

# Gordie Howe Management Area, West Industrial, and Southwest Industrial Neighbourhood Traffic Review





Gordie Howe Management Area, West Industrial, and Southwest Industrial  
Neighbourhood Traffic Review

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Authorization

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# Gordie Howe Management Area, West Industrial, and Southwest Industrial Neighbourhood Traffic Review

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## Acknowledgements

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

- Gordie Howe Management Area, West Industrial, and Southwest Industrial residents
- Gordie Howe Management Area, West Industrial, and Southwest Industrial businesses
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Councillor Hilary Gough

## **Executive Summary**

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

A public meeting was held in August 2020 to identify traffic concerns and potential solutions within the Gordie Howe Management Area, West Industrial, and Southwest Industrial neighbourhoods. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by road users in the industrial area. Based on the road users' input and the completed traffic assessments, a Traffic Plan was developed and presented to the stakeholders in an online presentation in March 2021 via the Engage page.

A summary of recommended improvements for the Gordie Howe Management Area, West Industrial, and Southwest Industrial areas is included in Table ES-1. The summary identifies the locations, recommended improvements, and justification. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the [Traffic Calming Guidelines and Tools](#) document, the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the goals for implementing the improvements ranges from 1 to 5 years.

The Gordie Howe Management Area, West Industrial, and Southwest Industrial Traffic Plan is illustrated in Exhibit ES-1.

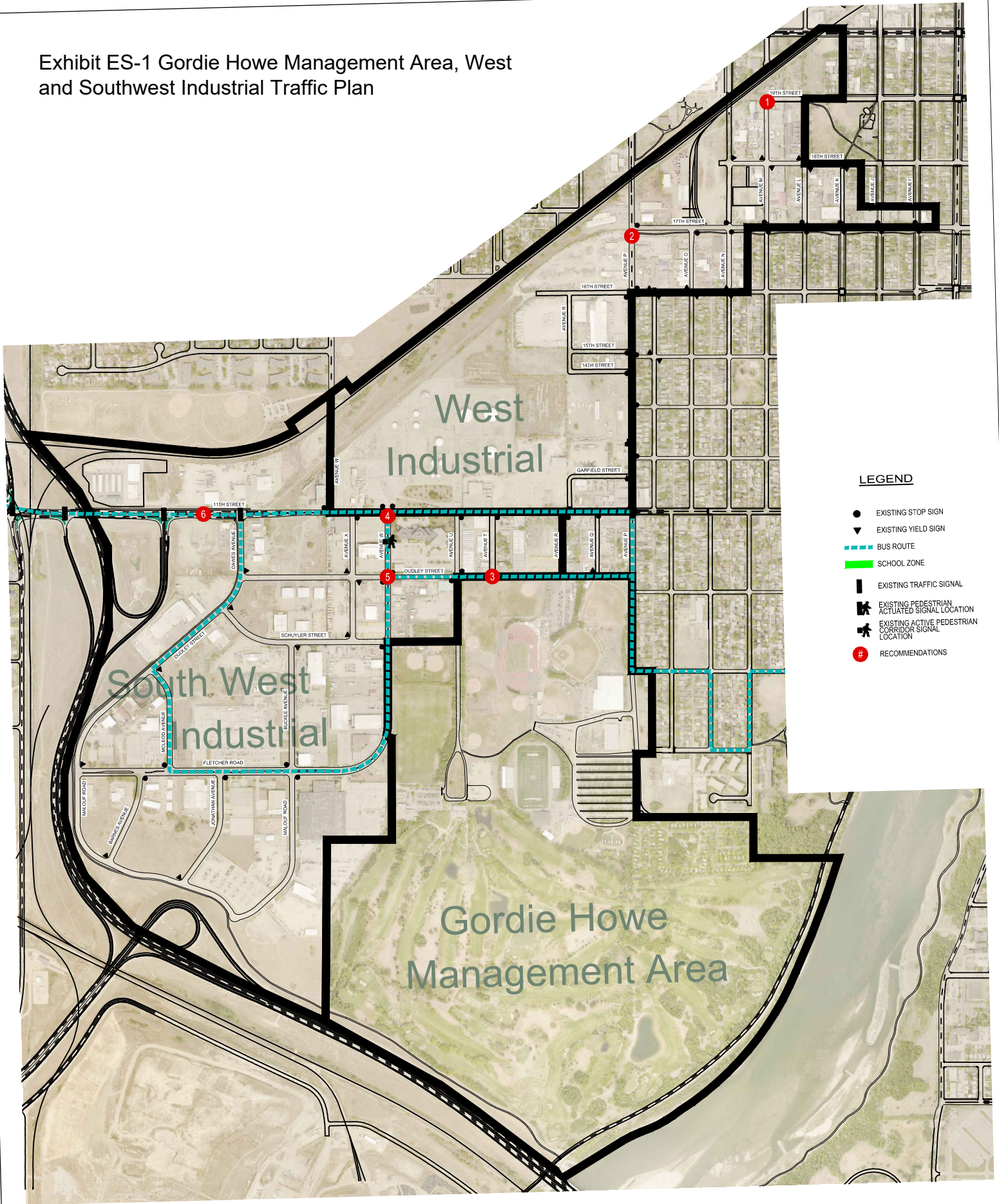


## Gordie Howe Management Area, West Industrial, and Southwest Industrial Neighbourhood Traffic Review

*Table ES-1: Gordie Howe Management Area, West and Southwest Industrial Neighbourhood Recommended Improvements*

Item	Location	Recommended Improvement	Justification
1	Avenue M South and 19 <sup>th</sup> Street West	Add "Turn" advisory signs	Improve awareness of curve
2	17 <sup>th</sup> Street West and Avenue P South	Paint stop bars on all legs	Improve intersection operations
3	Dudley Street and Avenue T South	Install yield sign	Assign right-of-way
4	11 <sup>th</sup> Street West and Avenue W South (east intersection)	Replace stop signs with oversized stop signs	Improve stop compliance
		Remove "Truck Entrance" sign	
		Relocate "Stop Ahead" sign and "No Parking" sign	
5	Avenue W South and Dudley Street	Install parking restrictions on Avenue W, north of Dudley Street, 23 m on west side and 20 m on east side	Improve sight lines
		Install parking restrictions on Avenue W, south of Dudley Street, 25 m on west side and 27 m on east side	
6	11 <sup>th</sup> Street West between Circle Drive and Dawes Avenue	Install additional guide sign in the median for westbound traffic to Circle Drive North ramp	Improve visibility of signage
7	Neighbourhood Wide	Sidewalks to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
		Pedestrian accessible ramps to be installed as per the Curb Ramp Program	

Exhibit ES-1 Gordie Howe Management Area, West and Southwest Industrial Traffic Plan



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## **1. Introduction**

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

The Gordie Howe Management Area, West Industrial, and Southwest Industrial areas are bound by Circle Drive to the south and west, CP rail tracks to the north and the South Saskatchewan River and various streets to the east. The land use is primarily industrial with a large park that contains a variety of uses including a campground, ball diamonds, and a golf course.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

## **2. Identify Issues, Concerns and Possible Solutions**

A public meeting was held in August 2020 to identify traffic concerns within the Gordie Howe Management Area, West Industrial, and Southwest Industrial areas. At the meeting, residents, business owners, employees, and road users were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

### **2.1. Speeding and Shortcutting**

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

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

- Avenue P during special events
- 17<sup>th</sup> Street concerns with shortcutting truck traffic

The residents proposed “Do Not Block Driveway” signs as a possible solution to address their concerns.

### **2.2. Pedestrian Safety**

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada’s [Pedestrian Crossing Control Guide](#).

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

- Dawes Avenue
- Dudley Street
- Dawes Avenue and Dudley Street intersection
- Avenue K South
- Avenue M South



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- Avenue N South
- Avenue P South
- 11<sup>th</sup> Street West
- 17<sup>th</sup> Street West
- 18<sup>th</sup> Street West
- Fletcher Road
- Avenue J South and 17<sup>th</sup> Street West intersection
- 11<sup>th</sup> Street West and Dawes Avenue intersection

The residents proposed the following solutions:

- Sidewalks
- Crosswalks
- Pedestrian activated devices

### **2.3. Traffic Control**

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

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

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

Road users expressed concerns regarding traffic controls at the following locations:

- Avenue P South and 11<sup>th</sup> Street West
- Avenue W (west) and 11<sup>th</sup> Street West
- Avenue W (east) and 11<sup>th</sup> Street West
- Circle Drive South and 11<sup>th</sup> Street West

Proposed solutions identified by residents:

- Painted stop bars
- Improve signage
- Make signage more visible

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### **2.4. Parking**

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

Concerns regarding parking were received for the following locations:

- 18<sup>th</sup> Street West between Avenue L South and Avenue M South
- 17<sup>th</sup> Street West and Avenue P South
- 17<sup>th</sup> Street West, north of Avenue J South
- Avenue M South between 18<sup>th</sup> Street West and 19<sup>th</sup> Street West

Stakeholders requested parking prohibitions to address their concerns.

### **2.5. Maintenance**

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

Concerns regarding maintenance were received for the following locations:

- 11<sup>th</sup> Street West - Blowing gravel; poor lighting
- Avenue P South - Potholes
- Neighbourhood wide - Sidewalks not cleared of snow; flooded sidewalk ramps in spring

## **3. Develop Draft Traffic Plan**

### **3.1. Methodology**

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

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

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

### **3.2. Traffic Volume and Speed Assessments**

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



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

Characteristic	Classifications									
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major		
<b>Traffic Service Function</b>	Land access function only (traffic movement not a consideration)		Land access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration	Traffic movement primary consideration	
<b>Land Service/ Access</b>	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access	
<b>Typical Traffic Volume (veh/day)</b>	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000	
<b>Traffic Flow Characteristics</b>	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)	
<b>Typical Posted Speed Limit (kph)</b>	20		50		50		50 to 70		80 to 90	
<b>Typical Vehicle Type</b>	Passenger and service vehicles	All types	Passenger and service vehicles	All types	Passenger and service vehicles	All types	All types	All types, large portion of trucks	All types, large portion of trucks	
<b>Desirable Network Connections</b>	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/ Expressways	
<b>Transit Service</b>	Not permitted		Generally avoided		Permitted		Permitted		Express buses only	
<b>Cyclist Facilities</b>	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*	
<b>Pedestrians Facilities</b>	Permitted, no special facilities		Sidewalks provided both sides		Sidewalks provided both sides, separation from traffic lanes preferred		Sidewalks provided both sides, separation from traffic lanes required		Prohibited*	
<b>Typical Parking Restrictions</b>	Some restrictions		No restrictions or restrictions one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions	Prohibited	
<b>Minimum Intersection Spacing (m)</b>	As needed		60		60		200	400	800 or 1,600 between interchanges	
<b>Typical Right-of-Way Width (m)</b>	6		15 to 22		21 to 41		33 to 43		75 to 125	

\*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Gordie Howe Management Area is 20 kph and speed limit in West Industrial, and Southwest Industrial areas is 50 kph.

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

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Table 3-2: Speed Studies and Average Daily Traffic Counts (2020)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
17 <sup>th</sup> Street West	Avenue N South and Avenue O South	Collector	3,020	53

### 3.3. Traffic Control Assessments

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

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

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

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

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

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

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
11 <sup>th</sup> Street West and Avenue W South (west)	Yes (1,533 vph)	Yes (15,330 vpd)	Yes 9	Condition met. Proceed to Step 2.
11 <sup>th</sup> Street West and Avenue W South (east) <sup>1</sup>	Yes (1,045 vph)	Yes (12,020 vpd)	No 0	Condition met. Proceed to Step 2.

<sup>1</sup> Existing intersection control is 4-way stop.

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: All-way stop or traffic signals within 200 metres	Results
11 <sup>th</sup> Street West and Avenue W South (west)	16% Condition NOT met	Yes Condition not met	All-Way Stop Not Warranted
11 <sup>th</sup> Street West and Avenue W South (east)	12% Condition NOT met	No Condition met	All-Way Stop Not Warranted

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

### 3.4. Collision Analysis

The most recently available five-year collision data (2015 to 2019) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections on arterial streets are not included because arterial streets are outside of the scope of the traffic review. The only intersection that had two or more collisions per year within Gordie Howe Management Area, West Industrial, and Southwest Industrial areas was the intersection of Avenue W South and Dudley Street.

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

## 4. Present Traffic Plan

### 4.1. Methodology

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

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

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

### 4.2. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-1.

*Table 4-1: Recommended Improvements – Pedestrian Safety*

Location	Recommended Improvement	Justification
Neighbourhood Wide	Sidewalks to be installed as per the Sidewalk Infill Program	Improve pedestrian safety.
	Pedestrian accessible ramps to be installed as per the Curb Ramp Program	

### 4.3. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-2.



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Table 4-2: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Avenue M South and 19 <sup>th</sup> Street West	Add “Turn” advisory signs	Improve awareness of intersection
17 <sup>th</sup> Street West and Avenue P South	Paint stop bars on all legs	Improve intersection operations
Dudley Street and Avenue T South	Install yield sign	Assign right-of-way
11 <sup>th</sup> Street West and Avenue W South	Replace stop signs with oversized stop signs	Improve stop compliance
	Remove “Truck Entrance” sign	
	Relocate “Stop Ahead” sign and “No Parking” sign	
11 <sup>th</sup> Street West between Circle Drive and Dawes Avenue	Install additional guide sign in the median for westbound traffic to Circle Drive North ramp	Improve visibility of signage

### 4.4. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-3.

Table 4-3: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Avenue W South and Dudley Street	Install parking restrictions on Avenue W, north of Dudley Street, 23 m on west side and 20 m on east side	Improve sight lines
	Install parking restrictions on Avenue W, south of Dudley Street, 25 m on west side and 27 m on east side	

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

The recommended improvements were presented to residents and stakeholders in a video presentation that was posted to the project Engage Page in March 2021. The presentation and draft traffic plan are provided in **Appendix E**.

A decision matrix detailing the list of recommended improvements presented at the follow-up presentation are included in **Appendix F**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix G**. Recommendations were added to the

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list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet and Support and Transit.

### 4.6. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through a public meeting and virtual presentation, as outlined in Table 4-4.

*Table 4-4: Public Meetings Summary*

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1 (Online)</b> August 27, 2020 3 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Virtual Presentation</b> March 16, 2021	To discuss the draft neighbourhood traffic plan	Presentation and draft traffic plan included in <b>Appendix E</b>

Residents and stakeholders in Gordie Howe Management Area, West Industrial, and Southwest Industrial areas were notified of the meetings via:

- a flyer delivered to each residence and business in the neighbourhood;
- City of Saskatoon events calendar, [saskatoon.ca/engage](http://saskatoon.ca/engage), and [saskatoon.ca/NTR](http://saskatoon.ca/NTR);
- billboard placed at the intersection of Dudley Street and Avenue P South prior to the first meeting; and
- notifying the appropriate City Councillor.

The Engage page was used to disseminate information about the engagement events, as well as status updates and notifications for the project. It also provided a forum for stakeholder comments.

Nine stakeholders subscribed for email updates. Study updates were provided to these stakeholders at several milestones throughout the project.

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

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

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Residents, business owners, employees, or road users who could not attend the meetings were able to view the meeting materials and provide feedback via the City's [saskatoon.ca/engage](https://saskatoon.ca/engage) website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix H**.

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### 5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus.

The placement of signs and pavement markings will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Therefore, installations for Gordie Howe Management Area, West and Southwest Industrial neighbourhoods are likely to begin in spring/summer 2021.

The estimated costs of the improvements included in the Traffic Plan are outlined in Table 5-1: Signs and Pavement Markings Cost Estimate.

*Table 5-1: Signs and Pavement Markings Cost Estimate*

Location	Device	Cost Estimate	Implementation Goal
Avenue M South and 19 <sup>th</sup> Street West	Turn advisory sign (2)	\$500	1 to 2 years
17 <sup>th</sup> Street West and Avenue P South	Stop bars (3)	\$750	
Dudley Street and Avenue T South	Yield sign (1)	\$250	
11 <sup>th</sup> Street West and Avenue W South	Oversized stop signs (3)	\$750	
Avenue W South and Dudley Street	No Parking signs (4)	\$1,000	
11 <sup>th</sup> Street West between Circle Drive and Dawes Avenue	Guide sign (1)	\$250	
<b>Total</b>		<b>\$3,500</b>	

The total cost estimate for the signage and pavement marking recommendations is \$3,500. The cost estimate for long-term improvements (pedestrian ramps and sidewalks/multi-use paths) will be determined at a later date once a feasibility analysis has been completed.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-2.

The resulting recommended Gordie Howe Management Area, West Industrial, and Southwest Industrial Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

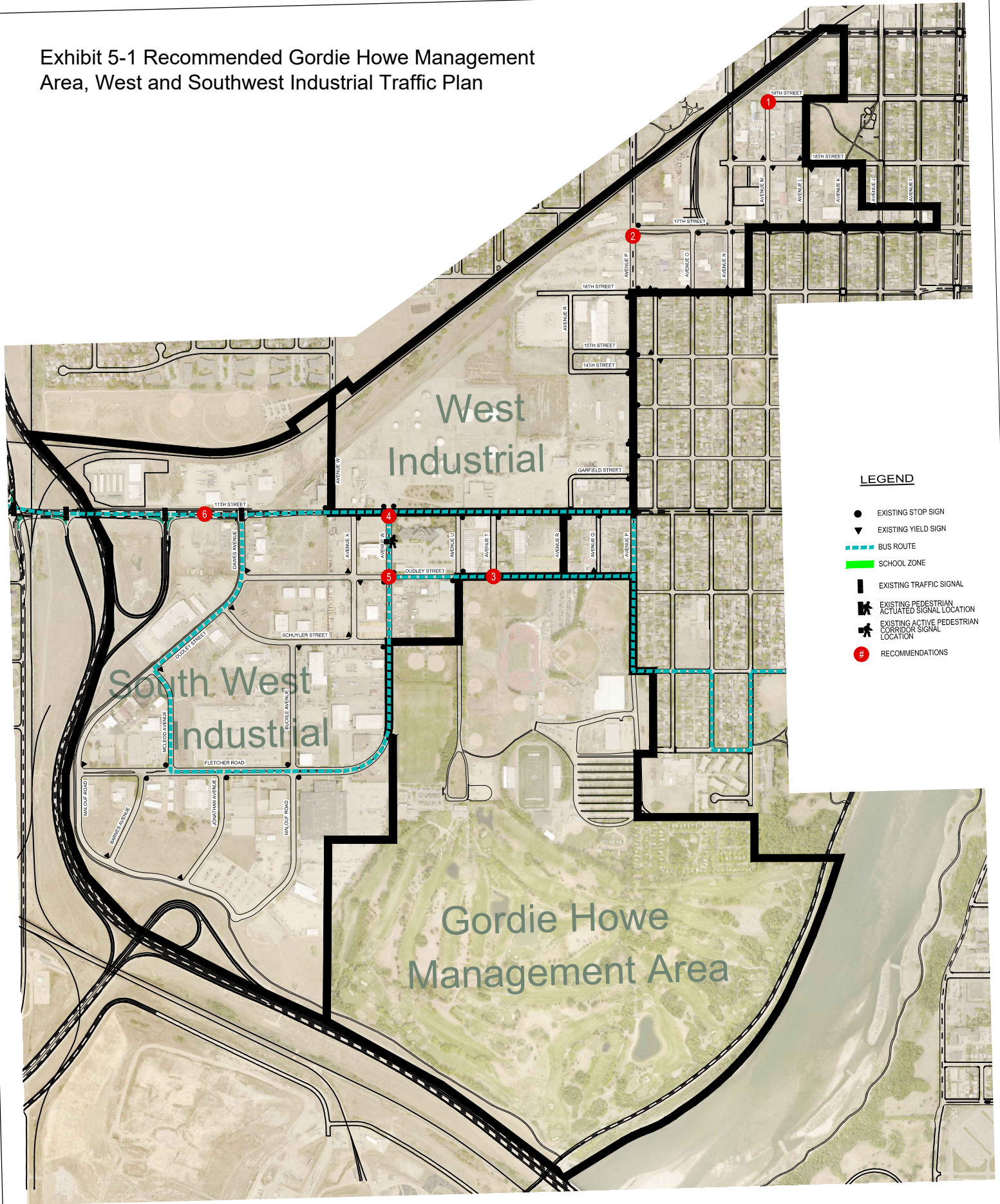


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Table 5-2: Gordie Howe Management Area, West and Southwest Industrial Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Avenue M South and 19 <sup>th</sup> Street West	Add "Turn" advisory signs	Improve awareness of curve
2	17 <sup>th</sup> Street West and Avenue P South	Paint stop bars on all legs	Improve intersection operations
3	Dudley Street and Avenue T South	Install yield sign	Assign right-of-way
4	11 <sup>th</sup> Street West and Avenue W South (east intersection)	Replace stop signs with oversized stop signs	Improve stop compliance
		Remove "Truck Entrance" sign	
		Relocate "Stop Ahead" sign and "No Parking" sign	
5	Avenue W South and Dudley Street	Install parking restrictions on Avenue W, north of Dudley Street, 23 m on west side and 20 m on east side	Improve sight lines
		Install parking restrictions on Avenue W, south of Dudley Street, 25 m on west side and 27 m on east side	
6	11 <sup>th</sup> Street West between Circle Drive and Dawes Avenue	Install additional guide sign in the median for westbound traffic to Circle Drive North ramp	Improve visibility of signage
7	Neighbourhood Wide	Sidewalks to be installed as per the Sidewalk Infill Program	Improve pedestrian safety
		Pedestrian accessible ramps to be installed as per the Curb Ramp Program	

Exhibit 5-1 Recommended Gordie Howe Management Area, West and Southwest Industrial Traffic Plan



# **Appendix A**

## **Public Meeting #1 – August 27, 2020**

## **Gordie Howe Management Area, West Industrial and Southwest Industrial Neighbourhood Traffic Review Meeting #1 Minutes**

**Date:** Thursday, August 27, 2020

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

<b>Name</b>	<b>Position</b>
Justine Marcoux	City of Saskatoon Transportation Engineer Gordie Howe Management Area, West Industrial & Southwest Industrial Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Katie Sapieha	City of Saskatoon Transportation Engineer
Councillor Hilary Gough	Ward 2 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Justine Marcoux – Transportation Engineer)

See Video – Online meeting video recording – August 27, 2020

**Question and Answer Session**

There were no questions or comments received.

