

Pacific Heights/Kensington Neighbourhood Traffic Review



Pacific Heights/Kensington Neighbourhood Traffic Review

Authorization

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Executive Summary

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

A public meeting was held in April 2019 to identify traffic concerns and potential solutions within the Pacific Heights/Kensington neighbourhoods. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in September 2019.

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

The Pacific Heights/Kensington Traffic Plan is illustrated in Exhibit ES-1.

Pacific Heights/Kensington Neighbourhood Traffic Review

Table ES-1: Pacific Heights/Kensington Neighbourhood Recommended Improvements

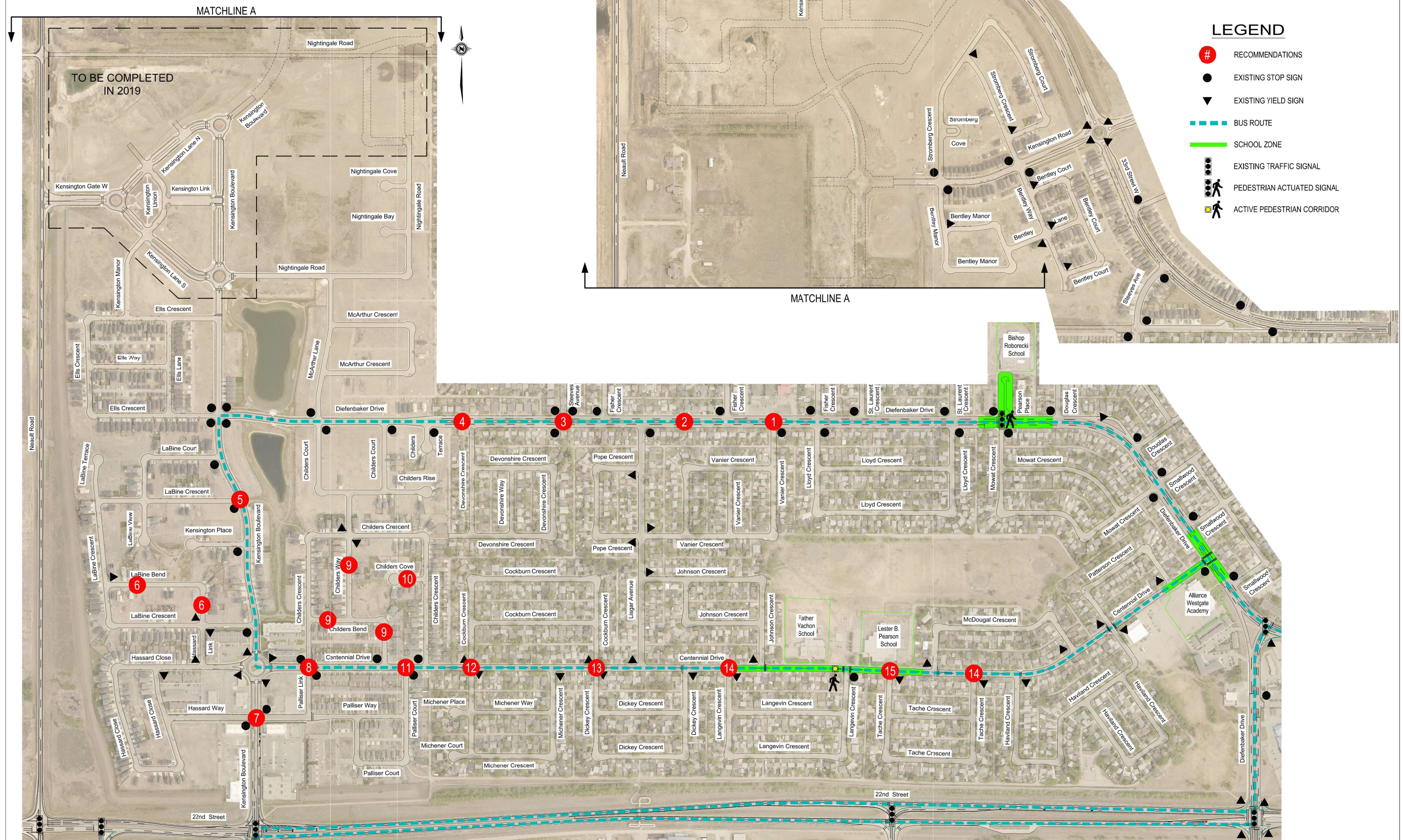
Item	Location	Recommended Improvement	Justification
1	Diefenbaker Drive and Vanier Crescent	Active Pedestrian Corridor (APC) and zebra crosswalk (west side)	Improve pedestrian safety
		Accessibility ramps (northwest, southwest and southeast corners)	Improve pedestrian accessibility
2	Diefenbaker Drive between Steeves Avenue and Pearson Place	Speed board (facing eastbound traffic)	Reduce speed
3	Diefenbaker Drive and Steeves Avenue	Stop Ahead signs (facing eastbound traffic)	Increase driver compliance at all-way stop
		Additional street name signs on median (east & west sides)	Improve guidance for drivers
4	Diefenbaker Drive between Childers Court and Steeves Avenue	Speed board (facing eastbound traffic)	Reduce speed
5	Kensington Boulevard and Labine Crescent (north)	Median island (south side)	Reduce speed
		Relocate accessibility ramp to line up with crosswalk	Improve pedestrian safety at crossing to park path
6	Labine Bend	Playground signs	Ensure driver awareness of park
7	Kensington Boulevard and Hassard/Palliser Way	APC (south side)	Improve pedestrian safety
8	Centennial Drive and Palliser Link	Parking restrictions on Centennial Drive (10 m on all corners)	Improve sight lines
9	Childers Way	Playground signs	Ensure driver awareness of park
	Childers Bend	Playground signs	Ensure driver awareness of park
10	Childers Cove	Cul-de-sac sign	Improve guidance for drivers
11	Centennial Drive and Palliser Court	Relocate crosswalk to west side	Improve pedestrian accessibility
12	Centennial Drive and Cockburn Crescent/ Michener Crescent	Accessibility ramps (all corners)	Improve pedestrian accessibility
13	Centennial Drive and Cockburn Crescent/ Dickey Crescent	Accessibility ramps (northwest and southeast corners)	Improve pedestrian accessibility
14	Centennial Drive and Tache Crescent (east)	Replace textured crosswalks with asphalt and painted crosswalks when road resurfacing takes place	Based on community feedback
	Centennial Drive and Langevin Crescent (west)		
15	Centennial Drive and Tache Crescent (west)	Curb extensions on Centennial Drive (northeast and southeast corners)	Improve pedestrian safety

