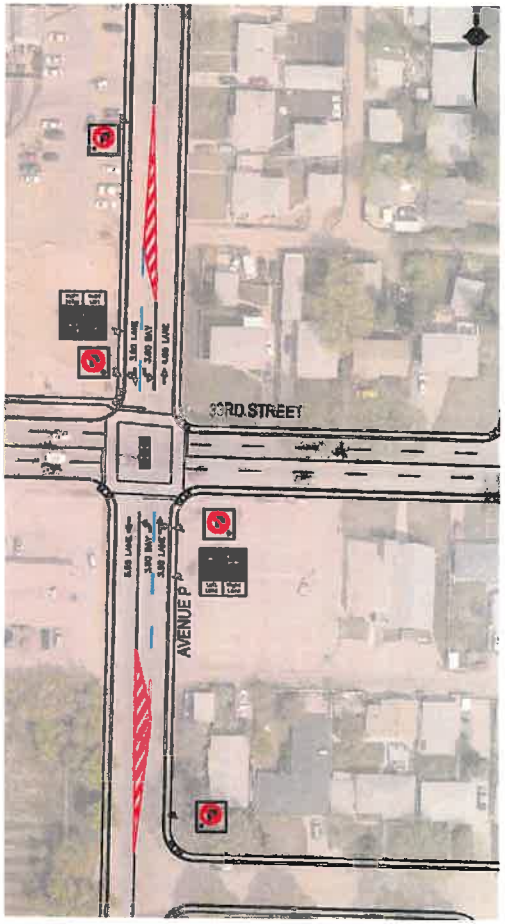
10 – AVENUE P

✓ RE-CONFIGURE SOUTHERN AND NORTHERN LEGS

Existing



Proposed



11 – AVENUE W

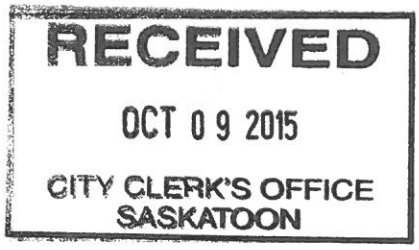
✓ CONSTRUCT A BUS LAY-BY ON 33RD STREET (SOUTHEAST CORNER), ALSO WAITING UPON TRANSIT COMMENTS

Existing

Proposed

6320-1

From: Tyler Gould <tyler@spaacademy.ca>
Sent: October 09, 2015 10:42 AM
To: City Council
Subject: Form submission from: Write a Letter to Council



Submitted on Friday, October 9, 2015 - 10:42
Submitted by anonymous user: 174.2.88.82
Submitted values are:

Date: Friday, October 09, 2015
To: His Worship the Mayor and Members of City Council
First Name: Tyler
Last Name: Gould
Address: Suite J, 511 - 33rd Street West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 0V7
Email: tyler@spaacademy.ca
Comments:
I wish to speak to the SPC on Public Transportation on Tuesday, October 13th on behalf of the 33rd Street Business Improvement District regarding item [7.2.3] 33rd Street - Boulevard Removal - Parking and Traffic
Operations (Files CK. 6320-1 and TS. 6320-1).

Please confirm that I am able and scheduled to speak during the appropriate time at the 9:00am meeting, October 13th, 2015.

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/44693

6320-1

From: James Scott <jscott@sblo.ca>
Sent: October 09, 2015 1:55 PM
To: City Council
Subject: Form submission from: Write a Letter to Council

Submitted on Friday, October 9, 2015 - 13:55
Submitted by anonymous user: 71.17.194.138
Submitted values are:

Date: Friday, October 09, 2015
To: His Worship the Mayor and Members of City Council
First Name: James
Last Name: Scott
Address: 815 Avenue D North and 211 33rd Street West
City: Saskatoon
Province: Saskatchewan
Postal Code: S7L 1N3
Email: jscott@sblo.ca
Comments:
To the STANDING POLICY COMMITTEE ON TRANSPORTATION

Please allow me to speak to the STANDING POLICY COMMITTEE ON TRANSPORTATION on Tuesday, October 13, 2015, 9:00 a.m. at Council Chamber, City Hall. I am concerned that the long term aspect of 33rd Street Corridor Study has not been adequately revealed to the residents of Caswell and Mayfair nor to the 33rd Street BID. It is my interpretation of the 33rd street Corridor Study that the City is willing to increase the traffic flow on 33rd Street to four lanes in the long term and the the City is not intending to protect our neighborhoods in the long term. This lack of protection prevents us from maintaining, planning, and building a future for our businesses and our families.

33rd Street has historically been the community-binding-center for the Caswell and Mayfair neighborhoods - it is our "Main Street". However, the City's future traffic plan threatens our communities and reflects an attitude of dismissive lack of consideration for the people and families who make up our communities. Saskatoon ought to foster welcoming cohesive communities for social order and our quality of civic life. Communities are precious and fragile and need to nurtured and cared for.

The City of Saskatoon presently plans to maintain and escalate a corrosive onslaught traffic through 33rd Street which is the heart of our neighborhood - a neighborhood that was originally designed for people. Our heritage, our sense of community, and our safety are being threatened by the City's long term traffic plan.

33rd Street should not be considered to be a major arterial corridor. We should be designated as minor arterial corridor like the people of Broadway and 20th Street. This is the fair and humane thing to do.

We cannot properly plan and build our businesses and our communities when the City is threatening our future with a ever-increasing toxic stream of traffic. It is my sense that the residents of Caswell and Mayfair are tired of paying the price for the City's growth.

I look forward to the opportunity to speak to you. Yours truly, James Scott

The results of this submission may be viewed at:
https://www.saskatoon.ca/node/398/submission/44713