**Updates on other relevant projects**

Southwest Transportation Study

The Southwest Transportation Study includes a long term plan for the desirable connection between the west sector and the downtown by extending 17<sup>th</sup> Street to connect to 11<sup>th</sup> Street along the rail corridor alignment. The detailed design of



the corridor is scheduled to begin in 2021. For more information on this project, please visit the City's website and type Southwest Transportation Study into the search box.

#### Neighbourhood Bikeways Project

The City of Saskatoon is undertaking the Neighbourhood Bikeways Project. The project will include the evaluation and design of walking and cycling facility improvements for several streets including Dudley Street, from Dawes Avenue to Spadina Crescent. Dudley Street was selected for review because it provides important connections to the Meewasin trail system and the Dawes Avenue multi-use pathway. Please visit the Saskatoon.ca engage page for more information.

#### Holiday Park / King George Neighbourhood Traffic Review

The first meeting was held Tuesday, October 29, 2019 to gather concerns. A follow-up virtual meeting to present the draft traffic plan will be held in the fall. Date TBD but likely after the municipal election.

#### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 27, 2020
3. Additional public input via Engage Page no later than September 27, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

**Greetings from Councillor Hilary Gough**

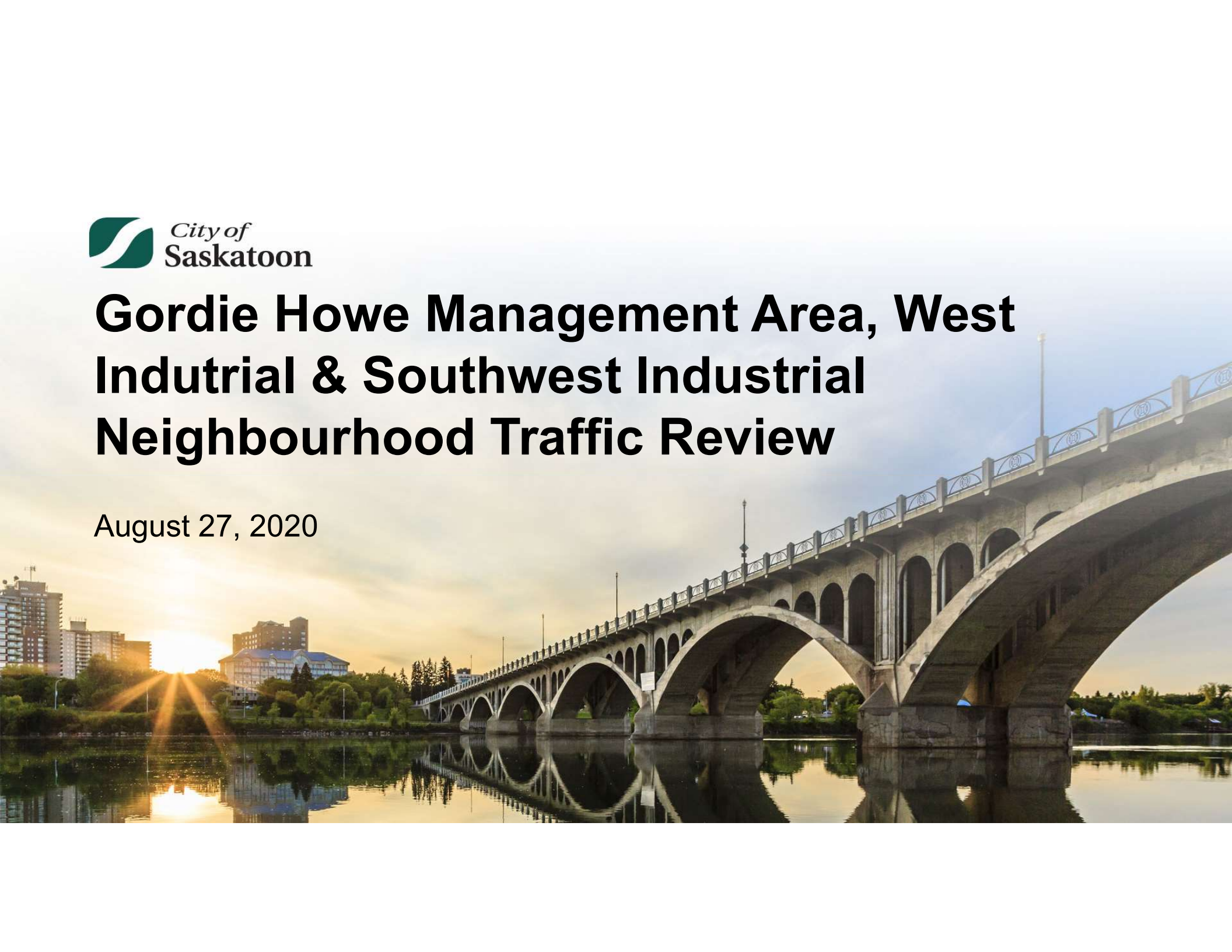
**Adjournment**





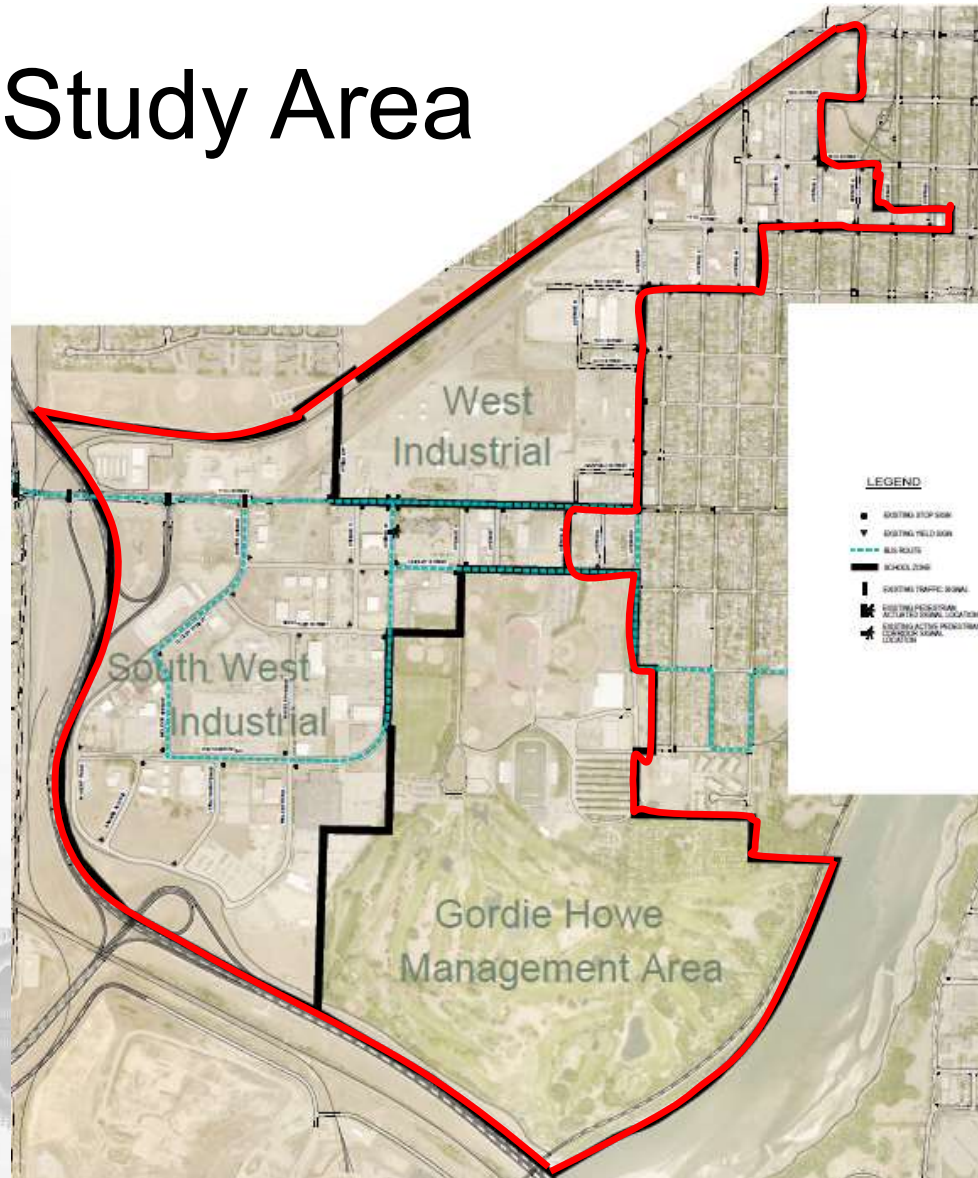
# **Gordie Howe Management Area, West Industrial & Southwest Industrial Neighbourhood Traffic Review**

August 27, 2020

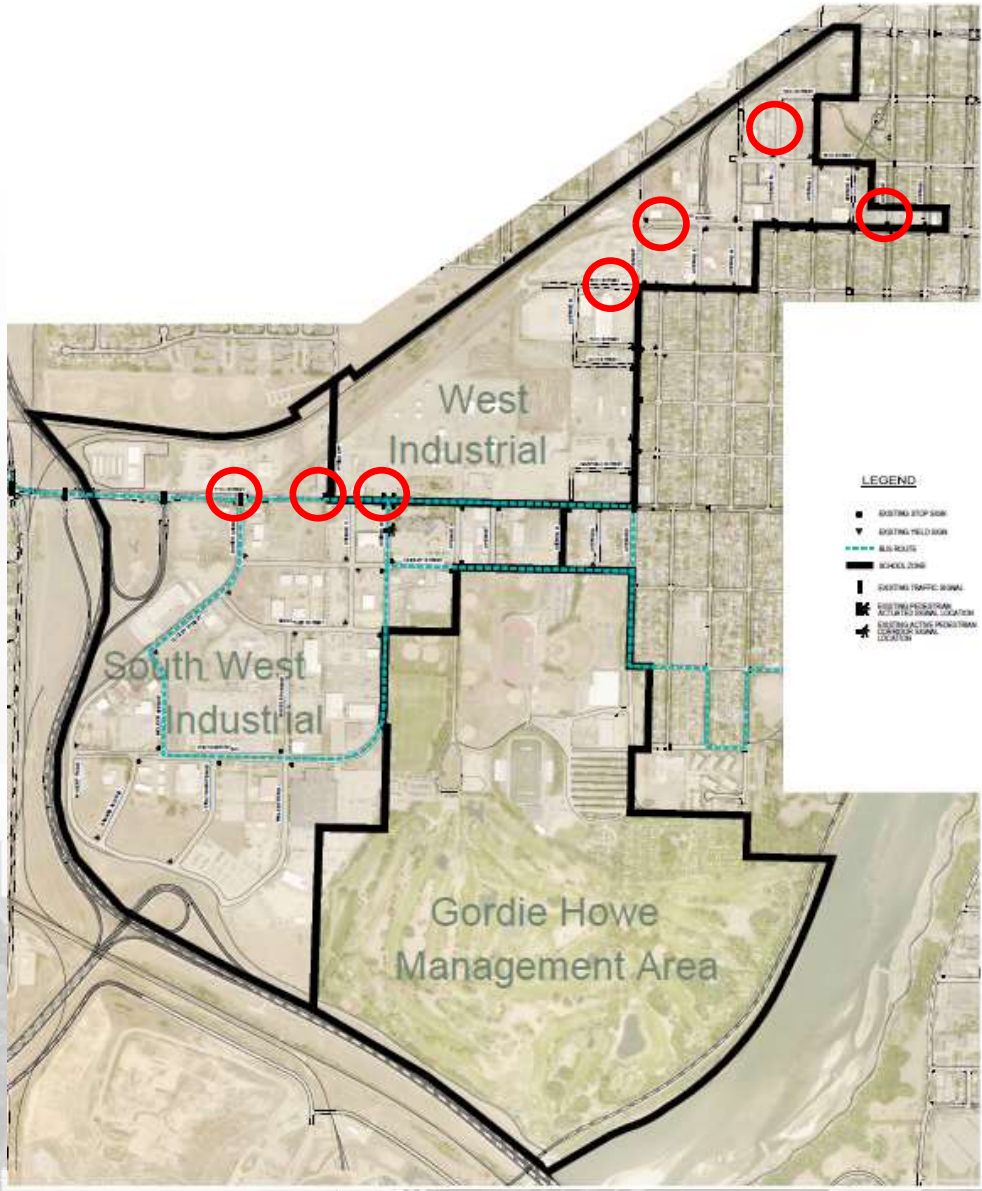


# Study Area

- Study Limits
  - Circle Drive South,
  - CP Rail tracks,
  - South Saskatchewan River
- Local and collector roads







# Additional Studies / Projects

- Southwest Transportation Study:
  - 17<sup>th</sup> Street Extension
  - detailed design to begin in 2021





# Additional Studies / Projects

- Neighbourhood Bikeways Study
  - Dudley Street between Dawes Avenue and Spadina Crescent
  - Visit [Saskatoon.ca/engage](http://Saskatoon.ca/engage) for more information.

## Neighbourhood Bikeways Project

### Study Overview

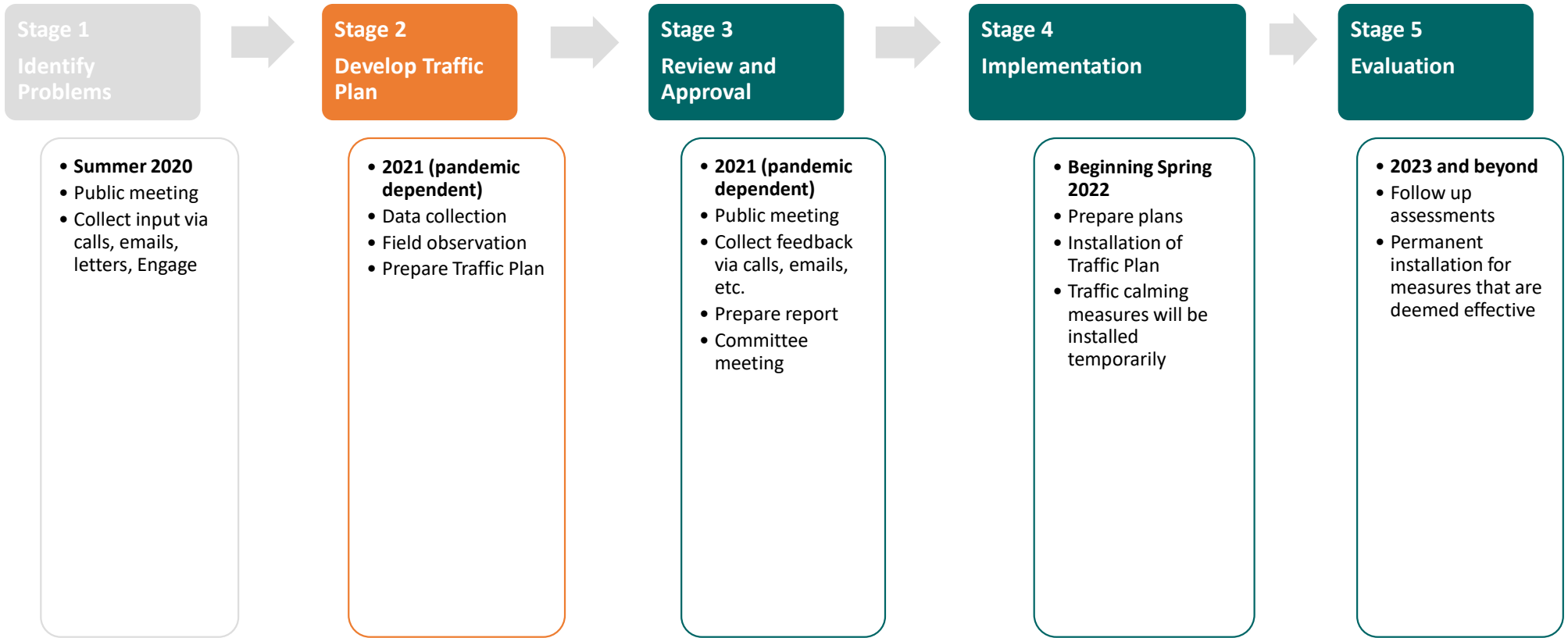


This project will include the design of walking and cycling improvements for five corridors:

- 1** **29<sup>th</sup> Street or 31<sup>st</sup> Street West**  
*Circle Drive to Idylwyld Drive North*
- 2** **Dudley Street**  
*Dawes Avenue to Spadina Crescent*
- 3** **3<sup>rd</sup> Avenue North**  
*25<sup>th</sup> Street East to 2<sup>nd</sup> Avenue North*
- 4** **14<sup>th</sup> Street East**  
*Saskatchewan Crescent to Cumberland Avenue*
- 5** **Victoria Avenue**  
*8<sup>th</sup> Street East to Taylor Street East*



# Next Steps

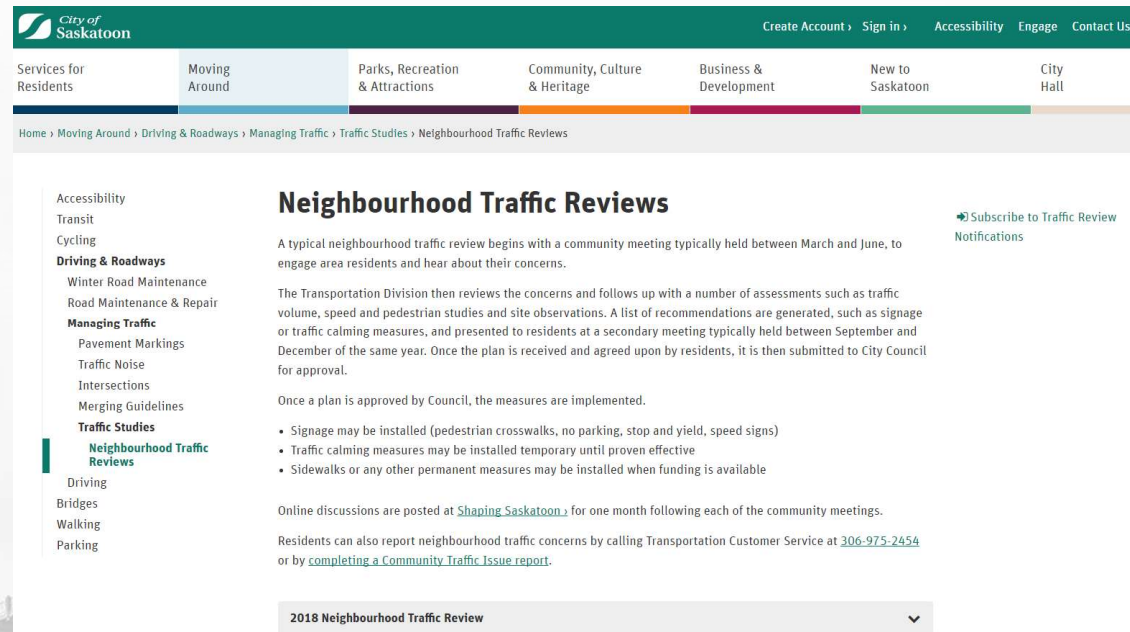




# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App
- Call Justine at 306-975-7846
- Email us at [nttr@saskatoon.ca](mailto:nttr@saskatoon.ca)
- Send us a letter

Attn: Justine Marcoux, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5



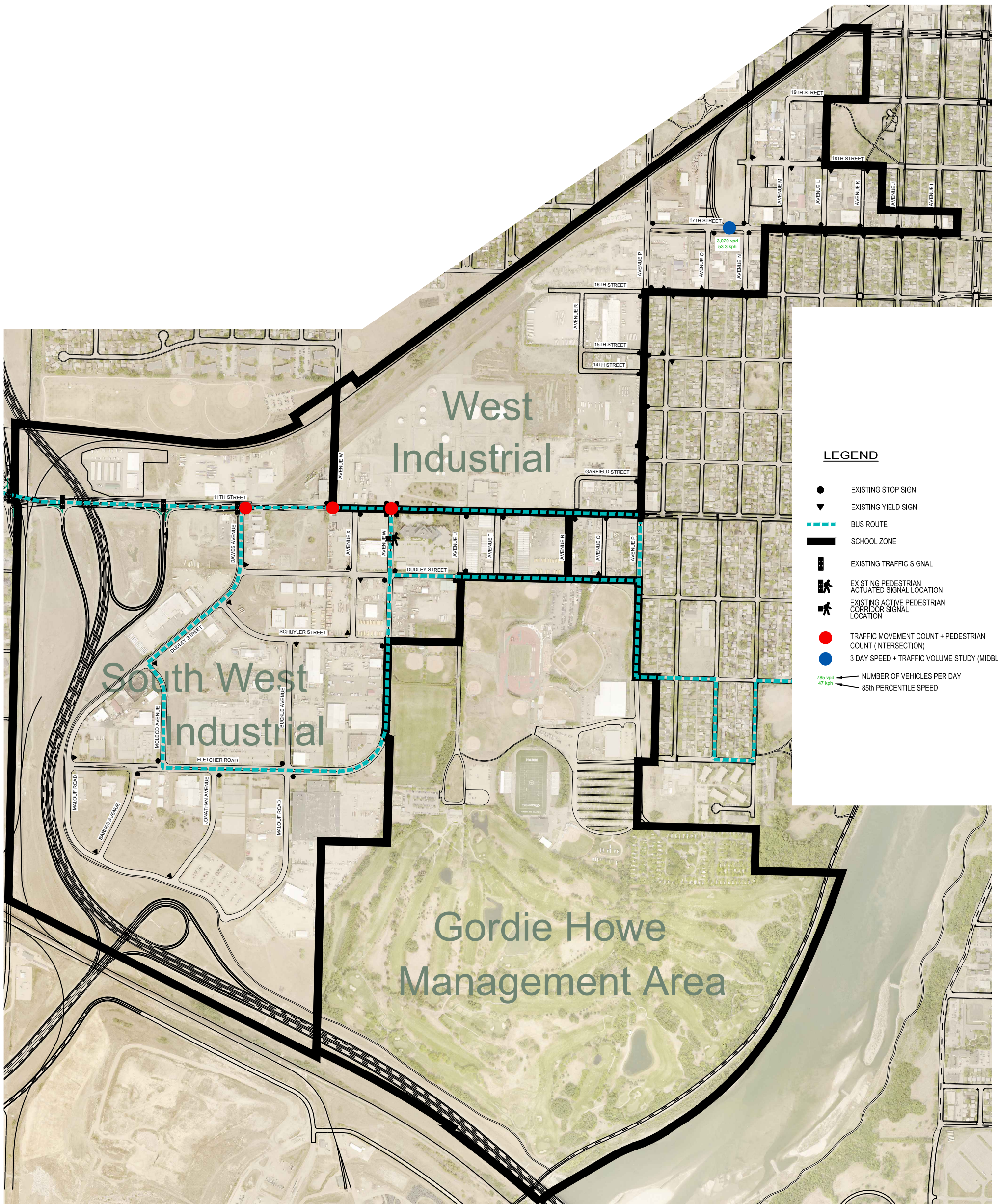
The screenshot shows the City of Saskatoon website interface. At the top, there is a navigation bar with the City of Saskatoon logo and links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', and 'Contact Us'. Below this is a secondary navigation bar with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. A breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. On the left is a sidebar menu with categories: 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways' (sub-items: Winter Road Maintenance, Road Maintenance & Repair), 'Managing Traffic' (sub-items: Pavement Markings, Traffic Noise, Intersections, Merging Guidelines), 'Traffic Studies' (sub-item: Neighbourhood Traffic Reviews), 'Driving', 'Bridges', 'Walking', and 'Parking'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' link. The text describes the process: a community meeting is held between March and June to engage residents; the Transportation Division reviews concerns and follows up with assessments (traffic volume, speed, pedestrian studies, site observations); recommendations (signage, traffic calming, sidewalks) are presented to residents at a secondary meeting between September and December; once approved by Council, measures are implemented. A list of measures includes: signage (pedestrian crosswalks, no parking, stop and yield, speed signs), temporary traffic calming until proven effective, and permanent sidewalks when funding is available. Online discussions are posted at 'Shaping Saskatoon' for one month after meetings. Residents can also report concerns by calling Transportation Customer Service at 306-975-2454 or by completing a 'Community Traffic Issue report'. At the bottom of the main content area, there is a dropdown menu for '2018 Neighbourhood Traffic Review'.