Pacific Heights/Kensington Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
		Remove zebra crosswalk (west leg)	Consolidate crossing to the east leg where curb extensions will be installed
		Accessibility ramps on east side	Improve pedestrian accessibility
		Parking restriction on Centennial Drive (17 m on southwest corner)	Improve sight lines

PACIFIC HEIGHTS/KENSINGTON TRAFFIC PLAN

Exhibit ES1: Pacific Heights/Kensington Traffic Plan



Contents

Executive Summary.....	iii
1. Introduction	1
2. Identify Issues, Concerns and Possible Solutions.....	2
2.1. Speeding and Shortcutting	2
2.2. Pedestrian Safety	2
2.3. Traffic Control.....	3
2.4. Parking	4
2.5. Maintenance.....	4
2.6. Major Intersections & Corridors	5
3. Develop Draft Traffic Plan	6
3.1. Methodology	6
3.2. Traffic Volume and Speed Assessments.....	7
3.3. Traffic Control Assessments.....	9
3.4. Pedestrian Assessments	10
3.5. Collision Analysis	12
3.6. Diefenbaker Drive and Centennial Drive Analysis	12
4. Present Traffic Plan	13
4.1. Methodology.....	13
4.2. Speeding and Shortcutting	13
4.3. Pedestrian Safety	14
4.4. Intersection Safety.....	15
4.5. Parking	15
4.6. Follow-up Consultation – Presentation of Traffic Plan.....	15
4.7. Engagement Summary.....	16
5. Implementation	18

List of Figures

Exhibit ES-1: Pacific Heights/Kensington Traffic Plan	vi
Exhibit 5-1: Recommended Pacific Heights/Kensington Traffic Plan.....	24

List of Tables

Table ES-1: Pacific Heights/Kensington Neighbourhood Recommended Improvements	iv
Table 3-1: City of Saskatoon Street Classifications and Characteristics	7
Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)	8
Table 3-3: All-Way Stop Warrant Criteria	9
Table 3-4: All-Way Stop Warrant Condition Requirements.....	10
Table 3-5: Pedestrian Assessments	11
Table 4-1: Recommended Improvements – Speeding and Shortcutting	13
Table 4-2: Recommended Improvements – Pedestrian Safety	14
Table 4-3: Recommended Improvements – Intersection Safety	15
Table 4-4: Recommended Improvements – Parking	15
Table 4-5: Public Meetings Summary	16
Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate	19
Table 5-2: Speed Enforcement Cost Estimate	19
Table 5-3: Pedestrian Safety Devices Cost Estimate	20
Table 5-4: Permanent Traffic Calming Cost Estimate.....	20
Table 5-5: Pedestrian Ramps Cost Estimate.....	20
Table 5-6: Remove Permanent Traffic Calming.....	21
Table 5-7: Total Cost Estimate	21
Table 5-8: Pacific Heights/Kensington Recommended Improvements	22

List of Appendices

APPENDIX A: Public Meeting #1 – April 9, 2019
APPENDIX B: Traffic Data Collection
APPENDIX C: All-Way Stop Assessments
APPENDIX D: Pedestrian Device Assessments
APPENDIX E: Collision Analysis
APPENDIX F: Public Meeting #2 – September 19, 2019
APPENDIX G: Decision Matrix
APPENDIX H: Additional Concerns Received After Presentation of Draft Plan
APPENDIX I: Resident and Stakeholder Comments

1. Introduction

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

The Pacific Heights/Kensington neighbourhoods are bound by 22nd Street to the south, Diefenbaker Drive to the north and east, and Neault Road to the west. The land use is mostly residential, with some commercial in the south portion of Kensington near Kensington Boulevard and 22nd Street. There are three elementary schools (all on Centennial Drive) and a number of parks.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to 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 April 2019 to identify traffic concerns within the Pacific Heights/Kensington neighbourhoods. Residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

The following pages summarize concerns and suggested solutions identified during the initial consultation with the residents 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 the neighbourhood on streets that are designed and intended for low volumes of traffic (i.e. local streets). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

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

- Diefenbaker Drive;
- Kensington Boulevard;
- Centennial Drive school zones;
- Childers Crescent/Cove/Way/Terrace;
- Kensington Place;
- Johnson Crescent;
- Lisgar Avenue; and
- Palliser Way.

The residents proposed the following solutions:

- Speed display boards;
- Playground signs;
- Slow Down signs;
- Cul-De-Sac / No Outlet signs; and
- Review limits of reduced speed school zone.

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.

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

- Diefenbaker Drive (specifically at Centennial Drive and Vanier Crescent);
- Kensington Boulevard and Labine Crescent (north);
- Kensington Boulevard and Hassard/Palliser Way;
- Centennial Drive in front of Lester B. Pearson School;
- Centennial Drive and Cockburn Crescent;
- Centennial Drive and Lisgar Avenue;
- Centennial Drive at midblock crosswalk between the ponds; and
- Centennial Drive and Palliser Court.

The residents proposed the following solutions:

- Pedestrian actuated signal (PAS);
- Rapid rectangular flashing beacons (RRFB);
- Active pedestrian corridor (APC);
- Crosswalks;
- Traffic calming (median island or curb extension); and
- Install missing pedestrian ramps.

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.

Neighbourhood concerns regarding traffic controls were identified at the following locations:

- Diefenbaker Drive and Steeves Avenue;
- Diefenbaker Drive and Centennial Drive;
- Kensington Boulevard and Centennial Drive;
- Kensington Boulevard and Hassard/Palliser Way; and
- Centennial Drive.

Proposed solutions identified by residents:

- Enforcement;
- All-way stop;
- Traffic signals;
- Larger signs;
- Jersey barriers;
- Close driveways close to intersections;
- Additional “Added Lane” signs;
- “No U Turn” signs; and
- Enforcement for “rules of the road”.

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.

Neighbourhood concerns regarding parking were identified at the following locations:

- Diefenbaker Drive between Steeves Avenue and Kensington Boulevard;
- Diefenbaker Drive and Vanier Crescent;
- Diefenbaker Drive and Michener Crescent (east);
- Diefenbaker Drive and Lisgar Avenue;
- Ells Crescent;
- Kensington Boulevard and Labine Crescent (north);
- Kensington Boulevard and Palliser Way;
- Centennial Drive in front of Lester B. Pearson School;
- Centennial Drive and Palliser Link/Childers Crescent;
- Centennial Drive and Cockburn Crescent (east); and
- Childers Crescent.

Proposed solutions identified by residents:

- Parking restrictions; and
- Extend existing parking restrictions.

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).

Pacific Heights/Kensington Neighbourhood Traffic Review

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Kensington Boulevard
 - trees and shrubs obstructing signs and visibility at intersections; and
 - pavement markings are invisible due to snow, ice, gravel, dust etc.
- Centennial Drive
 - paving stone crosswalks are degrading;
 - snow piles are being left on the edge of the street and kids play on them as they wait for the school bus;
 - garbage cans narrow the street; and
 - trees block street name signs.
- Diefenbaker Drive
 - road paving is worse than original state.

Proposed solutions identified by residents:

- Snow should be removed on school bus routes;
- Quicker snow clearing;
- Pave pathway between 22nd Street and Save-On-Foods;
- Remove or better maintain paving stone crosswalks; and
- Road resurfacing needs to be better coordinated with annual pavement markings.

2.6. Major Intersections & Corridors

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

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

- 22nd Street and Kensington Boulevard – westbound drivers turning right onto Kensington Boulevard don't realize that they have a dedicated lane and stop for traffic coming through the intersection.
- Laurier Drive and Diefenbaker Drive – tweak traffic signal timing. Drivers are speeding on Diefenbaker Drive (westbound) because they're waiting so long. Vehicle detection isn't working.
- 22nd Street - speeding

3. Develop Draft Traffic Plan

3.1. Methodology

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

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhoods.
- 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**.

Pacific Heights/Kensington Neighbourhood Traffic Review

3.2. Traffic Volume and Speed Assessments

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

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

Characteristic	Classifications								
	Back Lanes		Locals		Collectors		Arterials		Freeways / Expressways
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major	
Traffic Service Function	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
Land Service/ Access	Land access only function		Land access primary function		Traffic movement and land access of equal importance		Some access control	Rigid access control	No access
Typical Traffic Volume (veh/day)	<500	<1,000	<1,000	<5,000	<5,000	8,000 to 10,000	5,000 to 25,000		>20,000 >10,000
Traffic Flow Characteristics	Interrupted flow		Interrupted flow		Interrupted flow		Uninterrupted flow except at signals and crosswalks		Uninterrupted flow except at signals Free-flow (grade separated)
Typical Posted Speed Limit (kph)	20		50		50		50 to 70		80 to 90
Typical Vehicle Type	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
Desirable Network Connections	Lanes, Locals		Lanes, Locals, Collectors		Locals, Collectors, Arterials		Collectors, Arterials, Freeways/Expressways		Arterials, Freeways/ Expressways
Transit Service	Not permitted		Generally avoided		Permitted		Permitted		Express buses only
Cyclist Facilities	No restrictions or special facilities		No restrictions or special facilities		No restrictions; special facilities considered		No restrictions; special facilities considered		Prohibited*
Pedestrians Facilities	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*
Typical Parking Restrictions	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
Minimum Intersection Spacing (m)	As needed		60		60		200	400	800 or 1,600 between interchanges
Typical Right-of-Way Width (m)	6		15 to 22		21 to 41		33 to 43		75 to 125

*May be considered beyond the clear zone

Pacific Heights/Kensington Neighbourhood Traffic Review

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

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

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Diefenbaker Drive	Fisher Crescent to Vanier Crescent	arterial	5,790	54
Diefenbaker Drive	Devonshire Crescent to Steeves Avenue	arterial	6,400	54
Diefenbaker Drive	Childers Court to Childers Court	collector	5,200	59
Kensington Boulevard	Hassard Way/Palliser Way to 22 nd Street	collector (commercial)	10,370	50
Kensington Boulevard	Labine Crescent to Labine Crescent	collector	5,520	55
Centennial Drive	Johnson Crescent to Langevin Crescent (east)	collector	3,280	55 (41 during school hours)
Centennial Drive	Dickey Crescent (east) to Lisgar Avenue	collector	2,920	55
Lisgar Avenue	Vanier Crescent to Johnson Crescent	collector	1,160	52
Johnson Crescent	Centennial Drive to Johnson Crescent	local	220	39
Childers Crescent	100-300 block	local	330	40
Palliser Way	Childers Crescent to Childers Bend	local	500	28

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 the last twelve month period and are of a type susceptible to correction by an all-way stop control.