# **Appendix B**

## Traffic Data Collection





# GORDIE HOWE MANAGEMENT AREA/ WEST INDUSTRIAL/ SOUTHWEST INDUSTRIAL TRAFFIC DATA



# **Appendix C**

## All-Way Stop Assessments

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

Step 1:

One of the following criteria must be met to warrant an all-way stop:

- i) When five or more collisions are reported in a one-year period within the three years and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour OR the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.
- v) When an engineering study has identified a safety concern dangerous pattern of traffic that is susceptible to correction by an all-way stop control.

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
11 <sup>th</sup> Street and Avenue W (west)	9 – Criteria met	1,533 – Criteria met 15,330 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
11 <sup>th</sup> Street and Avenue W (east)	0 – Criteria NOT met	1,045 – Criteria met 12,020 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Continue to Step 2.

Continue to Step 2 if one of the criteria are met.

Step 2:

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

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



Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	Results
11 <sup>th</sup> Street and Avenue W (west)	16% - Condition NOT met	Yes – Condition NOT met	All-Way Stop Not Warranted
11 <sup>th</sup> Street and Avenue W (east)	12% - Condition NOT met	No – Condition met	All-Way Stop Not Warranted

# **Appendix D**

## Collision Analysis

Street 1	Street 2	Ugrid	Total Number of Collisions (2015-2019)	2015	2016	2017	2018	2019	Total	Right Angle, Left Turn & Right Turn Collisions Only (2019)	Right Angle, Left Turn & Right Turn Collisions Only (2015-2019)	Average Number Of Collisions Per Year (2015-2019)
FLETCHER RD	MCLEOD AVE	SKC10-14	1	0	1	0	0	0	1	0	0	0.2
BUCKLE AVE	FLETCHER RD	SKC10-16	3	0	2	0	0	1	3	0	0	0.6
BUCKLE AVE	SCHUYLER ST	SKC10-17	1	0	0	1	0	0	1	0	0	0.2
BUCKLE AVE	EAST EXIT FROM MITCHELLS LOT	SKC10-25	1	0	0	1	0	0	1	0	0	0.2
BARNES AVE	MALOUF RD	SKC11-6	1	0	0	1	0	0	1	0	0	0.2
AVE T	DUDLEY ST	SKD10-11	2	1	0	0	0	0	1	0	0	0.2
DUDLEY ST	AVE X	SKD10-14	4	0	1	0	1	2	4	2	3	0.8
AVE W	DUDLEY ST	SKD10-17	10	2	1	5	1	1	10	1	9	2
AVE U	DUDLEY ST	SKD10-3	5	1	1	0	3	0	5	0	4	1
11TH ST	AVE X	SKD9-26	3	1	0	0	1	1	3	0	1	0.6
11TH ST	AVE U	SKD9-32	7	3	1	1	0	2	7	0	1	1.4
AVE W	11TH ST E	SKD9-9	1	0	0	0	1	0	1	0	0	0.2
AVE Q	DUDLEY ST	SKD10-28	1	1	0	0	0	0	1	0	1	0.2
11TH ST	AVE Q	SKD9-2	2	0	1	0	0	1	2	0	0	0.4
AVE P	DUDLEY ST	SKE10-26	2	0	1	0	1	0	2	0	1	0.4
AVE P	SCHUYLER ST	SKE10-24	3	0	0	1	2	0	3	0	0	0.6
AVE P	S OF SCHYLER	SKE10-33	4	0	0	1	2	1	4	0	0	0.8
11TH ST	AVE R	SKD9-4	3	0	0	2	1	0	3	0	0	0.6
12TH ST	AVE W	SKE9-61	1	1	0	0	0	0	1	0	0	0.2
13TH ST	AVE P	SKE9-87	4	1	1	2	0	0	4	0	1	0.8
15TH ST	AVE P	SKE9-85	2	0	0	0	0	2	2	0	0	0.4
16TH ST	AVE P	SKE9-64	6	1	2	0	0	3	6	3	5	1.2
17TH ST	AVE P	SKE9-95	10	2	4	2	2	0	10	0	2	2
17TH ST	AVE O	SKE9-154	2	1	0	0	0	1	2	0	1	0.4
17TH ST	AVE N	SKE9-94	6	0	0	1	4	1	6	1	4	1.2
18TH ST	AVE N	SKE8-64	2	0	2	0	0	0	2	0	2	0.4
18TH ST	AVE M	SKE8-23	3	0	0	0	2	1	3	1	2	0.6
18TH ST	AVE L	SKE8-19	1	0	0	1	0	0	1	0	0	0.2
18TH ST	AVE K	SKE8-101	1	0	0	0	0	1	1	1	1	0.2
18TH ST	AVE L	SKE8-19	1	0	0	1	0	0	1	0	0	0.2
19TH ST	AVE M	SKE8-25	2	1	0	0	0	1	2	0	0	0.4
19TH ST	AVE L	SKE8-20	4	1	2	1	0	0	4	0	0	0.8

# **Appendix E**

## **Presentation #2 – March 16, 2021**



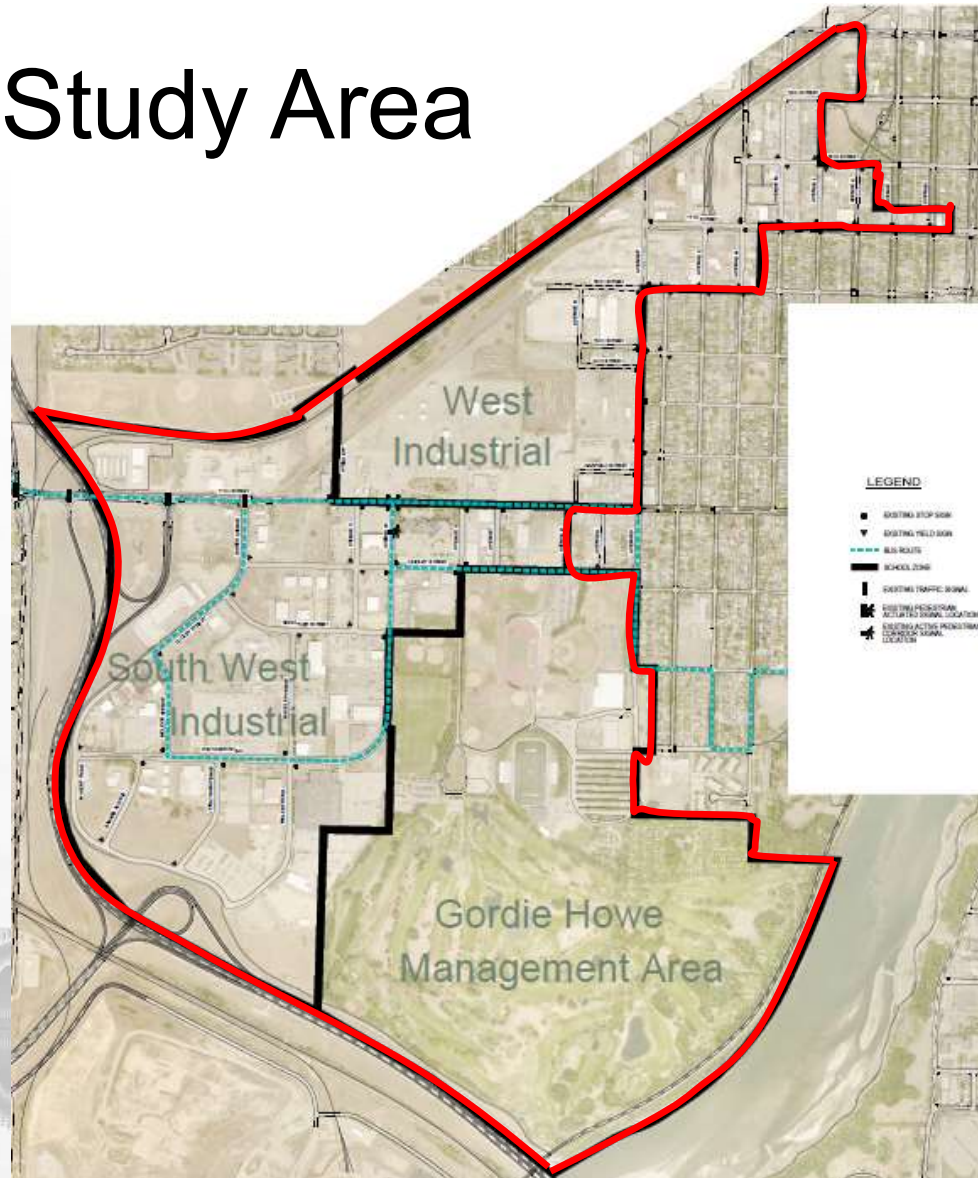
# **Gordie Howe MA, West & Southwest Industrial Neighbourhood Traffic Review**



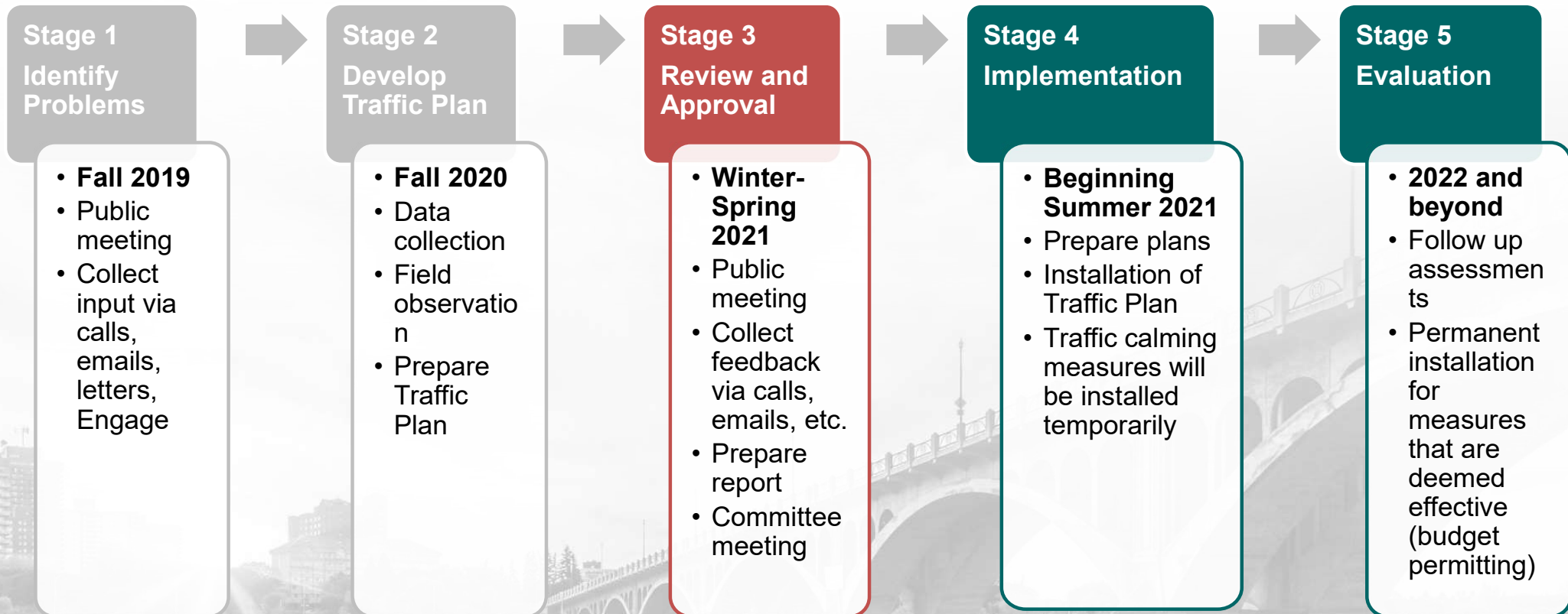


# Study Area

- Study Limits
  - Circle Drive South,
  - CP Rail tracks,
  - South Saskatchewan River
- Local and collector roads



# Neighbourhood Traffic Review Schedule



\*Schedule is pandemic dependent

# What We Heard

## **Parking Concerns:**

- 17<sup>th</sup> Street near Avenue P
- Avenue M between 18<sup>th</sup> Street and 19<sup>th</sup> Street
- Avenue J North of 17<sup>th</sup> Street

# What We Heard

## **Pedestrian & Cyclist Safety Concerns:**

- 11<sup>th</sup> Street & Dawes Avenue
- Dawes Avenue & Dudley Street
- Avenue P between 17<sup>th</sup> Street and 11<sup>th</sup> Street
- 11<sup>th</sup> Street
  - Missing Sidewalks
  - Poor lighting
  - Dust/debris



# What We Heard

## **Intersection Safety and Delay Concerns:**

- 11<sup>th</sup> Street & Dawes Avenue
- 11<sup>th</sup> Street & Avenue W (west)
- 11<sup>th</sup> Street & Avenue W (east)
- 17<sup>th</sup> Street & Avenue P

# What We Heard

## Other Concerns:

- 11<sup>th</sup> Street & Circle Drive – difficult to see signage
- 16<sup>th</sup> Street near Avenue P – flooding
- Avenue P – driveways blocked during special events
- 17<sup>th</sup> Street – Truck volumes

# What We Did

- Field observations
- Data collection:
  - 1 traffic volume / speed studies
  - 3 intersection traffic volume studies
- Collision Analysis

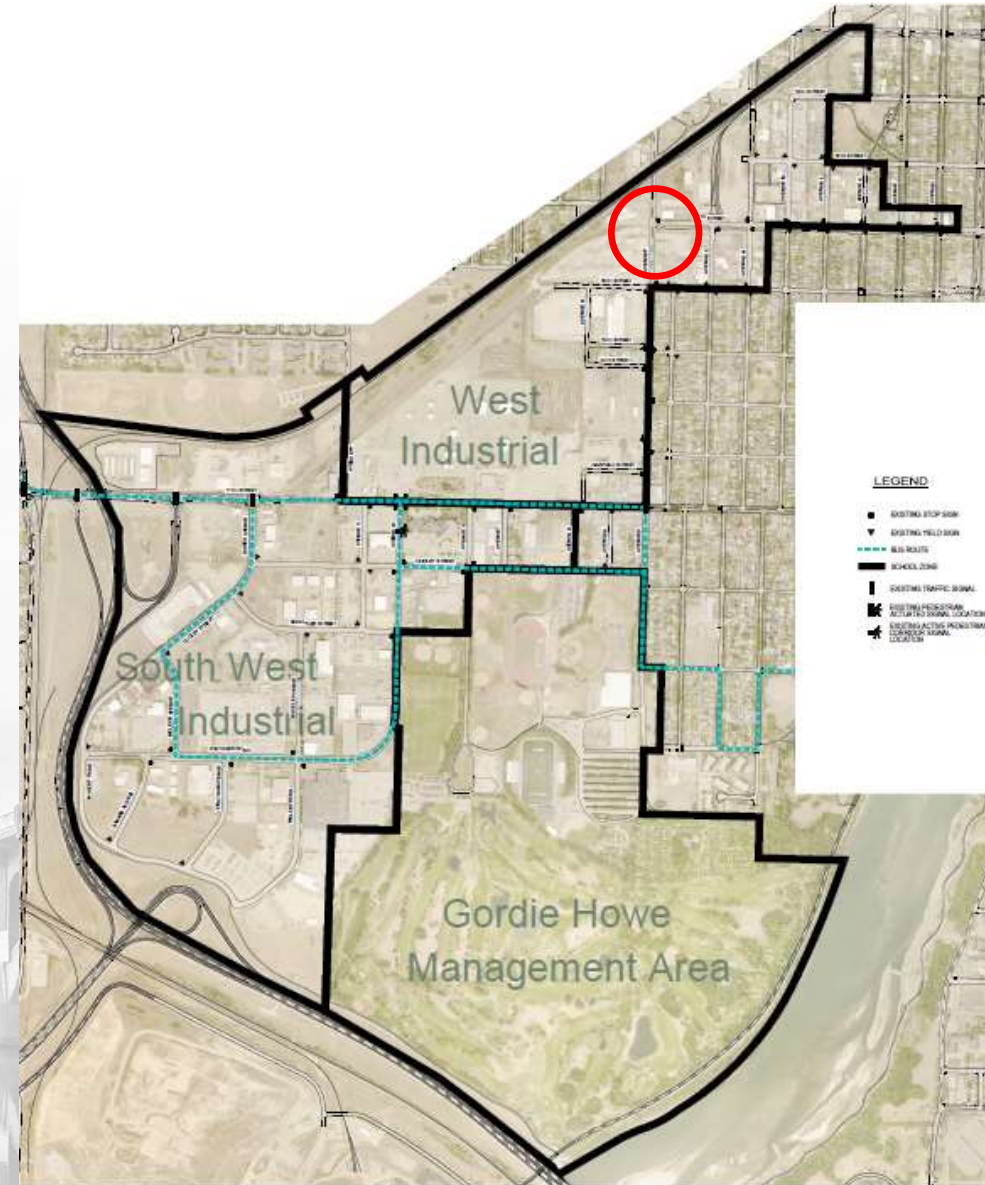
# What We Propose

- Painted Stop Bars
- Yield Signs
- Oversized Stop Signs
- Parking Restrictions
- Guide Signs