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

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

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
Centennial Drive and Tache Crescent (west)	405	4,610	0	Criteria NOT met.
Centennial Drive and Cockburn Crescent/ Dickey Crescent	332	3,480	0	Criteria NOT met.
Centennial Drive and Lisgar Avenue	341	3,750	0	Criteria NOT met.
Kensington Boulevard & Hassard Way/ Palliser Way	1,024	11,050	0	Criteria met. Proceed to Step 2.
Kensington Boulevard and Labine Crescent (south)	530	6,080	0	Criteria met. Proceed to Step 2.
Diefenbaker Drive and Vanier Crescent	710	7,500	0	Criteria met. Proceed to Step 2.

Pacific Heights/Kensington Neighbourhood Traffic Review

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Kensington Boulevard and Hassard Way/Palliser Way	16	No	All-way stop NOT warranted.
Kensington Boulevard and Labine Crescent (south)	4	No	
Diefenbaker Drive and Vanier Crescent	7	No	

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

3.4. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

Pacific Heights/Kensington Neighbourhood Traffic Review

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

Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Diefenbaker Drive and Vanier Crescent	Confirmed	Distance from nearest control >200 m Active Pedestrian Corridor and zebra crosswalk.
Kensington Boulevard and Labine Crescent (north)	Confirmed	Distance from nearest control <200 m Standard crosswalk is appropriate. Existing standard crosswalk to remain.
Kensington Boulevard and Labine Crescent (south)	No pedestrian desire	Distance from nearest control <200 m Unmarked crosswalk appropriate.
Kensington Boulevard and Hassard / Palliser Way	Confirmed	Distance from nearest control >200 m Rectangular Rapid Flashing Beacon appropriate. Active Pedestrian Corridor recommended to ensure visibility of signage and flashers over landscaped median.
Centennial Drive and Cockburn Crescent / Dickey Crescent	Confirmed	Distance from nearest control >200 m Standard crosswalk adequate. Existing zebra crosswalk and curb extensions to remain.
Centennial Drive and Lisgar Avenue	Limited pedestrian desire	Distance from nearest control >200 m Unmarked crosswalk appropriate.
Centennial Drive and Langevin Crescent (east)	Confirmed	Standard crosswalk appropriate Existing Active Pedestrian Corridor, curb extensions and zebra crosswalk to remain.
Centennial Drive and Tache Crescent (west)	Confirmed	Distance from nearest control <200 m Standard crosswalk appropriate. Upgrade to zebra crosswalk due to school zone. Curb extensions recommended to reduce operating speeds and crossing distance.

3.5. Collision Analysis

The most recently available five-year collision data (2014 to 2018) 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 with two or more collisions per year within Pacific Heights/Kensington include:

- Diefenbaker Drive and Steeves Avenue;
- Centennial Drive and Diefenbaker Drive; and
- Centennial Drive and Kensington Boulevard.

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

3.6. Diefenbaker Drive and Centennial Drive Analysis

During the consultation a number of residents expressed concerns regarding the intersection of Diefenbaker Drive and Centennial Drive. In addition the collision analysis showed high collisions (i.e. average 5 collisions per year) and a need for pedestrian connectivity. Additional analysis is required for the intersection; therefore the location was selected to be reviewed as part of the Intersection Improvement Studies in 2020.

4. Present Traffic Plan

4.1. Methodology

Stage 3 of the neighbourhood 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 divisions for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the revised plan and project process.

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

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Diefenbaker Drive between Steeves Avenue and Pearson Place	Speed board (facing eastbound traffic)	Reduce speed
Diefenbaker Drive between Childers Court and Steeves Avenue	Speed board (facing eastbound traffic)	Reduce speed
Kensington Boulevard and Labine Crescent (north)	Median island (south side)	Reduce speed near park
Childers Cove	Cul-de-sac sign	Improve guidance for drivers

4.3. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Diefenbaker Drive and Vanier Crescent	Active Pedestrian Corridor (APC) and zebra crosswalk (west side)	Improve pedestrian safety
	Accessibility ramps (northwest, southwest and southeast corners)	Improve pedestrian accessibility
Kensington Boulevard and Labine Crescent (north)	Relocate accessibility ramp to line up with crosswalk	Improve pedestrian safety at crossing to park path
Labine Bend	Playground signs	Ensure driver awareness of park
Kensington Boulevard and Hassard Way / Palliser Way	APC (south side)	Improve pedestrian safety
Childers Way	Playground signs	Ensure driver awareness of park
Childers Bend	Playground signs	Ensure driver awareness of park
Centennial Drive and Palliser Court	Relocate crosswalk to west side	Improve pedestrian accessibility
Centennial Drive and Tache Crescent (west)	Curb extensions on Centennial Drive (northeast and southeast corners)	Improve pedestrian safety
	Remove zebra crosswalk (west leg)	Consolidate crossing to the east leg where curb extensions will be installed
	Accessibility ramps on east side	Improve pedestrian accessibility
Centennial Drive and Cockburn Crescent / Michener Crescent	Accessibility ramps (all corners)	Improve pedestrian accessibility
Centennial Drive and Cockburn Crescent / Dickey Crescent	Accessibility ramps (on the northwest & southeast corners)	Improve pedestrian accessibility
Centennial Drive and Tache Crescent (east)	Replace textured crosswalks with asphalt and painted crosswalks when road resurfacing takes place	Based on community feedback
Centennial Drive and Langevin Crescent (west)	Replace textured crosswalks with asphalt and painted crosswalks when road resurfacing takes place	Based on community feedback

4.4. Intersection Safety

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

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Diefenbaker Drive and Steeves Avenue	Stop Ahead signs (facing eastbound traffic)	Increase driver compliance at all-way stop
	Additional street name signs on median (east & west sides)	Improve guidance for drivers

4.5. Parking

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

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Centennial Drive and Palliser Link	Parking restrictions on Centennial Drive (10 m on all corners)	Improve sight lines
Centennial Drive and Tache Crescent (west)	Parking restriction on Centennial Drive (17 m on southwest corner)	Improve sight lines

4.6. Follow-up Consultation – Presentation of Draft Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in September 2019. The meeting minutes and feedback from emails and phone calls are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix H**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet & Support and Transit.

4.7. Engagement Summary

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

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 9, 2019 Father Vachon School, Gymnasium (3722 Centennial Drive) 9 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 September 19, 2019 Father Vachon School, Gymnasium (3722 Centennial Drive) 15 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Pacific Heights/Kensington were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

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

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

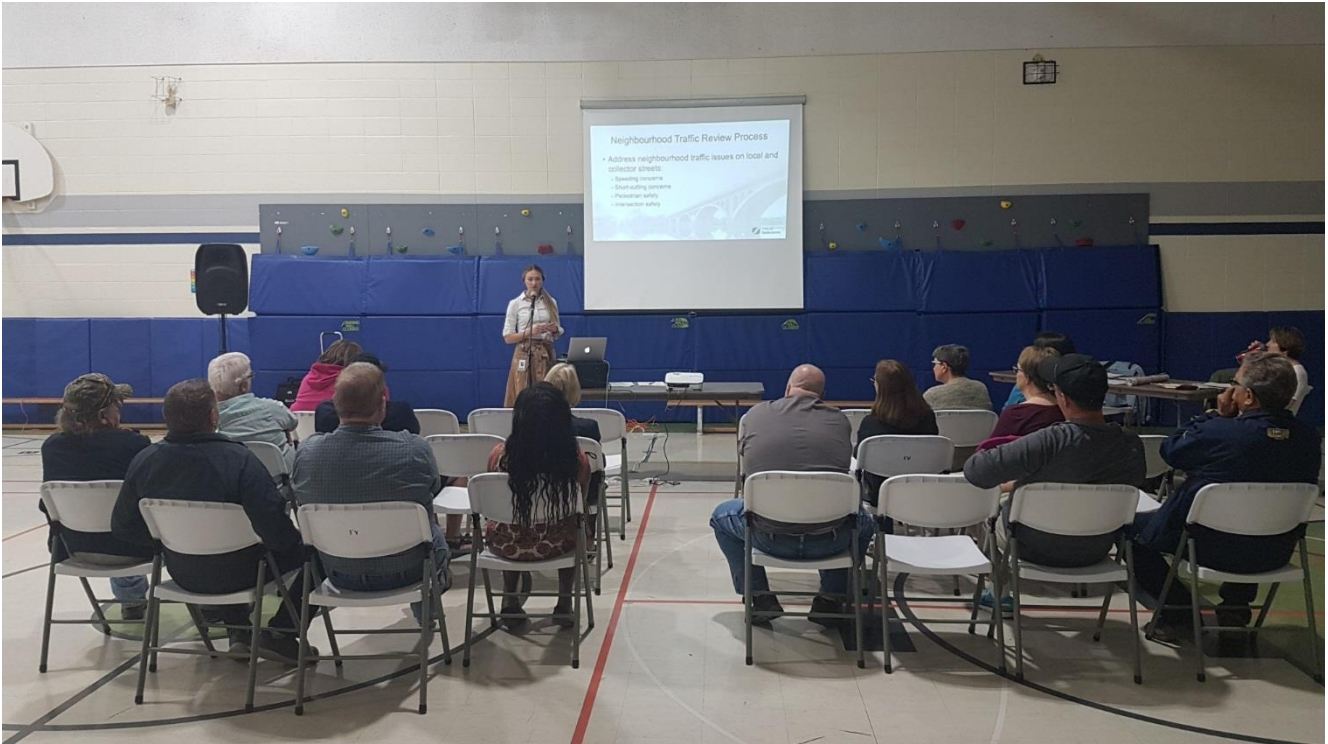
Residents were invited to provide their concerns and feedback through the following:

- 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.

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

Pacific Heights/Kensington Neighbourhood Traffic Review

Photo 1: Meeting #2 Presentation



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, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Installations for Pacific Heights/Kensington are likely to begin in spring/summer 2020.

The estimated costs of the improvements included in the Traffic Plan are outlined in the following tables:

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-4: Permanent Traffic Calming Cost Estimate
- Table 5-5: Pedestrian Ramps Cost Estimate
- Table 5-6: Remove Permanent Traffic Calming
- Table 5-7: Total Cost Estimate

Pacific Heights/Kensington Neighbourhood Traffic Review

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

Location	Device	Cost Estimate	Implementation Goal
Diefenbaker Drive and Vanier Crescent	Zebra crosswalk (1)	\$750	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Diefenbaker Drive and Steeves Avenue	Stop Ahead signs (2) Street name signs (2)	\$1,000	
Kensington Boulevard and Labine Crescent (north)	Median island (1)	\$500	
Labine Bend	Playground signs (2)	\$500	
Centennial Drive and Palliser Link	No Parking signs (4)	\$1,000	
Childers Way	Playground signs (2)	\$500	
Childers Bend	Playground signs (2)	\$500	
Childers Cove	Cul-de-sac sign (1)	\$250	
Centennial Drive and Palliser Court	Standard crosswalk (1)	\$150	
Centennial Drive and Tache Crescent (west)	Curb extensions (2) Zebra crosswalk (1) No Parking sign (1)	\$1,450	
Total		\$6,600	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Diefenbaker Drive between Steeves Avenue to Pearson Place	Speed board (1)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
Diefenbaker Drive between Childers Court and Steeves Avenue	Speed board (1)	\$0 (Ten devices purchased in 2017 are relocated annually.)	
Total		\$0	