# Recommendation #1

## 17<sup>th</sup> Street & Avenue P

- Paint stop bars on all legs

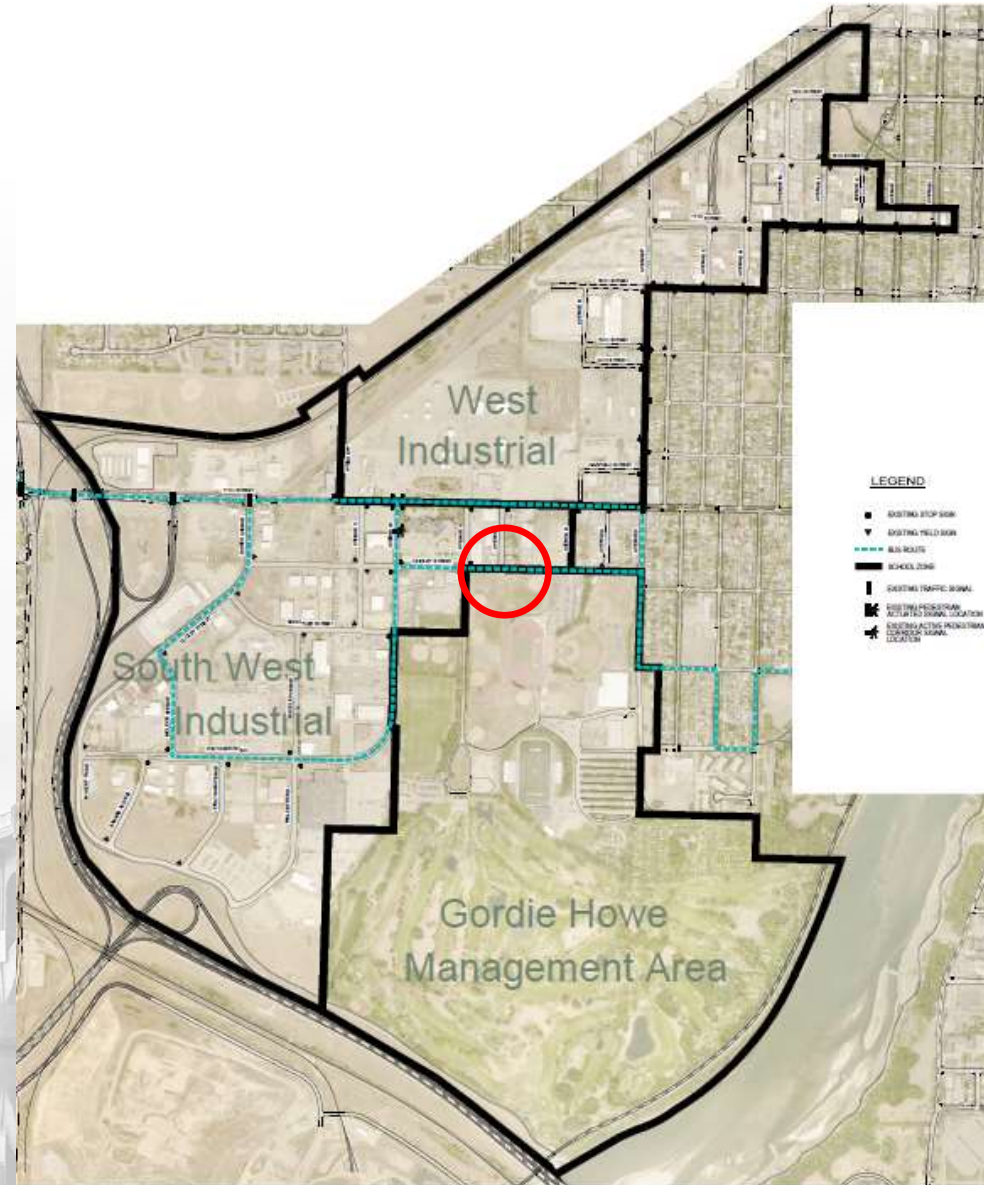




# Recommendation #2

## Dudley Street and Avenue T

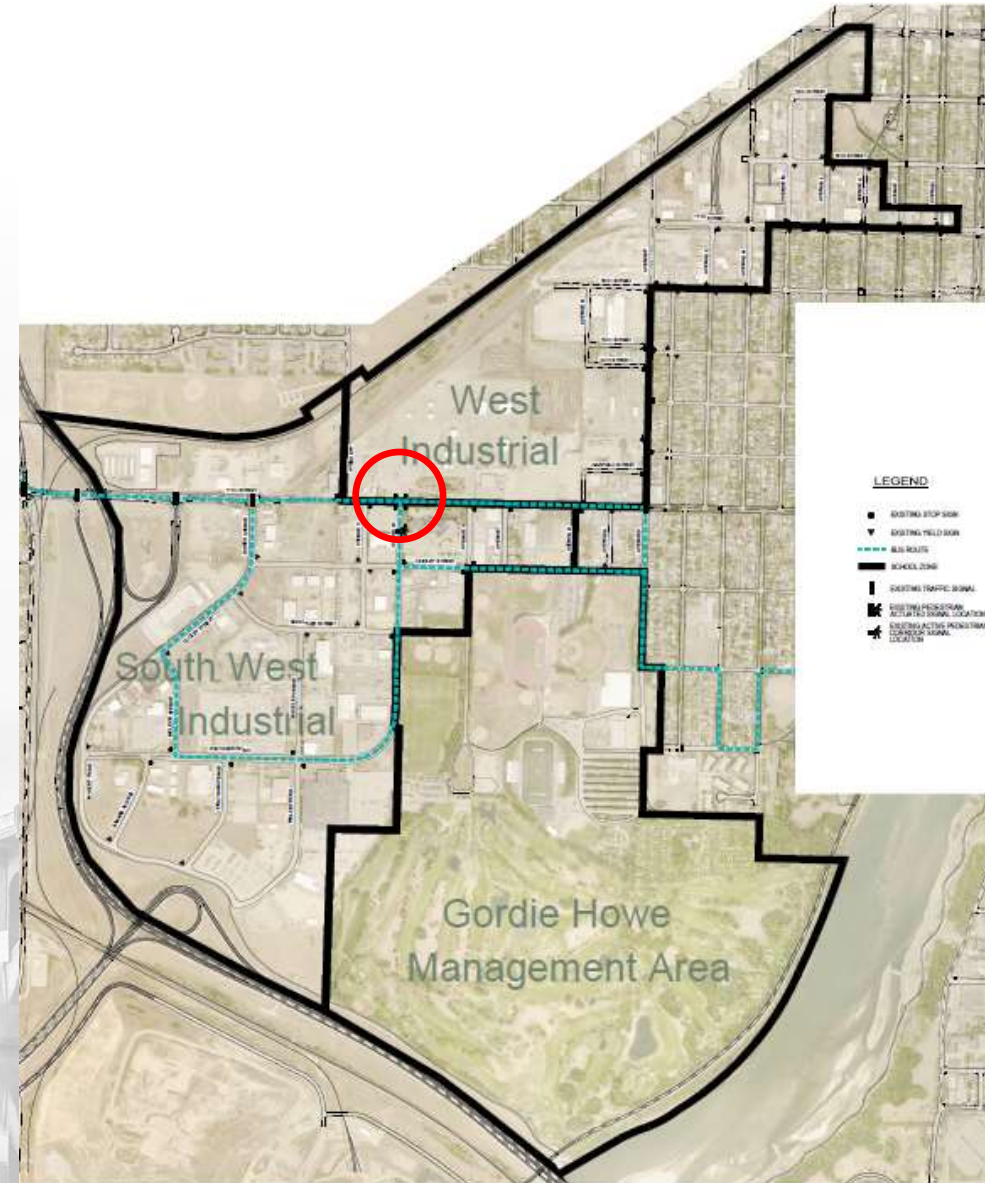
- Install yield sign



# Recommendation #3

## 11<sup>th</sup> Street & Avenue W (south)

- Replace existing stop signs with oversized stop signs

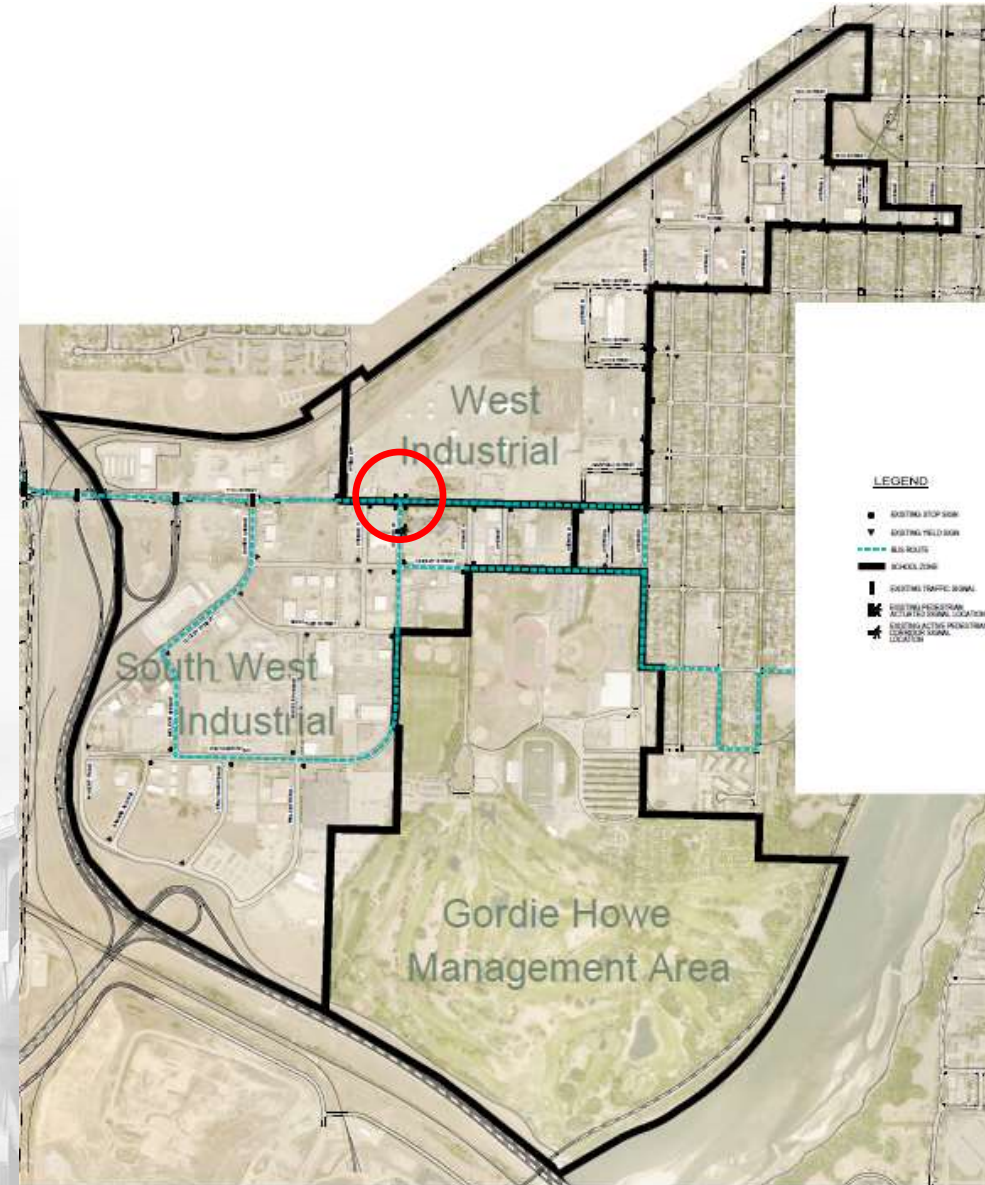




# Recommendation #3

## 11<sup>th</sup> Street & Avenue W (south)

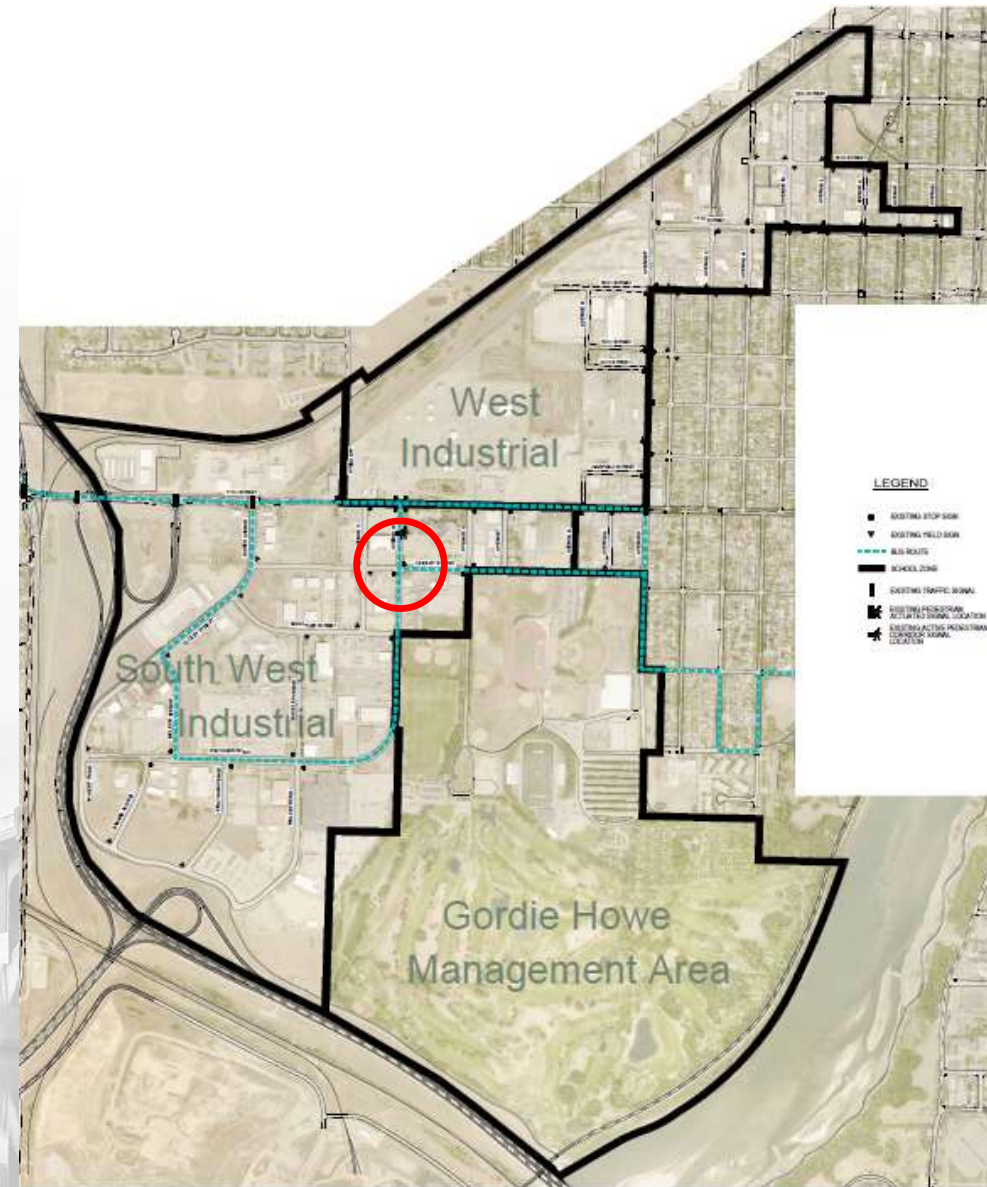
- Remove “Truck Entrance” sign
- Relocate “Stop Ahead” sign



# Recommendation #4

## Avenue W & Dudley Street

- Install parking restrictions on Avenue W, north of Dudley
  - 23 m on west side
  - 20 m on east side

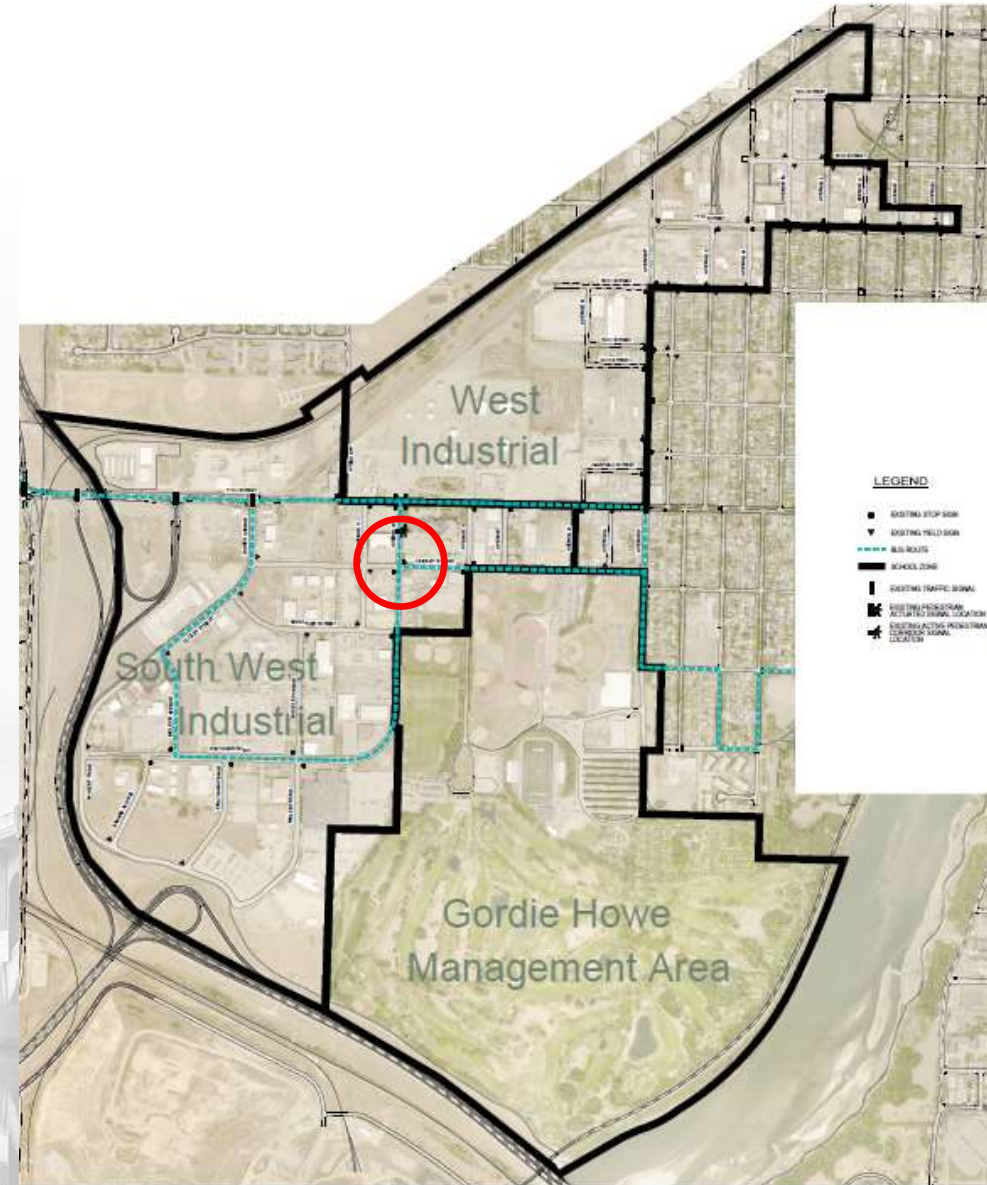




# Recommendation #4

## Avenue W & Dudley Street

- Install parking restrictions on Avenue W, south of Dudley
  - 25 m on west side
  - 27 m on east side

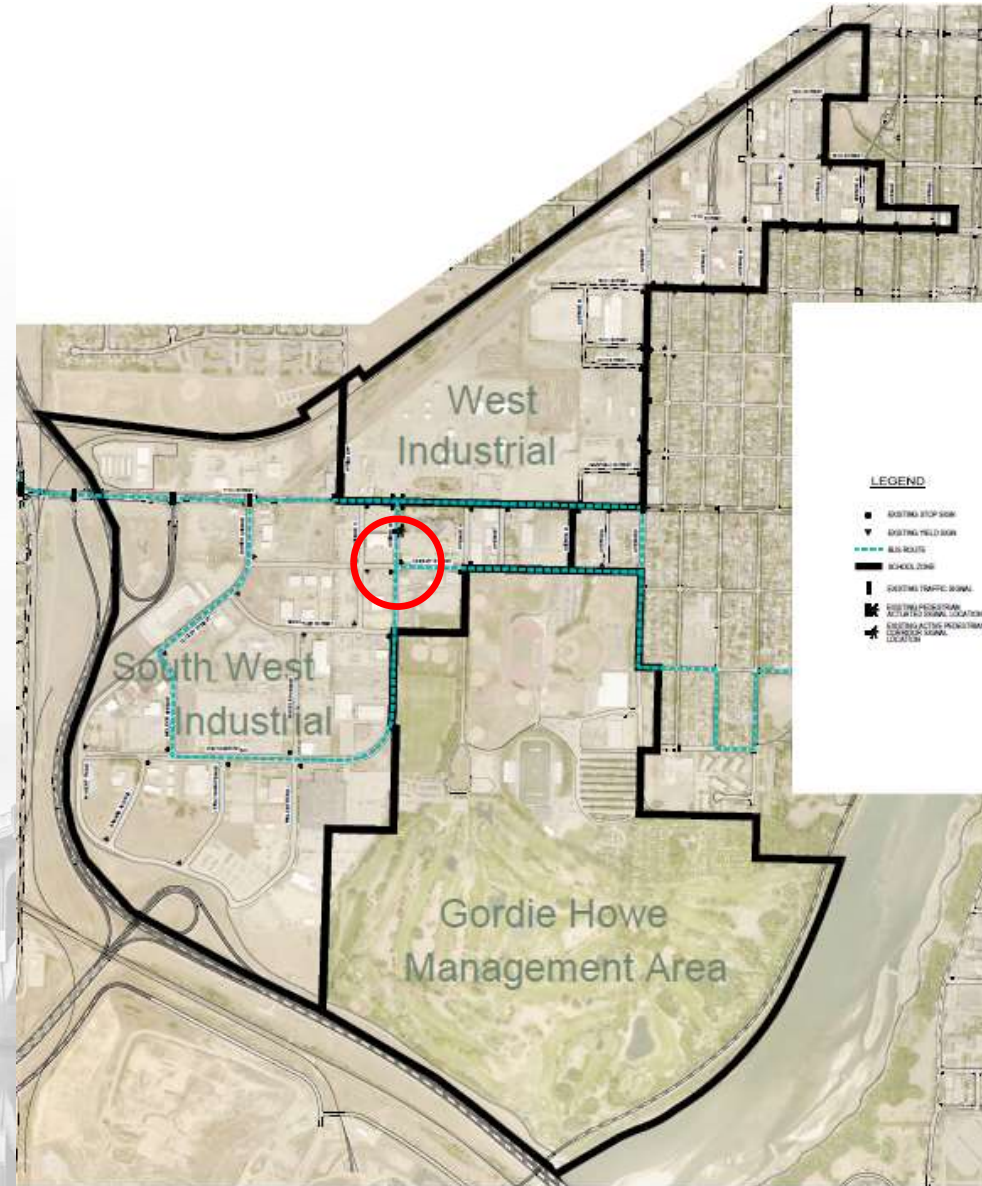




# Recommendation #5

## Circle Drive North & 11<sup>th</sup> Street

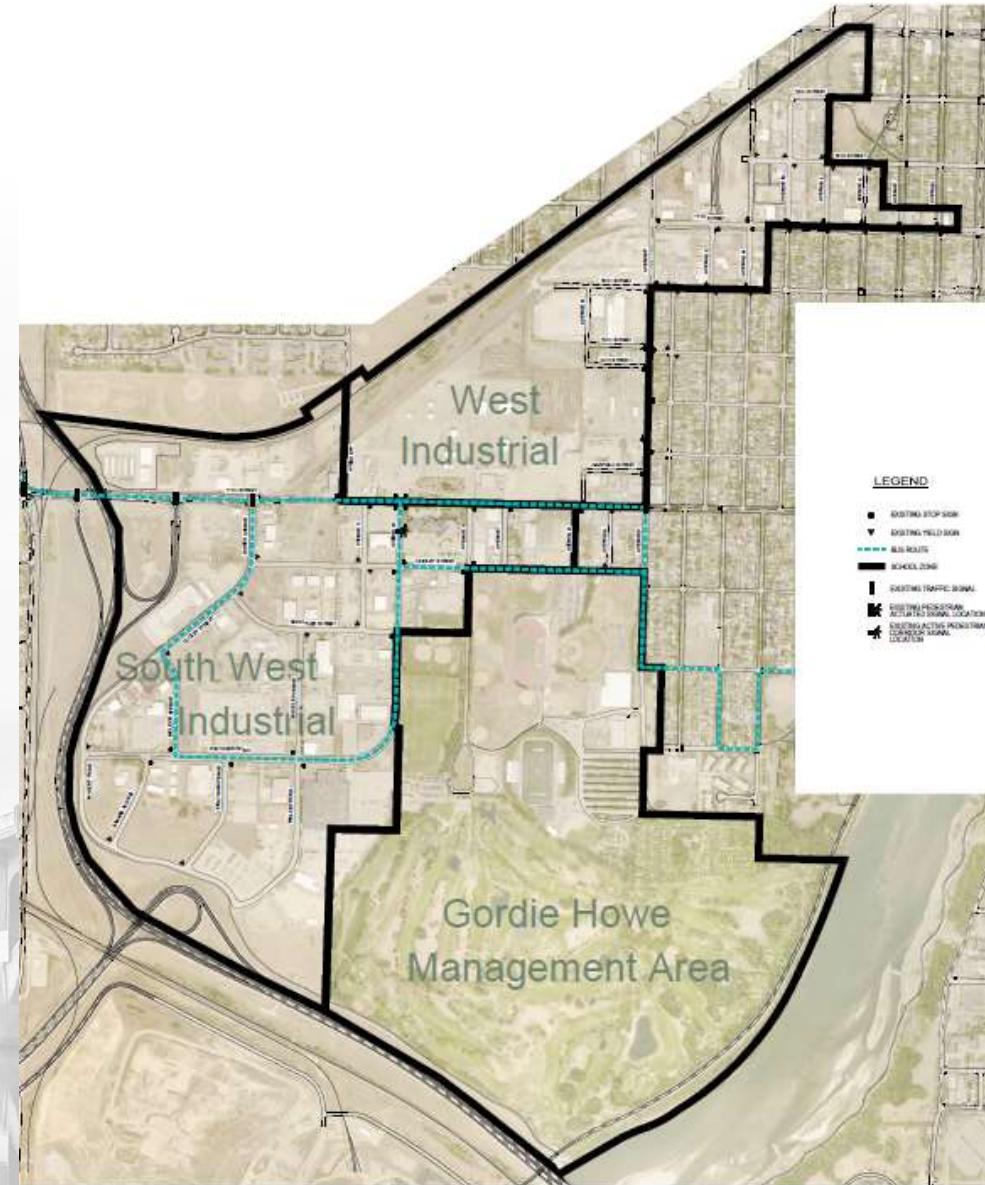
- Install additional guide sign in the median for westbound traffic to Circle Drive North ramp



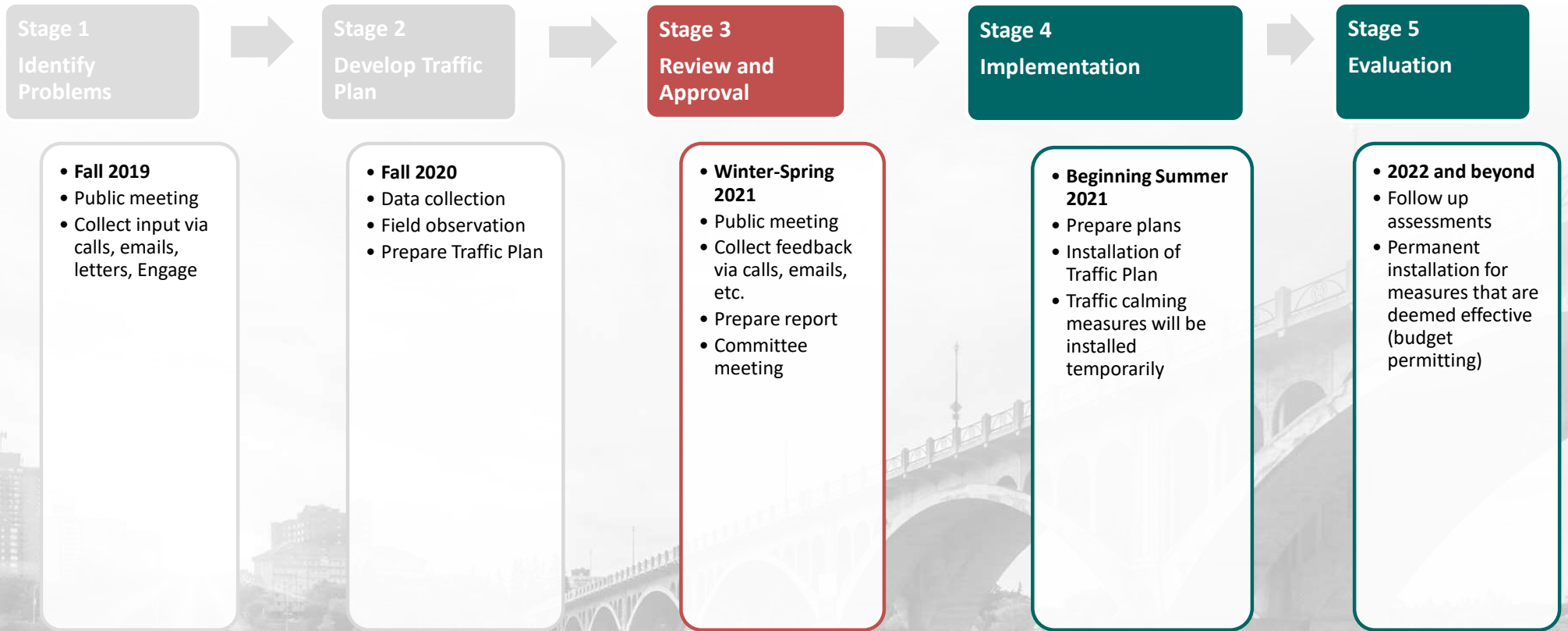
# Recommendation #6

## Neighbourhood Wide

- Sidewalks to be installed as per the Sidewalk Infill Program and Curb Ramp Program



# Next Steps



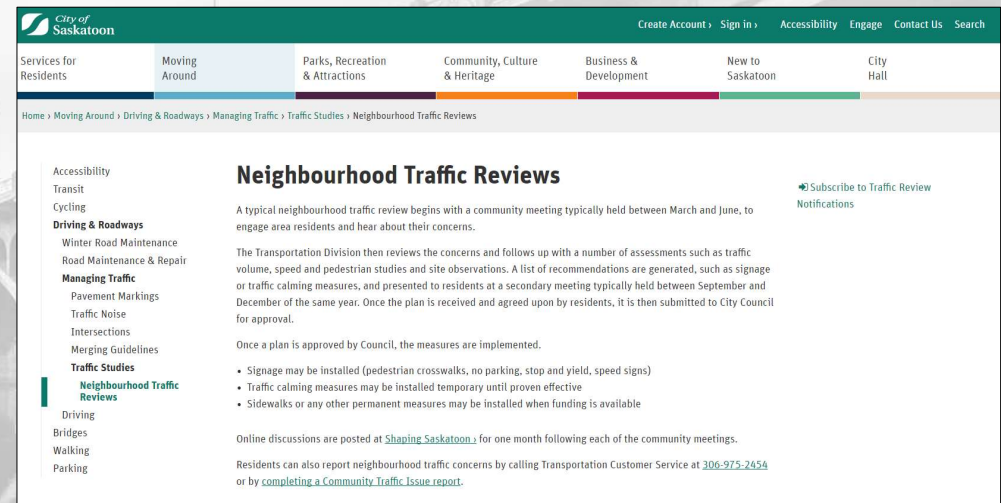
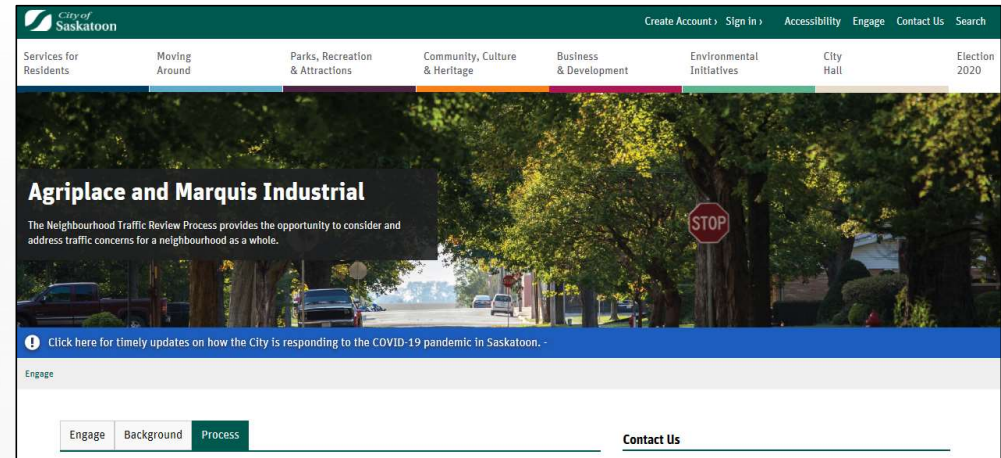
\*Schedule is pandemic dependent



# Join the Discussion

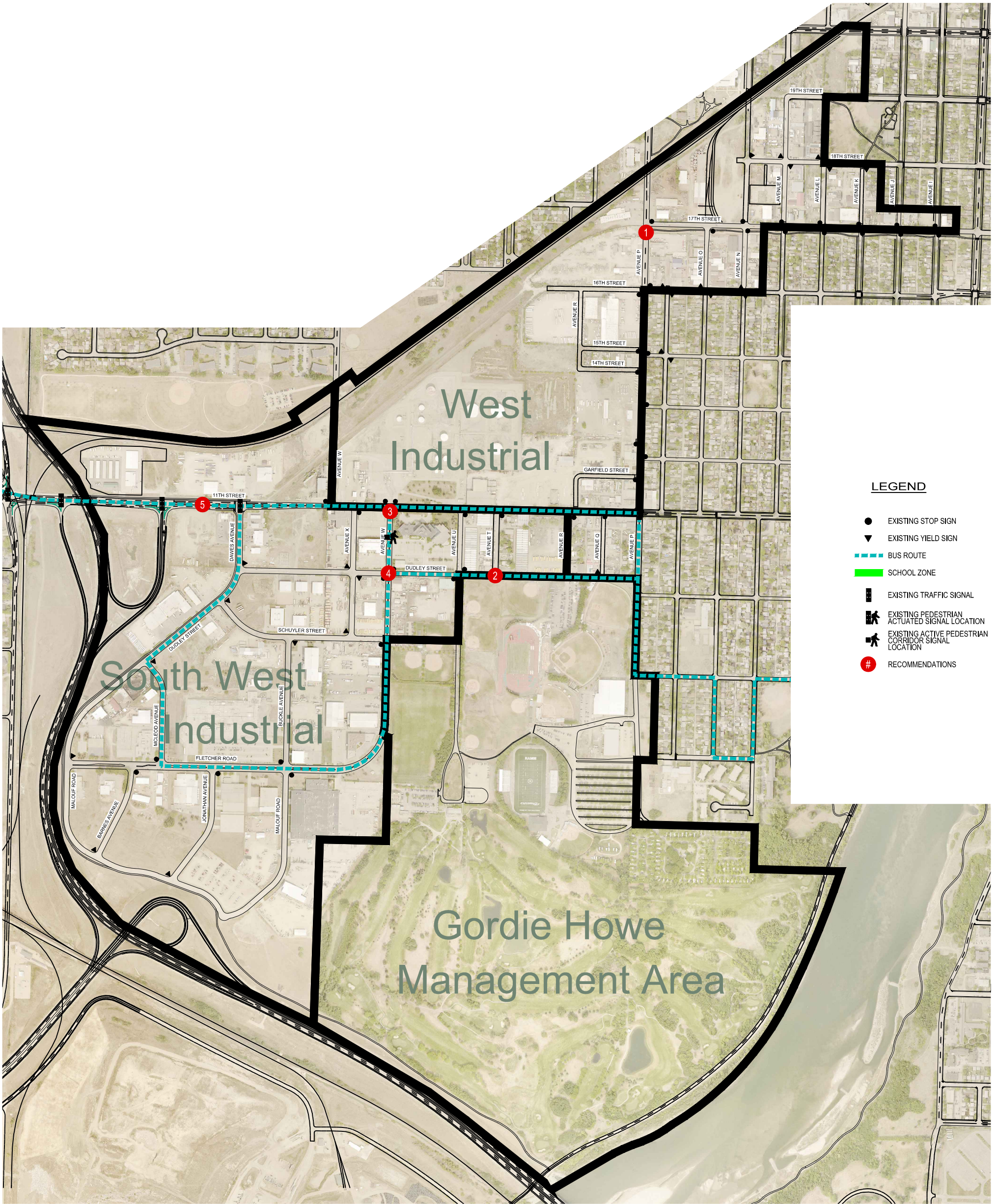
- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Katie at 306-657-8782
- Email us at [ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)
- Send us a letter

Attn: Katie Sapiuha, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5









**LEGEND**

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⚡ EXISTING TRAFFIC SIGNAL
- ♿ EXISTING PEDESTRIAN ACTUATED SIGNAL LOCATION
- ♿ EXISTING ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- Ⓝ RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)  
[www.saskatoon.ca/engage/gordie-howe-management-area-west-industrial-and-southwest-industrial](http://www.saskatoon.ca/engage/gordie-howe-management-area-west-industrial-and-southwest-industrial)

# GORDIE HOWE MANAGEMENT AREA/ WEST INDUSTRIAL/ SOUTHWEST INDUSTRIAL





Item	Location	Recommended Improvement	Justification
1	17 <sup>th</sup> Street and Avenue P	Paint stop bars on all leg	Improve intersection operations
2	Dudley Street and Avenue T	Install yield sign	Assign right-of-way
3	11 <sup>th</sup> Street and Avenue W South	Replace stop signs with oversized stop signs	Improve stop compliance
		Remove "Truck Entrance" sign	
		Relocate "Stop Ahead" sign and "No Parking" sign	
4	Avenue W and Dudley Street	Install parking restrictions on Avenue W, north of Dudley Street; 23 m on west side and 20 m on east side. Install parking restrictions on Avenue W, south of Dudley Street; 25 m on west side; 27 m on east side.	Improve sight lines
5	11 <sup>th</sup> Street between Circle Drive and Dawes Avenue	Install additional guide sign in the median for westbound traffic to Circle Drive North ramp	Improve visibility of signage
6	Neighbourhood Wide	Sidewalks to be installed as per the Sidewalk Infill Program Pedestrian accessible ramps to be installed as per the Curb Ramp Program.	Improve pedestrian safety

# **Appendix F**

## Decision Matrix

Item	Location	Recommendation	Reason	Comments	Decision
1	17th Street and Avenue P	Paint stop bars on all leg	Improve intersection operations	Would like to see a roundabout at this location.	Carried. Traffic signals are planned for the intersection as part of the 17 <sup>th</sup> Street Extension.
2	Dudley Street and Avenue T	Install yield sign	Assign right-of-way	No comments received.	Carried.
3	11th Street and Avenue W South	Replace stop signs with oversized stop signs.	Improve stop compliance	No comments received.	Carried.
		Remove "Truck Entrance" sign			
		Relocate "Stop Ahead" sign and "No Parking" sign			
4	Avenue W and Dudley Street	Install parking restrictions on Avenue W, north of Dudley Street; 23 m on west side and 20 m on east side.  Install parking restrictions on Avenue W, south of Dudley Street; 25 m on west side; 27 m on east side.	Improve sight lines	No comments received.	Carried.
5	11th Street between Circle Drive and Dawes Avenue	Install additional guide sign in the median for westbound traffic to Circle Drive North ramp	Improve visibility of signage	No comments received.	Carried.
6	Neighbourhood Wide	Sidewalks to be installed as per the Sidewalk Infill Program  Pedestrian accessible ramps to be installed as per the Curb Ramp Program.	Improve pedestrian safety	Wants sidewalk: <ul style="list-style-type: none"> <li>• east side of Dawes Avenue between Dudley Street and 11<sup>th</sup> Street</li> <li>• on north side of Dudley Street</li> <li>• Avenue K</li> <li>• Avenue M</li> <li>• Avenue N</li> <li>• Avenue P</li> <li>• 17<sup>th</sup> Street</li> <li>• 18<sup>th</sup> Street</li> </ul>	Carried. All locations within the neighbourhood that are missing sidewalks are included in the recommendation.



# **Appendix G**

**Additional Concerns Received  
After Presentation of Draft Plan**

Location	Comments	Decision
17 <sup>th</sup> Street	High truck volumes on 17 <sup>th</sup> Street	Vehicle count found truck volumes to be 2.4%. This falls within an acceptable range. No additional recommendations.
Avenue P between Gordie Howe Centre and 11 <sup>th</sup> Street	Add "Do Not Block Driveways" signs to prevent drivers from blocking driveways when leaving during special events.  Difficult to turn left into driveways.	The City is unable to enforce drivers stopping in front of a driveway while waiting at a traffic signal. To reduce the amount of traffic stopping in front of driveways, the City is able to adjust the timing of the traffic signal at the intersection of Avenue P and 11 <sup>th</sup> Street to prioritize northbound traffic on Avenue P during special events. The Gordie Howe event centre is responsible for informing the City of special events so that the City can adjust the traffic signal timing appropriately.
	Better maintenance of road (i.e. potholes)	Will forward this comment to Roadways, Fleet, and Support Department.
Dawes Avenue and 11 <sup>th</sup> Street	Wants crosswalk on east and south legs of intersection.	The Southwest Transportation Study recommended a functional plan for the 17 <sup>th</sup> Street Extension. As part of the detailed design for the 17 <sup>th</sup> Street Extension, additional crosswalks will be considered at the intersection of Dawes Avenue and 11 <sup>th</sup> Street (future 17 <sup>th</sup> Street).
Dawes Avenue and Dudley Street	Crosswalk at intersection needed.	The Dudley Street Neighbourhood Bikeway project includes a pedestrian and cyclist activated signal on the south side of this intersection. This will allow pedestrians and cyclists to push a button and the traffic signal would cycle to red for drivers travelling on Dawes Avenue.
Avenue L and 19 <sup>th</sup> Street	Needs a yield sign.	This location is outside of the Neighbourhood Traffic Review. A yield sign was installed.
20 <sup>th</sup> Street and Rail tracks	Pedestrian lights	An Active Pedestrian Corridor is recommended for the intersection of 20 <sup>th</sup> Street and Avenue K (west side) and is scheduled for installation in 2021, pending CP review and approval.
18 <sup>th</sup> Street between Avenue L and Avenue M	Trucks are blocking the alley by parking in front of it.	According to the Traffic Bylaw No. 7200, parking is prohibited within one metre of an entrance or exit of an alley. To report a violation the bylaw, the 24/7 Parking Enforcement Dispatch line is 306-975-8344
Optimist Park	Construction of a school will make streets less safe if proper infrastructure is not constructed.	Any new development will require a Traffic Impact Assessment to be completed prior to approval. Pedestrian safety issues will be addressed at this time.

Location	Comments	Decision
Avenue J and 17 <sup>th</sup> Street	Pedestrians are difficult to see at this location and would like a pedestrian activated crossing or curb extensions.	This location was reviewed during the Holiday Park – King George NTR. Parking restrictions were recommended to improve the visibility of the crossing.
Avenue K South (1200 Block)	Reroute the bus route to use Avenue L South instead of Avenue K south.	This comment was forwarded to Saskatoon Transit for consideration.
Avenue W (west) and 11 <sup>th</sup> Street	Difficult to turn left off Avenue W onto 11 <sup>th</sup> Street	This location will be realigned as part of the 17 <sup>th</sup> Street Extension.
Avenue M and 19 <sup>th</sup> Street	Vehicles aren't aware of other vehicles and pedestrians when passing through this intersection.	A "Turn" advisory sign at this location has been added to the list of recommendations.

# **Appendix H**

## Public Feedback



**Sapieha, Katie**

---

**From:** [REDACTED]  
**Sent:** Monday, August 31, 2020 7:21 AM  
**To:** Marcoux, Justine  
**Subject:** Re: ENGAGE traffic concerns

*Hello Justine,*

*Thank you for your quick response . I wanted to add one more point of interest which is, upon closer inspection of my block, there are 4 evenly spaced wooden power poles that could be utilized to affix the signs thus eliminating the extra costs of a stand-alone sign; if the City of Saskatoon considers this proposal .*

[REDACTED]

---

**From:** Marcoux, Justine <Justine.Marcoux@Saskatoon.ca>  
**Sent:** August 28, 2020 9:54 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** RE: ENGAGE traffic concerns

Hello [REDACTED]

Thank-you for your email.

Your comments have been documented for further consideration as part of the Gordie Howe, West Industrial & Southwest Industrial Neighbourhood Traffic Review. Over the next month, we will continue to receive comments through emails, phone calls, letters, the Report a Traffic Issue app, and the Engage Page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies, and site observations.

For more information and updates please visit the Engage Page.  
<https://www.saskatoon.ca/engage/gordie-howe-management-area-west-industrial-and-southwest-industrial>

Regards,

**Justine Marcoux, P.Eng. | tel 306.975.7846**  
Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[justine.marcoux@saskatoon.ca](mailto:justine.marcoux@saskatoon.ca)

---

**From:** [REDACTED]  
**Sent:** Thursday, August 27, 2020 4:15 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** ENGAGE traffic concerns

***To Whom It May Concern;***

***Hi, my name is [REDACTED] and I live at [REDACTED]  
[REDACTED] the only traffic concern that I have is when large  
crowds are leaving the Gordy Howe Centre, it is nearly impossible to  
enter or exit my driveway as long lines form at the traffic light on  
Avenue P and 11th Street West.***

***So I would like to propose that 2 or 3 signs be posted randomly, on  
the first 2 blocks South of 11th Street and on the East side of the street  
on Avenue P. S.***

***A possible suggestion for the sign could be as follows:***

***DO NOT BLOCK  
DRIVEWAYS  
IN HIGH-FLOW  
TRAFFIC***

***Thank you for your consideration,***

[REDACTED]  
[REDACTED]

## Sapieha, Katie

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 7, 2020 10:31 AM  
**To:** Sapieha, Katie  
**Subject:** Re: 11th St and Dawes

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Thank you Katie for your reply! I appreciate you taking the time and considering my concerns! I'm looking forward to the improvements and developments in this end of town!  
Have a great day!

[REDACTED]

On Oct 7, 2020, at 10:05 AM, Sapieha, Katie <[Katie.Sapieha@saskatoon.ca](mailto:Katie.Sapieha@saskatoon.ca)> wrote:

Good morning [REDACTED]

Thank you for providing your comments regarding pedestrian and cyclist safety at the intersection of 11<sup>th</sup> Street and Dawes Avenue.

Your comments have been noted and added to the project file for the Gordie Howe Management, West Industrial and South West Industrial neighbourhood traffic review. 11<sup>th</sup> Street is an arterial corridor so is outside of the scope of the neighbourhood traffic review.

The intersection of 11<sup>th</sup> Street and Dawes Avenue is included in the [Southwest Transportation Study](#). A pedestrian crossing on the east leg of this intersection will be considered during the design of the Southwest Transportation corridor. We are planning to proceed with detailed design in 2021. Construction could begin as early as 2022, pending funding.

The Neighbourhood Bikeway Project is recommending a multi-use pathway on the south side of Dudley Street because it has fewer driveway and intersection crossings. This will help to reduce conflicts between vehicles, cyclists, and pedestrians. Having the pathway on the south side of Dudley Street also allows for a smoother transition into Holiday Park at Avenue P.

Information for the Neighbourhood Traffic Review and Neighbourhood Bikeway Project can be found at [Saskatoon.ca/engage](http://Saskatoon.ca/engage).

Thank you again for your email.