Pacific Heights/Kensington Neighbourhood Traffic Review

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Diefenbaker Drive and Vanier Crescent	APC	\$45,000	3 to 5 years
Kensington Boulevard and Hassard/Palliser Way	APC	\$45,000	
Total		\$90,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Kensington Boulevard and Labine Crescent (north)	Median island (1)	\$5,000	3 to 5 years
Centennial Drive and Tache Crescent (west)	Curb extensions (2)	\$90,000	
Total		\$95,000	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Diefenbaker Drive and Vanier Crescent	Pedestrian ramps (3)	\$10,500	5 plus years
Kensington Boulevard and Labine Crescent (north)	Pedestrian ramps (1)	\$3,500	
Centennial Drive and Cockburn Crescent / Michener Crescent	Pedestrian ramps (4)	\$14,000	
Centennial Drive and Cockburn Crescent / Dickey Crescent	Pedestrian ramps (2)	\$7,000	
Total		\$35,000	

Pacific Heights/Kensington Neighbourhood Traffic Review

Table 5-6: Remove Permanent Traffic Calming

Location	Device	Cost Estimate	Implementation Goal
Centennial Drive and Tache Crescent (east)	Remove textured crosswalk Install standard crosswalk	\$2,800	5 plus years
Centennial Drive and Langevin Crescent (west)	Remove textured crosswalk Install standard crosswalk	\$2,800	
Total		\$5,600	

Table 5-7: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings and Temporary Traffic Calming	\$6,600	-	-
Speed Enforcement	\$0	-	-
Pedestrian Safety Devices	-	\$90,000	-
Permanent Traffic Calming	-	\$95,000	-
Pedestrian Ramps	-	-	\$35,000
Remove Permanent Traffic Calming			\$5,600
Total	\$6,600	\$185,000	\$40,600

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$6,600. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices and pedestrian ramps) is \$225,600.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-8.

The resulting recommended Pacific Heights/Kensington Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Pacific Heights/Kensington Neighbourhood Traffic Review

Table 5-8: Pacific Heights/Kensington Recommended Improvements

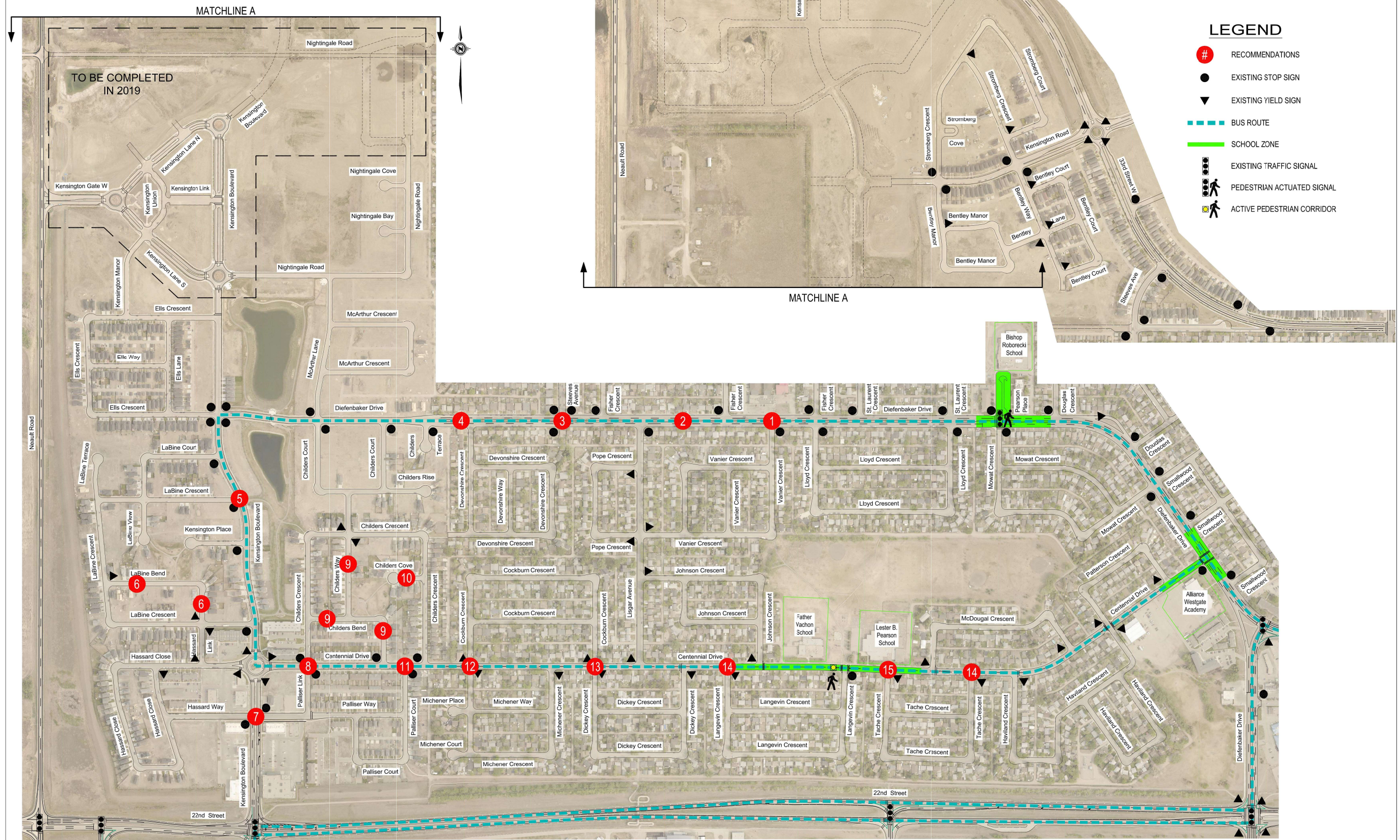
Item	Location	Recommended Improvement	Justification
1	Diefenbaker Drive and Vanier Crescent	Active Pedestrian Corridor (APC) and zebra crosswalk (west side)	Improve pedestrian safety
		Accessibility ramps (northwest, southwest and southeast corners)	Improve pedestrian accessibility
2	Diefenbaker Drive between Steeves Avenue and Pearson Place	Speed board (facing eastbound traffic)	Reduce speed
3	Diefenbaker Drive and Steeves Avenue	Stop Ahead signs (facing eastbound traffic)	Increase driver compliance at all-way stop
		Additional street name signs on median (east & west sides)	Improve guidance for drivers
4	Diefenbaker Drive between Childers Court and Steeves Avenue	Speed board (facing eastbound traffic)	Reduce speed
5	Kensington Boulevard and Labine Crescent (north)	Median island (south side)	Reduce speed
		Relocate accessibility ramp to line up with crosswalk	Improve pedestrian safety at crossing to park path
6	Labine Bend	Playground signs	Ensure driver awareness of park
7	Kensington Boulevard and Hassard/Palliser Way	APC (south side)	Improve pedestrian safety
8	Centennial Drive and Palliser Link	Parking restrictions on Centennial Drive (10 m on all corners)	Improve sight lines
9	Childers Way	Playground signs	Ensure driver awareness of park
	Childers Bend	Playground signs	Ensure driver awareness of park
10	Childers Cove	Cul-de-sac sign	Improve guidance for drivers
11	Centennial Drive and Palliser Court	Relocate crosswalk to west side	Improve pedestrian accessibility
12	Centennial Drive and Cockburn Crescent/ Michener Crescent	Accessibility ramps (all corners)	Improve pedestrian accessibility
13	Centennial Drive and Cockburn Crescent/ Dickey Crescent	Accessibility ramps (northwest and southeast corners)	Improve pedestrian accessibility
14	Centennial Drive and Tache Crescent (east)	Replace textured crosswalks with asphalt and painted crosswalks when road resurfacing takes place	Based on community feedback
	Centennial Drive and Langevin Crescent (west)		