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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[katie.sapieha@saskatoon.ca](mailto:katie.sapieha@saskatoon.ca)

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---

**From:** [REDACTED]  
**Sent:** Tuesday, October 6, 2020 2:39 PM  
**To:** Sapieha, Katie <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)>  
**Subject:** 11th St and Dawes

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Good afternoon

With school back in, it is great to see so many bikers in our neighbourhoods commuting to their respective schools. As I bike with my kids to their school down [11th Street](#), we pass at least a dozen other kids making their way to school. We all have to navigate the intersection at Dawe's Ave and 11th at the Tim Horton's and it is frustrating to witness how unsafe of a crossing it is day after day.

Wondering if any thought has been made to have a pedestrian crossing on the other side of the intersection to decrease the risk of a serious accident? The cars turning left onto 11th and those turning right to Tim Horton's simply do not realize that this crossing is being utilized, and repeatedly do not yield to those of us crossing. We have had countless near misses in our commutes. Many times those turning right to Tim Horton's cannot see us crossing due to large semi traffic in the lanes beside them which adds to the danger of the crossing. I worry that the youth who are biking this route may lack the defensiveness and awareness that is required to cross this intersection safely.

A crossing is not typically on that side of a T intersection - although it is not an actual T intersection but it is very akin to one. I realize the crossing is on the west side of the intersection due to the multi use pathway that goes to the river but it is not helpful for those of us who are taking Dudley to holiday park. I saw the reports that a pathway is being planned for the south side of Dudley but if it were on the north side it would be easier and safer to cross 11th on the east side of Dawes. A sidewalk or path would need to be built on the east side of Dawes for this to occur.

I hope something can be done about this and would appreciate your feedback. I have brought my concerns to city counsellor Hilary Gough and came across the information online so thought I would try bringing them to you as well. I wouldn't mind speaking about my concerns over the phone if needed

[REDACTED]  
Thank you for your time,  
[REDACTED]



## Sapieha, Katie

---

**From:** Baudais, Nathalie  
**Sent:** Wednesday, October 21, 2020 4:16 PM  
**To:** Sapieha, Katie  
**Subject:** FW: Spadina Cres W & 17th Street W

Hi Katie,  
I spoke with [REDACTED] this morning. Can you please file her comment about pavement markings at Avenue P and 17<sup>th</sup> Street for the Gordie Howe MA, Southwest Industrial and Industrial NTR?

Thanks,  
Nathalie

**Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)**

Senior Transportation Engineer  
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---

**From:** Baudais, Nathalie  
**Sent:** Wednesday, October 21, 2020 4:15 PM  
**To:** Baudais, Nathalie <[Nathalie.Baudais@Saskatoon.ca](mailto:Nathalie.Baudais@Saskatoon.ca)>  
**Subject:** Spadina Cres W & 17th Street W

[REDACTED]  
Suggests a 3-way stop with the current configuration. There is a lot of activity at the intersection and 17<sup>th</sup> Street drivers need to be aware of pedestrians, other vehicles making multiple turning maneuvers, etc.

A couple of other comments in the area:

17<sup>th</sup> & Ave P needs pavement markings for stop bars on all three legs. People don't know where to stop and there is a lot of heavy trucks that turn here. (I'll log this comment with the Gordie Howe MA, Southwest Industrial, and West Industrial NTR.) I also informed her of the Southwest Transportation Study with the 17<sup>th</sup> Street extension to 11<sup>th</sup> Street.

17<sup>th</sup> Street median islands have helped but parking on both sides of the street helps even more.

**Nathalie Baudais, P.Eng. | [tel 306.986.3097](tel:306.986.3097)**

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## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Thursday, March 18, 2021 12:02 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Gordie Howe MA Call

Call returned with [REDACTED]

He would like to see Avenue P – 11<sup>th</sup> Street to the Gordie Howe Complex better maintained (ie. Potholes)

### **Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer

Transportation & Construction Division

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

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[katie.sapieha@saskatoon.ca](mailto:katie.sapieha@saskatoon.ca)

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

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## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Friday, March 19, 2021 1:58 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: 11th Street and Dawes Ave

H [REDACTED]

All missing sidewalks in the neighbourhood are included in the NTR recommendation and will be implemented through the Sidewalk Infill Program, including the missing sidewalk on the north side of Dudley Street. In general, when we prioritize missing sidewalks for implementation, streets with no sidewalks would be prioritized before streets with a sidewalk or multi-use pathway on one side.

The [Sidewalk Infill Prioritization Criteria Report](#) provides further details on our prioritization criteria.

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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**From:** [REDACTED]  
**Sent:** Friday, March 19, 2021 9:57 AM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Subject:** Re: 11th Street and Dawes Ave

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Thank you Katie for your detailed response! It is great to see the positive changes that will be done in the neighbourhood. I think you addressed all of my concerns however I am left with 1 question.

If we are then travelling south on a new sidewalk on the East side of Dawes and need to go east onto Dudley, will there be a sidewalk on the north side of Dudley or will we have to cross the street? I understand there will be a crosswalk on the south side of the Dawes and Dudley intersection to access the multiuse pathway but I haven't seen mentioned anywhere that you will be able to access the multiuse pathway via a crosswalk from the east side of Dawes. I suppose that corner is easier to cross Dudley from and wouldn't be as big of a deal. But just wondering what the considerations there would be.

Thank you so much for your engagement in this project. We are really looking forward to a more user friendly commute!

On Fri, Mar 19, 2021 at 9:14 AM Sapieha, Katie <[Katie.Sapieha@saskatoon.ca](mailto:Katie.Sapieha@saskatoon.ca)> wrote:

Good afternoon [REDACTED]

Thank you for your comments regarding pedestrian safety in the neighbourhood. Several of the concerns mentioned in your email will be addressed by other projects in the area.

The [Southwest Transportation Study](#) recommended a functional plan for the 17<sup>th</sup> Street Extension. As part of the detailed design for the 17th Street extension, additional crosswalks will be considered at the intersection of Dawes Avenue and 11<sup>th</sup> Street (future 17<sup>th</sup> Street). In addition to the crosswalks, the design for the 17th Street extension will also include a 3.0 metre multi-use pathway on the north side and a 1.8 m concrete sidewalk on south side.

In regards to the Dudley Street and Dawes Avenue intersection, the [Dudley Street Neighbourhood Bikeway](#) project includes a pedestrian and cyclist activated signal on the south side of this intersection. This will allow pedestrians or cyclists to push a button and the traffic signal would cycle to red for drivers travelling on Dawes Avenue.

As for missing sidewalks, our 6<sup>th</sup> recommendation for the Gordie Howe MA, West and Southwest Industrial Neighbourhood Traffic Review is for neighbourhood wide sidewalks to be installed as per the Sidewalk Infill Program. This would include the missing sidewalks on the east side of Dawes Avenue.

Thank you again for your comments!

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer

Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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

From [REDACTED]

Sent: Wednesday, March 17, 2021 10:57 AM

To: Sapieha, Katie <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)>; City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>

Subject: 11th Street and Dawes Ave

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Hi there

So glad to see some investment going into pedestrian safety in this neighbourhood. I still have concerns that the intersection of 11th Street and Dawes Ave does not appear to be addressed. My concerns are as follows:

1. Pedestrians are forced to cross 11th on the west side of the intersection, putting us in danger of all the people turning left onto 11th and those turning right onto Dawes. We are often not seen due to big heavy traffic. It would be much safer to cross on the east side of the intersection where there is less traffic moving when it is time to cross, which is a more typical location of a crosswalk of a T style intersection such as this one.
2. There is currently no sidewalk on the east side of Dawes. So even if we were able to cross on the east side of the intersection, there is no where to walk.
3. There is no pedestrian crosswalk to cross Dawes Ave from the Shell to Tim Horton's.

Perhaps if the crosswalk moved on the east side of the intersection, and a sidewalk created on the east side of Dawes, there would need to be a crosswalk across Dudley going N-S as well as a crosswalk across Dudley/Dawes E-W as I understand a multiuse pathway is being planned for the south side of Dudley. This is a popular route for the young commuters of this neighbourhood.

I would hate for this to be ignored as that intersection is highly used by many young commuters going to and from school as well as others. We have had countless near misses at this intersection over the years.

I appreciate your time and consideration of the dangers of this intersection. Thank you,

██████████

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Wednesday, March 24, 2021 7:14 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: West Industrial Transportation Roadway

Good morning,

Thank you for your feedback for the Gordie Howe Management Area, West and Southwest Industrial Neighbourhood Traffic Review project. The map shows the locations of proposed recommendations for the draft traffic plan. The comment period is still open and the traffic plan will be finalized after the comment period is closed. Many of the concerns that you mentioned were related to other projects in the area that are outside of the scope of the Gordie Howe Management Area, West and Southwest Industrial Neighbourhood Traffic Review project.

The 17<sup>th</sup> Street extension was a recommendation of the [Southwest Transportation Study](#). Multiple public meetings were held as part of the Southwest Transportation Study.

The median islands at 17th Street and Avenue J, and at 17th Street and Avenue L were installed permanently as part of the traffic calming measures recommended for [Water Treatment Plant Project](#). Additional traffic calming measures will only be considered if the speeds are 5 km/h higher than the posted speed limit. Speed data was collected along 17<sup>th</sup> Street as part of the [Holiday Park – King George Neighbourhood Traffic Review](#). The 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles are travelling at or below) along 17<sup>th</sup> Street is 53 km/h which does not warrant additional traffic calming measures.

In regards to truck traffic, the following motion was made at the [July 27, 2020 City Council meeting](#):

“...that the Administration report back at the earliest opportunity about options and estimated costs to complete a study to identify potential mitigating measures to reduce noise impacts between the South West Industrial area and the adjacent residential areas, with particular attention to the adjacent areas of Pleasant Hill, and that the option consider partnership with willing industrial operators (e.g. access to land, willingness to contribute to study costs, etc.) to ensure a comprehensive study.”

The changes to the intersection of 17<sup>th</sup> Street and Spadina Crescent are a result of feedback we received as part of the [Riversdale Neighbourhood Traffic Review](#). We had heard concerns regarding speeding, erratic behaviour, driver confusion and pedestrian safety at this intersect. Because of this feedback we reconfigured the intersection to its current configuration. The rubber curbing is temporary so that we can establish the effectiveness of the configuration and make adjustments as needed prior to permanent installation. Your concerns and comments will be retained to help us identify the concerns we need to consider when evaluating the intersection changes.

You may be interested to learn that we are undertaking a speed limit review for residential streets, as requested by City Council. More specifically we are reviewing:

- Posted speed limits on residential streets, including lowering the posted speed limit
- Removing reduced speed limits for high schools
- Potential reducing speed limits in playground zones
- The potential for establishing senior zones.

A survey to determine community support for lowering speed limits is open to the public right now and can be accessed on the City's [Engage page](#).

Thank you for your feedback,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, March 23, 2021 9:34 AM  
To: Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
Subject: West Industrial Transportation Roadway

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We are saddened every day by the City's decision to go ahead with this ridiculous plan to make 17th street the main "high speed" roadway through our area of town. The city has patronized us by putting in a few traffic slowing measure but refuse to understand the concerns we have over the noise and speed of traffic still going through. As well the proposed plan will increase both the amount of traffic and the numbers of large noisy trucks coming through on 17th street. The city has a plan and really is ignoring what residents of the area need as it seems the decision is already made even if we are now asked to engage in the process. People of the area have attended the meeting, have contacted the city and have written letters, all to no avail as the map shows the detailed plan that the city is going ahead with beginning this year.

Providing a speedier corner at 17th and Spadina is another indication of how this plan is going ahead without consideration for the residents of the area. Many of us feel the "engage" process is becoming a farce.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPad



## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Monday, March 29, 2021 9:23 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Neighbourhood Traffic Review - West Industrial

Good morning [REDACTED]

We will take a look at the intersection of 19<sup>th</sup> Street and Avenue L outside of the Neighbourhood Traffic Review process to determine the appropriate traffic control for this location.

Thank you for bringing it to our attention.

Regards,  
Katie

---

**From:** [REDACTED]  
**Sent:** Sunday, March 28, 2021 10:55 AM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Re: Neighbourhood Traffic Review - West Industrial

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Hi there,

Just one more thought. Is a yield sign being planned for the corner of 19th St and Ave L? There currently isn't any traffic sign at that intersection.

Thank you,  
[REDACTED]

On Wed., Mar. 24, 2021, 17:18 [REDACTED] wrote:

Thanks so much for the response and additional information. Much appreciated.

[REDACTED]

On Wed., Mar. 24, 2021, 12:51 Sapieha, Katie, <[Katie.Sapieha@saskatoon.ca](mailto:Katie.Sapieha@saskatoon.ca)> wrote:

Good afternoon [REDACTED]

Thank you for your feedback for the Gordie Howe Management Area, West and Southwest Industrial Neighbourhood Traffic Review project.

The purpose of the neighbourhood traffic review is to review existing traffic concerns within the neighbourhood. The proposed school, daycare and recreation center development will require a Traffic Impact Study as per our [Transportation-Systems Impact Study Guidelines](#). Future traffic and pedestrian crossings concerns would be addressed as part of this process.

Thank you for advocating for pedestrian safety in the area! There are a few projects that may be of interest to you:

- [West Central Multi-use Corridor](#) (formerly Safety Pathway) – A three kilometre multi-use pathway adjacent to the CP right-of-way extending from Avenue W South to Idylwyld Drive and connecting Saskatoon’s westerly neighbourhoods to the Downtown area. Near Avenue P and Avenue N, the multi-use pathway would be on the north side of the rail corridor and would provide a connection to Avenue M.
- [Riversdale Neighbourhood Traffic Review](#) – An Active Pedestrian Corridor is recommended for the intersection of 20<sup>th</sup> Street and Avenue K (west side) and is scheduled for installation this year.
- [Sidewalk Planning](#) – Our 6<sup>th</sup> recommendation for the Gordie Howe MA, West and Southwest Industrial Neighbourhood Traffic Review is for neighbourhood wide sidewalks to be installed as per the Sidewalk Infill Program. This would include the missing sidewalks on Avenue K, Avenue M, Avenue N and Avenue P, 18<sup>th</sup> Street and 17<sup>th</sup> Street. Several sections of Avenue P South are currently on the 5-year active transportation implementation plan, including:
  - 11th Street to 16th Street (east side)
  - 19th Street to 16th Street (west side)
  - Grace Adams Park to 16th Street (east side)

We will look into the concern of trucks blocking the lane on 18<sup>th</sup> Street between Avenue L and Avenue M. According to our [Traffic Bylaw No. 7200](#), parking is prohibited within one metre of an entrance or exit of an alley. Should you run into this concern again I would encourage you to call the 24/7 Parking Enforcement Dispatch line at 306-975-8344.

Thank you again for your comments,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer

Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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**From:** [REDACTED]  
**Sent:** Wednesday, March 24, 2021 9:38 AM  
**To:** Sapieha, Katie <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)>; City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Neighbourhood Traffic Review - West Industrial

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Hi Katie,

Just a few thoughts on the Neighbourhood Traffic Review for Gordie Howe Management Area, West Industrial, and Southwest Industrial.

With a new school being proposed in the area, I would recommend that an additional traffic and safety review take place once the school location is finalized (it's going to city council this spring - potentially as early as April). The school board is currently considering Optimist Park or vacant land in the West Industrial neighbourhood as potential sites. This means additional cross walks, street lights / pedestrian lights, and sidewalks will be important to ensure students from the new school's catchment area can safely walk to/from school. The new school will also be the amalgamation of three schools, so there will be increased bus traffic to/from the school site. They are also proposing a 75 child daycare and recreation centre attached to the school, so this will be quite a substantial building that changes how this area is used.

Does this review include sidewalk recommendations? Sidewalks along Ave N and Ave P are badly needed. For example, when I start taking my son to daycare at St Mary's School this summer, I will either have to walk down Ave N (which does not have a sidewalk and has reduced visibility because of the tracks) or cross the tracks at Ave M and 19th Street, where no pathway exists. Better crossings on Ave N (and at the tracks along Ave N) near St Mary's school would make this area so much safer.

Pedestrian lights at 20th Street where the tracks are would also make things a lot safer. Vehicles rarely stop for pedestrians there, and I believe street lights at this location were recommended in the City's Junction Strategy. (If you haven't yet looked at this plan, it has some traffic recommendations in it <https://www.saskatoon.ca/business-development/planning/neighbourhood-planning/junction-improvement-strategy>).

There are often Home Hardware semis parked in the street that block the alley on 18th Street between Ave L and Ave M. Generally, there are also just a lot of trucks and vehicles in this area. Maybe this can be resolved by simply talking with the Home Hardware owners.

Sidewalks or safer passage from 18th St to 17th St between Ave N and Ave K is much needed. Once you reach 17th, then it's relatively easy to navigate the area by foot, bike, or stroller. But there is only one sidewalk connecting 18th and 17th in this section (on Ave L), and it is often unshoveled or blocked by vehicles for the existing businesses.

Thank you,





## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Monday, March 29, 2021 10:11 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** FW: Voice Mail (1 minute and 17 seconds)  
**Attachments:** audio.mp3

Gave a call back. For future mail outs he would rather the paper be larger. The numbers and street names were too small and hard to read.

---

**From:** [REDACTED]  
**Sent:** Monday, March 22, 2021 3:32 PM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Subject:** Voice Mail (1 minute and 17 seconds)

Yes Katie, this is [REDACTED] so you said. As some kind of a paper here of question, dustrial Southwest Industrial Gordie Howe management. And so the things to follow up. But you've printed it so small. I know you didn't really want us to read it anyway, so either make substance of it or forget about it, because the people in here cannot read this. He had got a magnifying glass that I could get some of it, but if I didn't have anything better to put out little bit more that people could read, I don't think I wouldn't bother. So if you need to recall, give me a recall on. [REDACTED] bye.

You received a voice mail from [REDACTED]

---

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[Set Up Voice Mail](#)

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Monday, March 29, 2021 10:36 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** FW: Voice Mail (32 seconds)  
**Attachments:** audio.mp3

Gave [REDACTED] a call back. He had the following comments.

He would like to see 19<sup>th</sup> street extended in the same manner as the 17<sup>th</sup> Street extension and follow the rail line to Avenue P.

He also gave the recommendation that the city design streets that have long east-west streets and short north-south streets so that more houses can be facing the south and be more energy efficient.

---

**From:** [REDACTED]  
**Sent:** Thursday, March 25, 2021 2:15 PM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Subject:** Voice Mail (32 seconds)

Yes, my name is [REDACTED] phone number is [REDACTED] I like to talk to someone about this engage plan. So if you can manage to phone me, I appreciated. Bye for now.

You received a voice mail from [REDACTED]

---

**Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.**

[Set Up Voice Mail](#)

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Monday, March 29, 2021 3:23 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Pedestrian infrastructure needed at Ave J South and 17th - Gordie Howe Management Area / West Industrial/ Southwest Industrial traffic review

Good afternoon [REDACTED]

Thank you for your feedback on 17<sup>th</sup> Street and Avenue J.

This intersection was previously reviewed as part of the [Holiday Park – King George Neighbourhood Traffic Review](#) which recently went to Council. As part of the recommendations from the Holiday Park – King George NTR, additional parking restrictions were recommended for the northeast corner to improve the visibility of the pedestrians wanting to cross the road.

Thank you again for your comments.

Regards,  
Katie

---

[REDACTED]  
**Sent:** Thursday, March 25, 2021 11:22 AM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Subject:** Pedestrian infrastructure needed at Ave J South and 17th - Gordie Howe Management Area / West Industrial/ Southwest Industrial traffic review

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Hi Katie,

I shared my concern on the City of Saskatoon engagement page about the need for improved pedestrian infrastructure at 17th street and Ave J South. I'd like to also submit this by email as I have a video of this intersection (and will take another on my way home today) of the issues pedestrians have crossing here.

A quick summary: **We need some crossing lights at this intersection.**

In the video I am crossing northbound on Ave J south and 17th street. As you can see in the video, the white car saw me standing there and chose not to stop, the blue car couldn't have possibly seen me as the curb is several feet behind the parking lane. If I want to cross this intersection **I have to step out into traffic** to check if there is a car coming. I will note, this video was taken just before 9 am, while most of the businesses on 17th street are still closed. Once the industrial area is functioning for the day it can take more than 5 minutes of waiting before a vehicle will stop and let you cross.

I've attached my video and my reply to Nathalie so there is some context for my comments.

20210325\_090633.mp4





Thank you for your reply Nathalie!

I can understand the value of statistics and treatment matrix calculations when it comes to assessing pedestrian infrastructure, though unfortunately it doesn't paint a true picture of this intersection and its usage. Myself and my neighbours use this cross walk multiple times a day to get our children to school. There is also potential for a new school being placed within proximity of this intersection (City Center Schools Project). This issue needs more consideration during this traffic review to avoid having to double back and remedy this issue in the future.

-There are significant "blind spots" for vehicles caused by parking on 17th street (Prairie Autohaus/other business/housing complexes in the area). City of Saskatoon allows parking on both sides of the 17th street corridor - including heavy industrial parking near Ave P that narrows the road to 1 lane near the newly installed median islands.

-The sidewalk/shared path is only on the south side of the street with at least 2 - 3 meters of green space and shrubbery as a barrier to the road causing sight issues for pedestrians and vehicles looking to turn onto/ off of 17th street. There is no infrastructure on the north side of the street aside from the partial sidewalk at Wolf Willow - this is why we cross here. There is no pedestrian infrastructure here aside from a cross walk and a sign.

-Pedestrians have to stand **on the street** when crossing 17th street southbound to be seen by cars going westbound, if there are cars parked on 17th street.

-Pedestrians have to **step out into the traffic lane** when crossing 17th street northbound to see if there are cars coming eastbound, if there are cars parked on 17th street. **This means you are actually in the traffic lane before you can see cars/they can see you.** I have almost been hit trying to see if there are cars coming. **We need improved infrastructure here before we have an unfortunate accident.**

I get the "sorry wave" from **police cruisers, school busses, city crews** and **general traffic** while they drive past us slowly, wincing with regret for not stopping. These vehicles **are fully aware** they should stop but most choose not to. At times we will stand here for close to 5 minutes before a string of traffic will choose to stop and let us cross the street after school.

I took a video this morning on our way to school and will take another video on my way home, as traffic increases at the end of the day and it becomes much more dangerous. I will forward to you by email.

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Thursday, April 1, 2021 9:20 AM  
**To:** [REDACTED] Gough, Hilary (City Councillor)  
**Cc:** [REDACTED]  
**Subject:** Reviews  
RE: Traffic Planning (west Industrial Area) not revised to reflect 'transitional zoning' commitments.

Good morning [REDACTED]

The purpose of the neighbourhood traffic review program is to review existing traffic concerns for the local and collector streets within the focus neighbourhood. The 17th Street extension and other arterial streets are outside of the scope of the neighbourhood traffic review of the West industrial Area.

We have received feedback and comments from residents of neighbourhoods adjacent to the West Industrial Area and their concerns with the adjacent industrial land uses. As part of the neighbourhood traffic review, we respect all the feedback received, and ensure its inclusion in the final report, and we share the information received with other civic departments.

The West Industrial Concept Plan outlines a long-term redevelopment plan of the West Industrial area. The West Industrial Concept Plan lays out the locations of future roadways and developable lands and is intended to guide future development and infrastructure investment in the area. The Transitional land use designation has been applied to the majority of the West Industrial area, ensuring historical heavy industrial land uses transition over time to a more compatible land use pattern when land owners are ready to redevelop their site.

Please note that a report regarding the West Industrial Area Noise Study was presented to the Standing Policy Committee on Planning, Development, and Community Services in December 2020. <https://pub-saskatoon.escri...> The Administration will be reporting back on the Council resolutions from that report in the second quarter of 2021.

As mentioned earlier, the neighbourhood traffic review is intended to address the existing traffic concerns for the local and collector streets with the existing land use in place, not the arterial streets.

The City uses automatic email responses to inform residents that the email has been received and to provide expected timelines for a response. The Gordie Howe Management Area, Southwest Industrial, and West Industrial Areas Neighbourhood Traffic Review is still open for engagement. You can review the proposed traffic plan and recommendations at the [project engage page](#).

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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[www.saskatoon.ca](http://www.saskatoon.ca)

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**From** [REDACTED]  
**Sent:** Tuesday, March 30, 2021 10:56 PM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>; Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>  
**Cc:** [REDACTED]  
[REDACTED] Web E-mail - Mayor's Office  
<Mayors.Office@Saskatoon.ca>; City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Re: Traffic Planning (west Industrial Area) not revised to reflect 'transitional zoning' commitments.

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Katie, I understand that you are the messenger to a much more complex issue. What I would really hope is that the city (our city) would take into consideration that we, as Community Members have regular jobs and we cannot always devote eight hours a day to these issues that have a huge impact on our neighbourhoods.

I absolutely support what [REDACTED] has brought forward here. These traffic plans impact our neighbourhoods and we seem/are getting bulldozed over time after time. I would like to know "Saskatoon's" (our city) overall plan in this "traffic plan". We are the citizens that will be directly affected by the use of our tax dollars in a project that may actually be detrimental to our communities. This is bad! This is a bad, bad situation! Does the city even understand its overall plan here? A plan that appears to be in conflict with other obligations that the city (our city) has made to our communities.

As my questions to the Mayors office go unanswered time after time what can we do aside from watching our Communities be destroyed through the use of our own tax dollars?

[REDACTED]  
[REDACTED]  
[REDACTED]

  our planet, our kids home, everything's future, what we do today matters 

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On Mar 29, 2021, at 11:32 AM, Sapieha, Katie <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)> wrote:

Good morning [REDACTED]

The purpose of the Neighbourhood Traffic Review is to review existing problems for the local and collector streets within the neighbourhood. Flyers are hand delivered to residents and businesses within the neighbourhood.

As my colleague, Nathalie Baudais, mentioned on the engage page, the 17<sup>th</sup> Street Extension and the West Central Multi-use Corridor are a separate projects outside of the scope of the Gordie Howe

Management Area, West and South West Industrial Neighbourhood Traffic Review. We have passed along your land use and planning concerns to the appropriate city staff.

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

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

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**From:** [REDACTED]  
**Sent:** Thursday, March 25, 2021 2:43 PM  
**To:** Sapieha, Katie <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)>; Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>; Web E-mail - Mayor's Office <[Mayors.Office@Saskatoon.ca](mailto:Mayors.Office@Saskatoon.ca)>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
**Subject:** Traffic Planning (west Industrial Area) not revised to reflect 'transitional zoning' commitments.

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Hello Katie,

I am working with Community Associations in the Area to try and address the non-compatible land uses that residents have been asking the city to deal with for 43 years, and I am wondering why the transportation review process, and the reports to council and the public are not reflecting this transition that has been essentially approved since 2008.

Here is my post from the 'engage' page regarding the the Gordie Howe Management Area, West Industrial, and Southwest Industrial transportation review.

Perhaps you could also tell me why the residents of Pleasant Hill and Riversdale aren't included in this study and engagement process since the 17th Street Extension that is being decided through this study will directly impact the people in these communities.

I had been attending the South West Transportation Study engagement processes, but somewhere along the way the signs that usually tell me when the next public meeting was, disappeared. There used to be a sign that would go up at the corner of Ave. H and 17th.

Anyway. Again, here is my post and my questions.

The origins of the 17th street extension stemmed from trying to create a route to detour shortcutting through the Ave H and 11th Street intersection. This was the 'Primary' purpose. This intersection, at the water treatment plant is now closed.

The scale of the 17th street extension was designed in 2004 to accommodate heavy industrial semis most directly to Inland Steel, Shamrock feeds, and the PH mill (now delomished). The city has said they want to transition these businesses out of the area as per the request of residents for the past 43 years.

My questions then are this.

1) Has the 17th street extension priority level, as well as the scale, been revised to reflect that the criteria has changed dramatically?

Is the current scale, designed to accommodate Heavy Industrial Traffic to an area that is supposed to transition away from heavy industry, being reconsidered. Is the plan to still spend money purchasing 4 pieces of land at Ave. W, to accommodate 15 Meter Semis to Inland Steel and Shamrock Feeds so that they can stay forever at Ave. P with a nice new truck route. instead of **relocating them at the same cost?**

"4.6 Design Criteria" ... Corner Radiuses for this project are design to accommodate vehicles measuring 15 meters.Thats double length semi trailers. (Industrial Land Use)

The transportation study does not reflect, nor mentions, the transitional zoning principles that were approved in 2008, nor the desire to REMOVE heavy industry from the heart of these communities.

"4.3 Future Land Use"

"The West Industrial Concept Plan does NOT envision changing the land use, where assigned industrial, to another use. It is expected that the existing industrial parcels will remain industrial, and that the vacant parcels zoned industrial, will eventually be developed in accordance with the current zoning"

2) Can we build the West Central Multi use corridor WITHOUT the full semi truck route attached?

3) Can we build a more direct truck route through currently vacant core of the west industrial area so that semis do not need to use Ave. P at all? Cindercrete products and Aero delivery can remain a part of our community in a responsible way, if the city plans it that way, The city has never planned this area, if they had there would be no 15 meter trucks on Ave, P at all.

Looking forward to hearing back on these concerns.

Thank you.



**Sapieha, Katie**

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 31, 2021 6:38 PM  
**To:** Sapieha, Katie  
**Subject:** traffic changes in my neighborhood

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[REDACTED]  
Traffic changes that are being left out is that the bus uses Avenue K south which is much narrower than avenue L south –the bus route should be changed to avenue L south –only common sense if you came out and measured –you would see that avenue K south is too narrow for a bus route

Sent from [Mail](#) for Windows 10

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Thursday, April 15, 2021 9:19 AM  
**To:** [REDACTED]  
**Cc:** Gough, Hilary (City Councillor); City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: West Industrial Neighbourhood Traffic Review

Good morning [REDACTED]

Thank you for your comments regarding the Gordie Howe Management Area, West and Southwest Industrial Neighbourhood Traffic Review.

### Traffic Calming

The median islands at 17th Street and Avenue J, and at 17th Street and Avenue L were installed permanently because they were recommended as part of the [Water Treatment Plant Project](#) to address anticipated changes in traffic patterns.

All of the following must be true for traffic calming devices to be warranted on minor collector roads, like this section of 17<sup>th</sup> Street.

- 85th percentile speed  $\geq$  5 km/h over the posted speed limit; and
- >2,500 vehicles per day.

Speed data was collected as part of the [Holiday Park – King George Neighbourhood Traffic Review](#) which indicated that the 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles are travelling at or below) along this section of 17<sup>th</sup> Street is 53 km/h which does not warrant additional traffic calming measures.

You may be interested to learn that we are undertaking a speed limit review for residential streets, as requested by City Council. More specifically we are reviewing:

- Posted speed limits on residential streets, including lowering the posted speed limit
- Removing reduced speed limits for high schools
- Potential reducing speed limits in playground zones
- The potential for establishing senior zones.

For details about the speed limit review, please visit the [engage page](#).

### Pedestrian Crossings

Pedestrian crossing devices must following Council Policy C07-018 Traffic Control at Pedestrian Crossings. The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

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

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

This section of 17<sup>th</sup> Street West has approximately 2,250 vehicles per day, a posted speed limit of 50 kph, and pedestrians must cross two travel lanes and two parking lanes. According to the pedestrian crossing policy, a ground mounted pedestrian crosswalk is appropriate for this crosswalk across 17<sup>th</sup> Street West. As such, these crossings are not

eligible for an actuated pedestrian crossing device. We will review the crosswalks to determine if additional parking restrictions are required to improve the visibility of the pedestrians wanting to cross the road.

#### Truck Traffic

As Tom Simpson has previously mentioned, trucks should not be on 17<sup>th</sup> Street unless they are on the most direct route to and from their delivery. We did conducted a traffic count of trucks on 17<sup>th</sup> Street and found the truck volume to be 2.4% of the vehicle traffic which is an expected number of trucks outside of truck routes.

#### Other Projects

The purpose of the neighbourhood traffic review is to review existing traffic concerns within the neighbourhood. Future development, such as the proposed school, daycare and recreation center development, will require a Traffic Impact Study as per our [Transportation-Systems Impact Study Guidelines](#). Future traffic and pedestrian crossings concerns would be addressed as part of this process.

The 17<sup>th</sup> Street Extension is outside the scope of the Neighbourhood Traffic Review process.

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

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

**From:** [REDACTED]  
**Sent:** Tuesday, April 13, 2021 2:53 PM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Cc:** Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>  
**Subject:** West Industrial Neighbourhood Traffic Review

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Gordie Howe Management Area, West Industrial, and Southwest Industrial Traffic Review  
My comments are regarding West Industrial Neighbourhood.

1. By reducing short cutting on 11th Street West, the city has created another problem on 17th Street West. The amount of traffic on 17th Street has increased. Along with that comes an increase in speeding vehicles.
1. People live on 17th Street. It appears that the city forgets that and treats West Industrial as purely an industrial neighbourhood. Since traffic has been rerouted from 11th Street, we have noticed and increase in speeding vehicles, noise, dirt.
1. The current traffic calming measures on 17th Street (Median islands at Avenue J and L) do nothing to slow traffic. Vehicles simply speed around them. In all other traffic reviews we have participated in, we have been told that traffic calming measures are installed as temporary structures to ensure they do what they were

intended to do. Why, in this case were they installed as permanent structures? Why did they not do curb extensions? Travelling on the east side of the city, there is a plethora of traffic calming measures. Most of them have curb extensions. Is the safety and quality of life of west side residents less important than that of east side residents?

1. The current traffic calming measures also have pedestrian signs. This doesn't seem to help either. Frequently, vehicles are not stopping for pedestrians. And most disturbing is when children or elderly people are forced to run across the street so they do not get run over. We need more effective traffic calming measures on 17th Street.
1. The street has become a racetrack.
1. Semi Truck traffic. Semis continue to use 17th Street as a route through the city. It is my understanding that they are not to proceed east on 17th Street from Avenue P. Here is some correspondence I have received from the Customer Service Manager, Transportation:

"You are correct, the big truck/trailer combos should not be on 17th unless they are on the most direct route to and from their delivery. Avenue P between 11th and 17th is considered a truck route however it ends at that location. I will ask our Enforcement folks to spend some time, schedules permitting. Thomas Simpson | tel 306.975-2811 Customer Service Manager, Transportation"

There is a lack of (i.e. none) proper signage at 17th and P to advise these trucks that 17th is not a truck route. There are several of these trucks a day. Something needs to be done about this.

1. It seems that various departments at the City operate in isolation from one another. Neighbourhood and Traffic Studies that were done in previous years are already outdated. West Industrial (the portion east of Avenue P) is a neighbourhood in transition. Many changes are occurring i.e. more residential properties, possibly the site of a new city centre school, more infill homes, etc). It is no longer what it was when these studies were done. To continue to look at traffic east of Avenue P on 17th Street in isolation of the rest of the neighbourhood and the changing nature is short sighted and indicates that the city has a very narrow view of the neighbourhood.
1. Again I would ask the question – Why do the 'wants' of traffic passing through the neighbourhood take precedence of the 'needs' of the people that actually live in the neighbourhood?
1. I remain opposed to the 17th Street extension and it's effect on the quality of life of residents that live on the street.

Thankyou for your time,



A resident of West Industrial Neighbourhood

## Sapieha, Katie

---

**From:** Sapieha, Katie  
**Sent:** Tuesday, April 20, 2021 2:17 PM  
**To:** [REDACTED]  
**Cc:** Gough, Hilary (City Councillor); City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: West Industrial Neighbourhood Traffic Review

Good afternoon [REDACTED]

17<sup>th</sup> Street is classified as a minor collector street between Avenue P and Avenue H and is classified as a local between Avenue H and Spadina Crescent. The intersections at Avenue J and at Avenue L would fall within the minor collector section of 17<sup>th</sup> Street.

Two speed studies were conducted on 17<sup>th</sup> Street as part of the Gordie Howe MA, West and Southwest Industrial Neighbourhood Traffic Review and the Holiday Park-King George Neighbourhood Traffic Review. The first study was conducted between Avenue J and Avenue K and the second study was between Avenue O and Avenue N. Both studies found the 85<sup>th</sup> percentile operating speeds to be 53 kph. Speed data for 17<sup>th</sup> Street was collected for 24 hours a day for a week. The data was collected for a week starting on October 14, 2020.

The 85<sup>th</sup> percentile speed (53kph) at this location does not meet the conditions required for additional traffic calming. The Traffic Calming Policy and Traffic Control at Pedestrian Crossing Devices were created following national guidelines established by the Transportation Association of Canada.

We view truck volumes that are less than 5% of overall traffic as an acceptable level.

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer  
Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
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**From:** [REDACTED]  
**Sent:** Sunday, April 18, 2021 5:15 PM  
**To:** Sapieha, Katie <Katie.Sapieha@Saskatoon.ca>  
**Cc:** Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>; City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** RE: West Industrial Neighbourhood Traffic Review

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Thankyou for your response Katie. Please see my comments/questions in red.

On Thu, 15 Apr 2021 15:19:06 +0000, "Sapieha, Katie" <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)> wrote:

Good morning

Thank you for your comments regarding the Gordie Howe Management Area, West and Southwest Industrial Neighbourhood Traffic Review.

### Traffic Calming

The median islands at 17th Street and Avenue J, and at 17th Street and Avenue L were installed permanently because they were recommended as part of the [Water Treatment Plant Project](#) to address anticipated changes in traffic patterns.

All of the following must be true for traffic calming devices to be warranted on minor collector roads, like this section of 17<sup>th</sup> Street. **Is 17th street considered a collector road? I was told it was a local road.**

- 85th percentile speed  $\geq$  5 km/h over the posted speed limit; and
- >2,500 vehicles per day.

Speed data was collected as part of the [Holiday Park – King George Neighbourhood Traffic Review](#) which indicated that the 85<sup>th</sup> percentile speed (the speed at which 85 percent of vehicles are travelling at or below) along this section of 17<sup>th</sup> Street is 53 km/h which does not warrant additional traffic calming measures. **was this review conducted on 17th street specifically? We know that previously, 17th street tends to fall into 'no man's land'. And when (date) was this review done. During business hours and early evening, it's my observation that there are more speeding vehicles than over a 24 hour period.**

You may be interested to learn that we are undertaking a speed limit review for residential streets, as requested by City Council. More specifically we are reviewing: **40 kph would be reasonable on 17th street.**

- Posted speed limits on residential streets, including lowering the posted speed limit
- Removing reduced speed limits for high schools
- Potential reducing speed limits in playground zones
- The potential for establishing senior zones.

For details about the speed limit review, please visit the [engage page](#). I have already responded to the review on the [engage page](#).

## Pedestrian Crossings

Pedestrian crossing devices must follow Council Policy C07-018 Traffic Control at Pedestrian Crossings. The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

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

I'm not asking for electronic control devices, I'm asking for curb extensions. These do a lot to slow traffic. Also trees growing along boulevards slow traffic, people are ok hitting a pedestrian but not a tree. I can find my source for this if you want.

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

This section of 17<sup>th</sup> Street West has approximately 2,250 vehicles per day, a posted speed limit of 50 kph, and pedestrians must cross two travel lanes and two parking lanes. According to the pedestrian crossing policy, a ground mounted pedestrian crosswalk is appropriate for this crosswalk across 17<sup>th</sup> Street West. As such, these crossings are not eligible for an actuated pedestrian crossing device. We will review the crosswalks to determine if additional parking restrictions are required to improve the visibility of the pedestrians wanting to cross the road. **It seems that policies do not take into consideration the comfort levels of pedestrians, only numbers.**

## Truck Traffic

As Tom Simpson has previously mentioned, trucks should not be on 17<sup>th</sup> Street unless they are on the most direct route to and from their delivery. We did conduct a traffic count of trucks on 17<sup>th</sup> Street and found the truck volume to be 2.4% of the vehicle traffic which is an expected number of trucks outside of truck routes. **How is the expected number determined?**

## Other Projects

The purpose of the neighbourhood traffic review is to review existing traffic concerns within the neighbourhood. Future development, such as the proposed school, daycare and recreation center development, will require a Traffic Impact Study as per our [Transportation-Systems Impact Study Guidelines](#). Future traffic and pedestrian crossings concerns would be addressed as part of this process.

The 17<sup>th</sup> Street Extension is outside the scope of the Neighbourhood Traffic Review process.

Regards,

**Katie Sapieha, P. Eng. | tel 306.657.8782**

Transportation Engineer

Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

*Treaty 6 Territory & Homeland of the Métis*

[katie.sapieha@saskatoon.ca](mailto:katie.sapieha@saskatoon.ca)

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

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**From:** [REDACTED]  
**Sent:** Tuesday, April 13, 2021 2:53 PM  
**To:** Sapieha, Katie <[Katie.Sapieha@Saskatoon.ca](mailto:Katie.Sapieha@Saskatoon.ca)>  
**Cc:** Gough, Hilary (City Councillor) <[Hilary.Gough@Saskatoon.ca](mailto:Hilary.Gough@Saskatoon.ca)>  
**Subject:** West Industrial Neighbourhood Traffic Review

[Warning: This email originated outside our email system. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Gordie Howe Management Area, West Industrial, and Southwest Industrial Traffic Review  
My comments are regarding West Industrial Neighbourhood.

1. By reducing short cutting on 11th Street West, the city has created another problem on 17th Street West. The amount of traffic on 17th Street has increased. Along with that comes an increase in speeding vehicles.
1. People live on 17th Street. It appears that the city forgets that and treats West Industrial as purely an industrial neighbourhood. Since traffic has been rerouted from 11th Street, we have noticed and increase in speeding vehicles, noise, dirt.
1. The current traffic calming measures on 17th Street (Median islands at Avenue J and L) do nothing to slow traffic. Vehicles simply speed around them. In all other traffic reviews we have participated in, we have been told that traffic calming measures are installed as temporary structures to ensure they do what they were intended to do. Why, in this case were they installed as permanent structures? Why did they not do curb extensions? Travelling on the east side of the city, there is a plethora of traffic calming measures. Most of them have curb extensions. Is the safety and quality of life of west side residents less important than that of east side residents?
1. The current traffic calming measures also have pedestrian signs. This doesn't seem to help either. Frequently, vehicles are not stopping for pedestrians. And most disturbing is when children or elderly people are forced to run across the street so they do not get run over. We need more effective traffic calming measures on 17th Street.
1. The street has become a racetrack.
1. Semi Truck traffic. Semis continue to use 17th Street as a route through the city. It is my understanding that they are not to proceed east on 17th Street from Avenue P. Here is some correspondence I have received from the Customer Service Manager, Transportation:

"You are correct, the big truck/trailer combos should not be on 17th unless they are on the most direct route to and from their delivery. Avenue P between 11th and 17th is considered a truck route however it ends at that location. I will ask our Enforcement folks to spend some time, schedules permitting. Thomas Simpson | tel 306.975-2811 Customer Service Manager, Transportation"

There is a lack of (i.e. none) proper signage at 17th and P to advise these trucks that 17th is not a truck route. There are several of these trucks a day. Something needs to be done about this.

1. It seems that various departments at the City operate in isolation from one another. Neighbourhood and Traffic Studies that were done in previous years are already outdated. West Industrial (the portion east of Avenue P) is a neighbourhood in transition. Many changes are occurring i.e. more residential properties, possibly the site of a new city centre school, more infill homes, etc). It is no longer what it was when these studies were done. To continue to look at traffic east of Avenue P on 17th Street in isolation of the rest of the neighbourhood and the changing nature is short sighted and indicates that the city has a very narrow view of the neighbourhood.
1. Again I would ask the question – Why do the 'wants' of traffic passing through the neighbourhood take precedence of the 'needs' of the people that actually live in the neighbourhood?
1. I remain opposed to the 17th Street extension and it's effect on the quality of life of residents that live on the street.