Pacific Heights/Kensington Neighbourhood Traffic Review

Item	Location	Recommended Improvement	Justification
15	Centennial Drive and Tache Crescent (west)	Curb extensions on Centennial Drive (northeast and southeast corners)	Improve pedestrian safety
		Remove zebra crosswalk (west leg)	Consolidate crossing to the east leg where curb extensions will be installed
		Accessibility ramps on east side	Improve pedestrian accessibility
		Parking restriction on Centennial Drive (17 m on southwest corner)	Improve sight lines

PACIFIC HEIGHTS/KENSINGTON TRAFFIC PLAN

Exhibit 5-1: Recommended Pacific Heights/Kensington Traffic Plan



Appendix A

Public Meeting #1 – April 9, 2019

CITY OF SASKATOON

Pacific Heights / Kensington Neighbourhood Traffic Review Minutes

Date: Tuesday, April 9, 2019

Time: 7:00 – 9:00 pm

Location: Father Vachon School, Gymnasium (3722 Centennial Drive)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Justine Marcoux	City of Saskatoon Transportation Engineer Pacific Heights / Kensington Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Councillor Ann Iwanchuk	Ward 3 City Council Representative
Patrick Barbar	Staff Sergeant Traffic Unit Saskatoon City Police

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Justine Marcoux – Transportation Engineer)

See Attachment: Presentation – April 9, 2019

Saskatoon Police Services

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

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Pacific Heights - Kensington and potential solutions.

Group 1: Nathalie Baudais

- Centennial Drive:
 - Paving stone crosswalks are degraded, a waste of money, cars bottom out, and not kept up
- 22nd Street:
 - Speed limit is too low (at 60kph)
 - Fairmont Drive should be closed or an additional lane provided
- Diefenbaker Drive:
 - Speed display board between Steeves Avenue & Kensington Boulevard needed
 - Diefenbaker Drive & Steeves Avenue - eastbound traffic does not stop for the stop sign; needs more enforcement
 - Diefenbaker Drive & Laurier Drive - northbound detector not working, long wait times for left turning vehicles
 - Diefenbaker Drive & Michener Crescent (east) - parked cars blocking view of crosswalk
 - Road narrows at Childers Crescent (to Kensington Boulevard) making it difficult to pass; parking creates visibility issues
- Palliser Way:
 - Speeding
 - Palliser Way & Kensington Boulevard – parking on the corner too close to the intersection, children play in the street which is unsafe
 - Palliser Way & Palliser Court – yield sign needed
 - Drivers aren't stopping when exiting the Popeyes driveway
- Kensington Boulevard:
 - Speeding
 - Driveway from Save-on-Foods should be right out only
- Circle Drive northbound off-ramp to 22nd Street:
 - Need pavement markings, drivers treating it as dual left turns
 - Check northbound signal timing, seems too short which is why drivers make dual lefts.

Group 2: Justine Marcoux

- Centennial Drive:
 - City leaves snow piles on edge of street. When kids are waiting for the bus they play on snow piles. Very dangerous. Snow should be removed because this is a school bus route.
 - Road narrows in at Childers Crescent to Kensington Boulevard making it difficult to pass. Garbage cans further narrow the street.
 - Centennial Drive & Cockburn Crescent – install a pedestrian device; street name sign is obstructed by tree as well as a few other locations on Centennial Drive
 - Centennial Drive & Lisgar Avenue – crosswalk or median island / curb extension needed

- Centennial Drive & Diefenbaker Drive - not in favor of full traffic signals. Would prefer to see a pedestrian signal only.
- Schools (Father Vachon & Lester B Pearson):
 - No U-turn sign needed
 - Can't see pedestrians or oncoming vehicles due to parked cars
- Diefenbaker Drive:
 - Speeding between the Bishop Roborecki school zone and Steeves Avenue; drag racing
 - Diefenbaker Drive & Lisgar Avenue – parking too close to intersection
- Lisgar Avenue - speeding
- Schools – review the limits for each school zone. Westgate Academy Alliance should be much shorter and seems unnecessary when you can't tell it's a school. The school zone in front of Father Vachon and Lester B. Pearson Schools should be longer as there are many kids here.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 9, 2019
3. Additional public input via Engage Page no later than May 9, 2019
4. Traffic counts data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

Question and Answer

Resident: Diefenbaker Drive & Centennial Drive traffic signals. Any value in having signals when it's a school zone?