Thankyou for your time,



A resident of West Industrial Neighbourhood



Do you have traffic concerns in the Gordie Howe Management Area, West Industrial and/or Southwest Industrial neighbourhoods?	Why do you travel to these neighbourhoods?	The NTR addresses a variety of traffic related issues. Please identify which types of concerns you have with these neighbourhoods.	Please help us understand why you selected your choices above by adding a description of your concerns. Please identify the location using an intersection, street name, address, or other indicator. <sup>6</sup>
Yes	Resident;	Pedestrian safety; Traffic control (e.g., stop and yield signs);	Holiday Park has been a quiet neighbourhood for years and one of the reasons I bought in this area. I am hoping the new Gordie Howe will not destroy this quiet neighbourhood
Yes	Resident;	Traffic safety; Traffic control (e.g., stop and yield signs);	With the avenue h/Spadina intersection closed traffic on ave I has increased. It is quite a narrow road. I think implementing one-way traffic would be useful.
Yes	Resident;	Traffic control (e.g., stop and yield signs);	1. Make it easier to turn left on Avenue W onto 11th street. 2. Heavy traffic on Avenue P during/after events at Gordie Howe stadium area - makes it difficult for residents to turn left into homes. 3. Now that 11th is closed, easy access to downtown is impeded.
Yes	Work; Recreation;	Pedestrian safety; Traffic safety; Traffic control (e.g., stop and yield signs);	I walk, bike, run and drive to work at SaskPower and have since 2011. Since the South Circle Bridge opened turning onto 11th from southbound Ave W has become worse every year. For safety I have switch to using Ave P. As a cyclist and runner the area has lots to offer but the pathways are very "islanded". (The Dudley street multi-use path will fix much of this) Gordie Howe is best reached by car only ironically, same with the XC ski trails at Holiday park. 17th street path stops at Ave P which is not a good pedestrian/cyclist street. The meewasin trail stops and Cyclists/pedestrians must then use Spadina which most drivers are careful on, but it only takes one bad one. Roads such as Fletcher are very wide even by industrial standards, but have no sidewalks on either side. In summary there are great facilities and I enjoy working playing here, but linking everything together is needed
Yes	Resident;	signage; Pedestrian safety; Traffic safety; Traffic control (e.g., stop and yield signs);	11th st W turning lane signage to turn to Circle Drive South and to North, are too hard to read in advance, too high up behind big semis, and often end up stuck missing the turnoff and going in the wrong direction. Need more support signage to safely cross circle drive from south of 11th st w to north west or northeast. Traffic backup is a hassle after gordie Howe football and other stadium events, to try to go south on Ave P south to turn left at Schuyler Street. Parents are parking illegally to pick-up at Saskatoon French School in afternoons, in alley at back playground exit crossing to fire lane, or in private parking spots with signage of private parking. Unnecessary congestion in busy alley, that also needs wild shrubs trimmed back to restore

			<p>safety to two driving lanes.</p> <p>Lack of sidewalks on 11th st w, and lack of good lighting.</p> <p>Too much gravel blowing on windy days for pedestrians.</p> <p>Lots of areas with lack of cleared snow from sidewalks, or flooded sidewalk ramps in spring.</p>
Yes	Resident;	Traffic safety; Traffic control (e.g., stop and yield signs);	<p>On the 900 block of Ave I S, where traffic is now diverted around the Water Treatment Center, there should only be parking allowed on the west side. Attempts to move traffic through 17th and onto Ave P S seem somewhat unsuccessful as the 900 block of I S is super busy. And there is only room at either end of the block to yield, sometimes ending up in a 5 car back up as there is only room for a single lane of traffic when vehicles park on both sides. Moving parking to only the west side would allow for two lanes of traffic to move freely. I have seen a number of accidents and near missing in this block due to the ongoing traffic issues.</p>
Yes	School, church, commuting to the river; Recreation;	Pedestrian safety; Traffic safety; Traffic control (e.g., stop and yield signs);	<p>The crossing at 11th Street and Dawes. The cars turning left (west) onto 11th and right onto Dawes do not yield to pedestrians. Those turning right on Dawes have visibility restrictions with semi-trucks blocking their view of the crosswalk. The crossing is on the wrong side of a T intersection although there is no sidewalk on the east side of Dawes to cross to. There is also no crosswalk to use to walk from the shell to Tim Horton's (crossing Dawe's).</p> <p>It is also dangerous to cross the street onto Dudley from the multi-use pathway. If we could cross 11th on the east side of Dawes and take a sidewalk to Dudley it would be safer. Dudley also doesn't have any sidewalks. A path on the north side of Dudley could connect to the east side of Dawes and then you could cross 11th on the east side of Dawes.</p>
Yes	Resident;	Traffic control (e.g., stop and yield signs);	<p>Stop and yield signs are being continually added with what seems to be very little thought to traffic flow. It would be good if whomever is making these decisions to actually go and observe traffic flow, talk to the residents, and develop a plan that aids (not hinders) people trying to leave the area. STOP trying to push traffic in a way that adds extra commute time / is out of the way (i.e. people in the east end of Holiday Park don't want to drive all the way to Ave. P to try and get to downtown. It's not efficient.</p> <p>Also, it's pretty inappropriate that at 11th and Ave I. there is a 4 way stop so that city employees can leave a parking lot. Pretty sure that no other parking lots in the city are afforded a 4-way stop so that employees can easily leave.</p>



LOG IN WITH

OR SIGN UP WITH DISQUS  • 22 days ago • edited

The origins of the 17th street extension stemmed from trying to create a route to detour shortcutting through the Ave H and 11th Street intersection. This was the 'Primary' purpose. This intersection, at the water treatment plant is now closed.

The scale of the 17th street extension was designed in 2004 to accommodate heavy industrial semis most directly to Inland Steel, Shamrock feeds, and the PH mill (now delomished). The city has said they want to transition these businesses out of the area as per the request of residents for the past 43 years.

My questions then are this.

1) Has the 17th street extension priority level, as well as the scale, been revised to reflect that the criteria has changed dramatically?

Is the current scale, designed to accommodate Heavy Industrial Traffic to an area that is supposed to transition away from heavy industry, being reconsidered. Is the plan to still spend money purchasing 4 pieces of land at Ave. W, to accommodate 15 Meter Semis to Inland Steel and Shamrock Feeds so that they can stay forever at Ave. P with a nice new truck route, instead of relocating them at the same cost?

"4.6 Design Criteria" ... Corner Radiuses for this project are design to accommodate vehicles measuring 15 meters. Thats double length semi trailers. (Industrial Land Use)

The transportation study does not reflect, nor mentions, the transitional zoning principles that were approved in 2008, nor the desire to REMOVE heavy industry from the heart of these communities.

"4.3 Future Land Use"

"The West Industrial Concept Plan does NOT envision changing the land use, where assigned industrial, to another use. It is expected that the existing industrial parcels will remain industrial, and that the vacant parcels zoned industrial, will eventually be developed in accordance with the current zoning"

2) Can we build the West Central Multi use corridor WITHOUT the full semi truck route attached?

3) Can we build a more direct truck route through currently vacant core of the west industrial area so that semis do not need to use Ave. P at all? Cindercrete products and Aero delivery can remain a part of our community in a responsible way, if the city plans it that way, The city has never planned this area, if they had there would be no 15 meter trucks on Ave, P at all.

Looking forward to hearing back on these concerns.

Thank you.

^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → [redacted] • 20 days ago

Please note that the 17th Street Extension and West Central Multi-Use Corridor projects are outside of the scope of the Neighbourhood Traffic Review. Here are some responses regarding your comments.

- 1) The functional designs for the 17th Street extension were developed according to City of Saskatoon design standards for an arterial street.
- 2) The West Central Multi-Use Corridor is not dependent on the construction of the 17th Street West extension.
- 3) As outlined in the Traffic Bylaw, a Level 1 or a Level 2 vehicle with a maximum gross vehicle weight greater than 8,000 kilograms making a local delivery, pick up, performing a service or going to or from a garage for storage or repair, may deviate from the routes designated in Schedule No. 8 and No. 8a, provided that the operator of such vehicle uses:
  - a) the most direct route on the arterial road network from the long haul or pickup and delivery vehicle route to its destination; and
  - b) the most direct route on any other city streets in the neighbourhood from the arterial road network to its destination; or
  - c) a route approved by the General Manager.

Note that Avenue P between 11th Street and the CP rail corridor is currently identified as a long haul vehicle route in Traffic Bylaw 7200. Once the 17th Street Extension is built, the truck routes in the bylaw would be reviewed.

^ | v • Reply • Share ›



→ Nathalie Baudais, City Transp. • 20 days ago • edited

I appreciate you mentioning the West Concept Plan, and the 'long term' objectives. My question is why is that 'transition over time' NOT being included in the documents pertaining to planning and development (including transportation) at this time.

Unless that desire to transition is included in the documents that are being used to plan for our future... then the transition is not being planned for. Even long term goals should be identified in these documents... especially in reference to 'Future Land Use'.

"4.3 Future Land Use"

"The West Industrial Concept Plan does NOT envision changing the land use, where assigned industrial, to another use. It is expected that the existing industrial parcels will remain industrial, and that the vacant parcels zoned industrial, will eventually be developed in accordance with the current zoning."

^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → [redacted] • 17 days ago

As mentioned above, I have forwarded these comments to my colleagues since this is outside of the scope of the neighbourhood traffic review.

^ | v • Reply • Share ›

• 22 days ago

Are there plans to improve pedestrian crossings on 17th street? We cross at 17th and Ave J south to get to school and there is only a pedestrian crossing marker with no signal. Would it be possible for the city to add a flashing light or something here to make it safer to cross?

This road carries heavy traffic due to the closure of 11th street and most of the traffic can't see us until they are already in the intersection. If they do see us, they choose whether they want to stop. We need a safer way to cross 17th street.

^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → • 22 days ago

Thank you for your comment about pedestrian safety!

Pedestrian devices are installed in accordance with Council Policy C07-018 Traffic Control at Pedestrian Crossings in September 2018. The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

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

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

17th Street has approximately 2,250 vehicles per day, a posted speed limit of 50 kph, and pedestrians must cross two travel lanes and two parking lanes. According to the pedestrian crossing policy, the existing ground mounted standard pedestrian crosswalk is appropriate for the crosswalk across 17th Street at the intersection with Avenue J South.

There are also permanent median islands at 17th Street and Avenue J that were installed as part of the Water Treatment Plant Project. These islands help raise awareness of the crosswalk and reduce operating speeds.

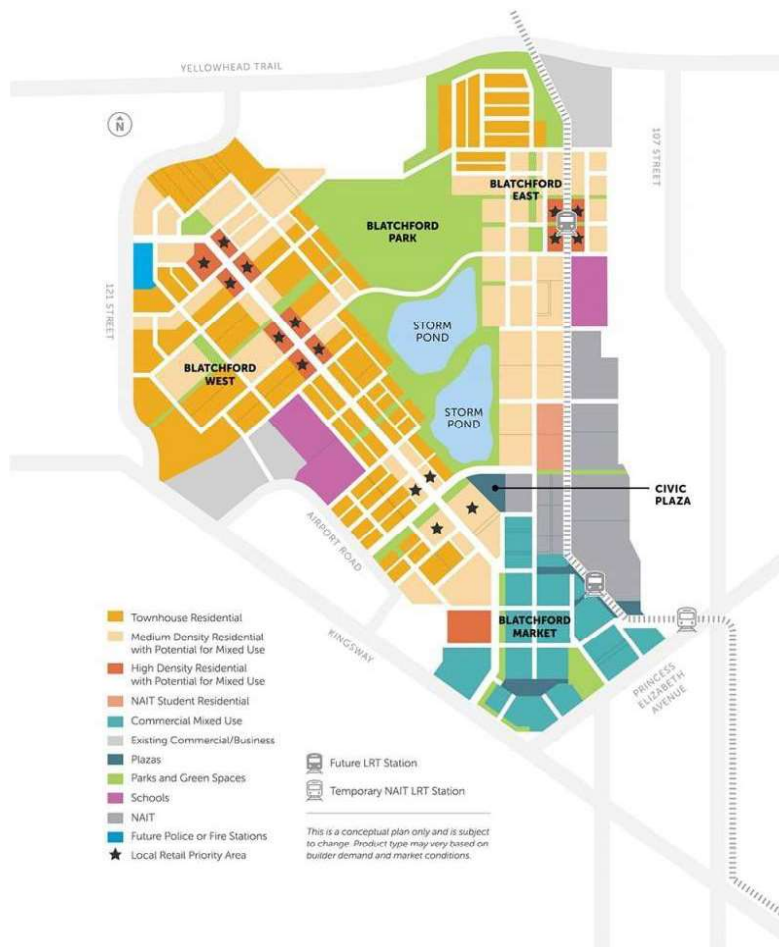
^ | v • Reply • Share ›

• 22 days ago

A much more comprehensive traffic review is required for the east portion of West Industrial and Junction Improvement areas. **These areas are in flux and need a high level planning strategy.** The announcement of a new amalgamated school in the area has left everyone surprised and unprepared.

The decade-old Junction Improvement Strategy is due for an update. There should be public consultation on reimagining this area for safety, sustainability and quality of life. A **new micro-neighbourhood** could be developed - similar to **Blatchford** in Edmonton.





The remaining industrial owners should be relocated, facilitated with land-swaps. The remainder of the industrial zoning should change over to **mixed-use zoning to encourage residential and light commercial development.**

**Train collisions and pedestrian deaths are unacceptable.** We need safe crossings built. This means **overpasses** and perhaps even **bridge parks**. We need **active transit paths** for safe biking. The **North Downtown Master Plan** showed us what could be done, let's put some of those designs into action! :)



A Bridge Park connecting east & west, spanning the rail tracks







**Nathalie Baudais, City Transp.** Mod → [redacted] • 22 days ago

The purpose of the neighbourhood traffic review is to review existing traffic concerns within the neighbourhood. The proposed school will require a Traffic Impact Study as per our Transportation-Systems Impact Study Guidelines. Traffic and pedestrian crossings concerns as a result of the school development would be considered as part of this process.

I will forward your request to update the Junction Improvement Strategy to my colleagues in the Planning Department.

^ | v • Reply • Share ›



[redacted] 22 days ago • edited

The initial consultation for this plan occurred before the school board announced that it will be amalgamating the Pleasant Hill, Princess Alexandra, and King George schools. The new school location has not yet been decided, and will greatly increase East/West pedestrian and traffic flow in this area, regardless of its future location. My most pressing concern is the consideration of children crossing Avenue N and P, and the railroad tracks at various locations. I currently cross avenue N on a daily basis taking my child to St. Mary's and it is incredibly unsafe, with no sidewalks south of 19th, no marked crosswalks, heavy traffic, heavy street parking, and blind spots on either sides of the train tracks. It may be prudent to await knowledge of where the new school will be, and take this in to account for bigger picture planning. I am in favour of TD Harlowe's suggestion of thinking long term, and starting the process to move Inland, Cidercrete, and Shamrock feeds to locations that are more suitable, and give the whole region an opportunity for a much needed global improvement, as indicated in the Junction Improvement Strategy.

1 ^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** [redacted]

The purpose of the neighbourhood traffic review is to review existing traffic concerns within the neighbourhood. The proposed school, daycare and recreation center development will require a Traffic Impact Study as per our Transportation-Systems Impact Study Guidelines. Future traffic and pedestrian crossings concerns would be addressed as part of this process.

Thank you for advocating for pedestrian safety in the area! Here is an update on some projects that may be of interest to you:

**West Central Multi-use Corridor (formerly Safety Pathway)** – A three kilometre multi-use pathway adjacent to the CP right-of-way extending from Avenue W South to Idylwyld Drive and connecting Saskatoon's westerly neighbourhoods to the Downtown area. Near Avenue P and Avenue N, the multi-use pathway would be on the north side of the rail corridor and would provide a connection to Avenue M.

**Sidewalk Planning** – Our 6th recommendation for the Gordie Howe MA, West and Southwest Industrial Neighbourhood Traffic Review is for neighbourhood wide sidewalks to be installed as per the Sidewalk Infill Program. This would include the missing sidewalks on Avenue N.

^ | v [redacted] Share ›



[redacted] → Nathalie Baudais, City Transp. • 21 days ago

Thank you for this information. Do we need to advocate for the Traffic Impact Study to occur, or will that be automatic once the school location is determined?

Upon reflection, a current concern that I don't believe has been identified is the far west end of 19th street where it turns south into Ave M. This is a blind corner, and many vehicles come around it at great speed, not expecting to see pedestrians or oncoming traffic. At that corner there is an informal bike path (Constable More Bike Path) and pedestrian pathway that is heavily used to cross the train tracks and Ave N, with no safe place to cross. I would suggest a shatterproof convex mirror so that traffic could be seen around the corner, signage for pedestrian/bike crossings, and/or speed bumps to slow the traffic down.



1 ^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** [redacted]

The Traffic Impact Study is part of the development application; no need to advocate for it.

We can review the curve at Avenue M South and 19th Street West to see if additional measures are required.

Formalizing a path across the rail line at this location is outside of the scope of the Neighbourhood Traffic Review. We will file this comment for consideration through a separate process.

^ | v [redacted] Share ›



[redacted] Nathalie Baudais, City Transp. [redacted]

Thank you for this information. Do we need to advocate for the Traffic Impact Study to occur, or will that be automatic once the school location is determined?

Upon reflection, a current concern that I don't believe has been identified is the far west end of 19th street where it turns south into Ave M. This is a blind corner, and many

vehicles come around it at great speed, not expecting to see pedestrians or oncoming traffic. At that corner there is an informal bike path (Constable More Bike Path) and pedestrian pathway that is heavily used to cross the train tracks and Ave N, with no safe place to cross. I would suggest a shatterproof convex mirror so that traffic could be seen around the corner, signage for pedestrian/bike crossings, and/or speed bumps to slow the traffic down.

^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** [redacted]

Thank you for this comment; I have responded to your post with the figure.

^ | v [redacted] Share ›



[redacted] 23 days ago

I think the biggest short term fix needed is the Ave W intersection. Regrettably stopping E/W traffic there might be unavoidable if you really really needed to do it. People manage though and I haven't seen the numbers that would warrant it. Needless to say, many people want to turn east from Ave W. But many more use it to turn north from 11 and/or carry on east down 11th.

As for actions at the 17th and P intersection there isn't much you can do there until you have more room. Yes preventing the scrap metal semi trailers from parking on 17th would go a long ways. Frankly I'd like to see InLand and CinderCrete relocated out of the city under an eminent domain order. And then extend your 17th St extension up onto 20th. It would save time and money to do it sooner than later.

1 ^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → [redacted] • 23 days ago

Can you please clarify if you are referring to the east or west intersection of Avenue W and 11th Street West?

There are changes planned for intersections of Avenue W and 11th Street West as part of the Southwest Transportation Study. You can view the concept plan for the 17th Street extension on page 48 of this report: <https://www.saskatoon.ca/si...>

Detailed design is planned for this year.

^ | v • Reply • Share ›



→ Nathalie Baudais, City Transp. [redacted]

The origins of the 17th street extension stemmed from trying to create a route to detour shortcutting through the Ave H and 11th Street intersection. This was the 'Primary' purpose. This intersection, at the water treatment plant is now closed.

The scale of the 17th street extension was made to accommodate heavy industrial semis most directly to Inland Steel, Shamrock feeds, and the PH mill (now delomished). The city has said they want to transition these businesses out of the area as per the request of residents for the past 43 years.

My questions then are this.

1) Has the 17th street extension priority, as well as the scale been revised to reflect that the criteria has changed dramatically?



The transportation study does not reflect the transitional zoning principles or the desire to remove heavy industry from the heart of these communities.

2) Can we build the West Central Multi use corridor WITHOUT the full semi truck route attached?

Thank you.

1 ^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → [redacted] • 20 days ago

Thank you for these comments.

1) The 17th Street extension project purpose and scope was beyond addressing shortcutting through the intersection of Avenue H and 11th Street. It was also addressing the intersections of 11th Street with Avenue W West and Avenue W East, divert traffic away from the 11th Street residential areas in the King George and Holiday Park neighbourhoods to the Avenue P - 17th Street corridor.

The 17th Street extension project was identified in the West Industrial Concept Plan, which was approved by City Council on May 20, 2008. The concept plan identified extending 17th Street from the intersection of 11th Street and Avenue P extending west to 11th Street. This extension would provide an attractive alternative route through the sector, and a more direct connection between the City Centre and Circle Drive. This connection may reduce short-cutting traffic along 11th Street and Avenue H through the King George and Holiday Park neighbourhoods by providing a more direct roadway. The extension of 17th Street would be an arterial roadway constructed on abandoned Canadian National right-of-way that was acquired by the City of Saskatoon in 2002.

The West Industrial Concept Plan outlines a long-term redevelopment plan of the West Industrial area. The West Industrial Concept Plan lays out the locations of future roadways and developable lands and is intended to guide future development and infrastructure investment in the area. The Transitional land use designation has been applied to the majority of the West Industrial area, ensuring historical heavy industrial land uses transition over time to a more compatible land use pattern when land owners are ready to redevelop their site.

Note that a report regarding the was presented to the Standing Policy Committee on Planning, Development, and Community Services in December 2020.

<https://pub-saskatoon.escr...>

The Administration will be reporting back on the Council resolutions in the second quarter of 2021.

2) The West Central Multi-use Corridor (formerly Safety Pathway) is three kilometre multi-use pathway adjacent to the CP right-of-way extending from Avenue W South to Idylwyld Drive and connecting Saskatoon's westerly neighbourhoods to the Downtown area. Construction of the section between 22nd Street and Avenue D is scheduled for this year. Funding for the construction of the corridor west of 22nd Street has not yet been secured.

^ | v • Reply • Share ›



→ Nathalie Baudais, City Transp. • 20 days ago • edited

I appreciate you mentioning the West Concept Plan, and the 'long term' objectives. My question is why is that 'transition over time' NOT being included in the documents pertaining to planning and development (including transportation) at this time.

Unless that desire to transition is included in the documents that are being used to plan for our future... then the transition is not being planned for. Even long term goals should be identified in these documents... especially in reference to 'Future Land Use'.

"4.3 Future Land Use"

"The West Industrial Concept Plan does NOT envision changing the land use, where assigned industrial, to another use. It is expected that the existing industrial parcels will remain industrial, and that the vacant parcels zoned industrial, will eventually be developed in accordance with the current zoning."

^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → [Redacted] • 17 days ago

Thank you for the follow-up. The 17th Street extension is outside of the scope of the NTR. I have forwarded your land use and planning concerns to my colleagues.

^ | v • Reply • Share ›



[Redacted] a month ago

17th and Ave P, you have recommended painting stop bars on all 3 legs. This intersection has seen increase in traffic since 11th and Ave. H was cut off to the public. I would ask the committee to consider turning this intersection into a roundabout and run that nice multi use pathway from 17th up past 11th to the Gordie Howe in the process.

1 ^ | v • Reply • Share ›



**Nathalie Baudais, City Transp.** Mod → [Redacted] • 23 days ago

A traffic signal will be installed at this intersection as part of the Southwest Transportation Study which will extend 17th Street between Avenue P and Dawes Avenue. Details can be found on page 48 of this report: <https://www.saskatoon.ca/si...>

^ | v • Reply • Share ›



[Redacted]

Good ideas. I think semis need much more space for roundabouts though. Frankly I'd like to see InLand and CinderCrete relocated under an eminent domain order.

1 ^ | v [Redacted] Share ›



**Nathalie Baudais, City Transp.** Mod • a year ago

We are collecting comments through emails, phone calls, Engage page discussion and through the upcoming survey. All comments received will be compiled and used to identify locations for data

collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

1 ^ | v • Reply • Share ›

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