Justine: It will improve pedestrian safety at the intersection.

Resident: I'm concerned with the coordination of other traffic signals (at Laurier Drive). They are very close together. A pedestrian device with push button is needed but maybe not a full traffic signal.

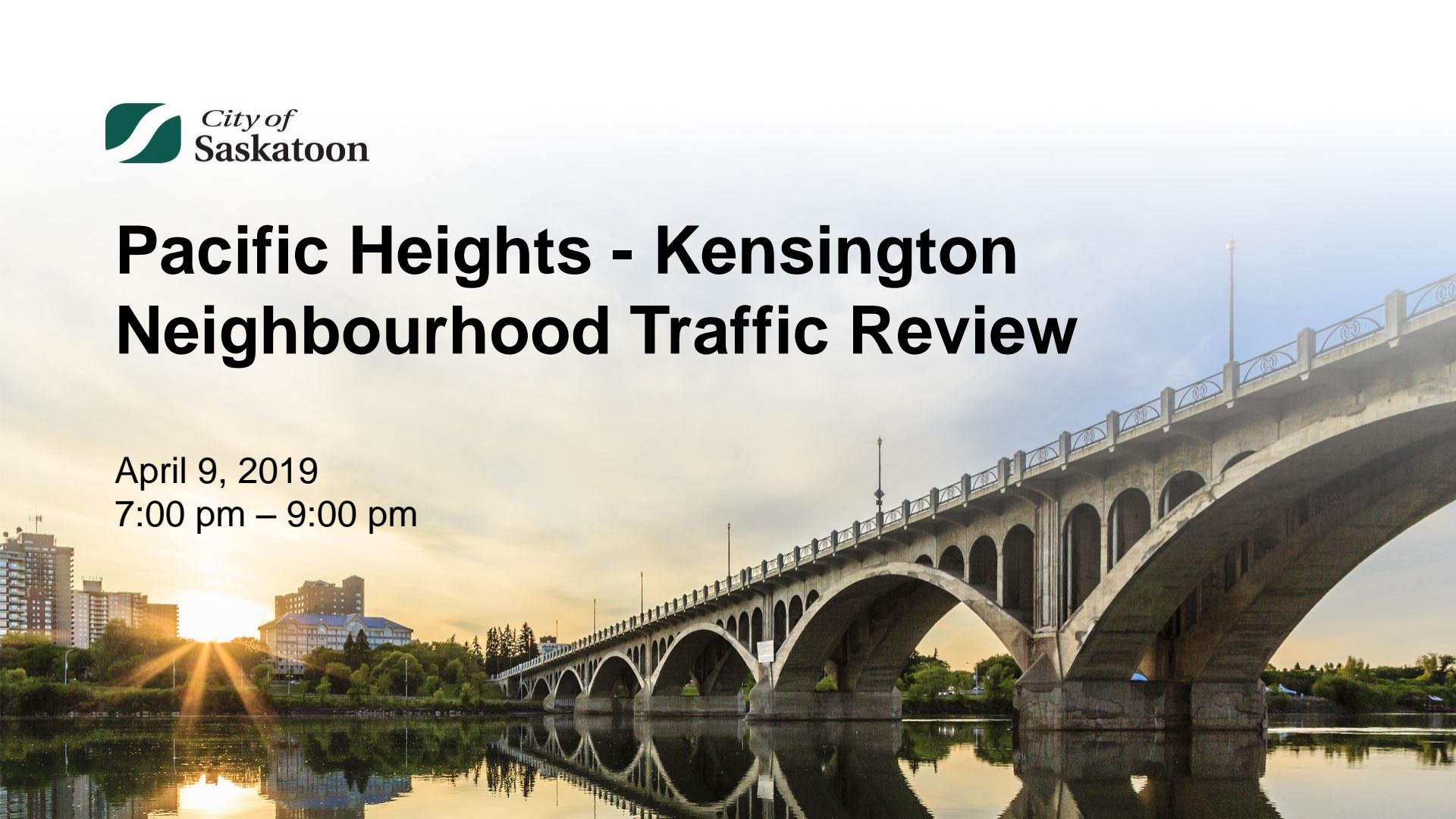
Resident: Kensington Boulevard, northbound is set up for two lanes and says Right Lane Ends but people continue to drive through. There should be a physical obstruction to prevent traffic from going through.

Justine: Comment is noted and location will be reviewed.



Pacific Heights - Kensington Neighbourhood Traffic Review

April 9, 2019
7:00 pm – 9:00 pm



Outline

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

Neighbourhood Traffic Review Background

- NTR Introduction
 - Developed to address traffic issues holistically rather than case by case
 - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
 - Number of outstanding concerns
 - Number of collisions
 - Number of existing temporary traffic calming devices
 - Regional representation throughout the City
 - Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

- 2014
 - 11 neighbourhood traffic reviews completed
- 2015 / 2016 / 2017 / 2018
 - 8 neighbourhood traffic reviews completed per year
- 2019 Selected Neighbourhoods
 - Pacific Heights/Kensington
 - Holiday Park / King George
 - Lawson Heights / Lawson Heights Suburban Centre
 - Nutana Park
 - Briarwood
 - Airport Business Area
 - Blairmore Suburban Centre
 - University Heights Suburban Centre

Study Area

- Study Limits
 - Pacific Heights - 22nd St, Diefenbaker Dr, Confederation Dr

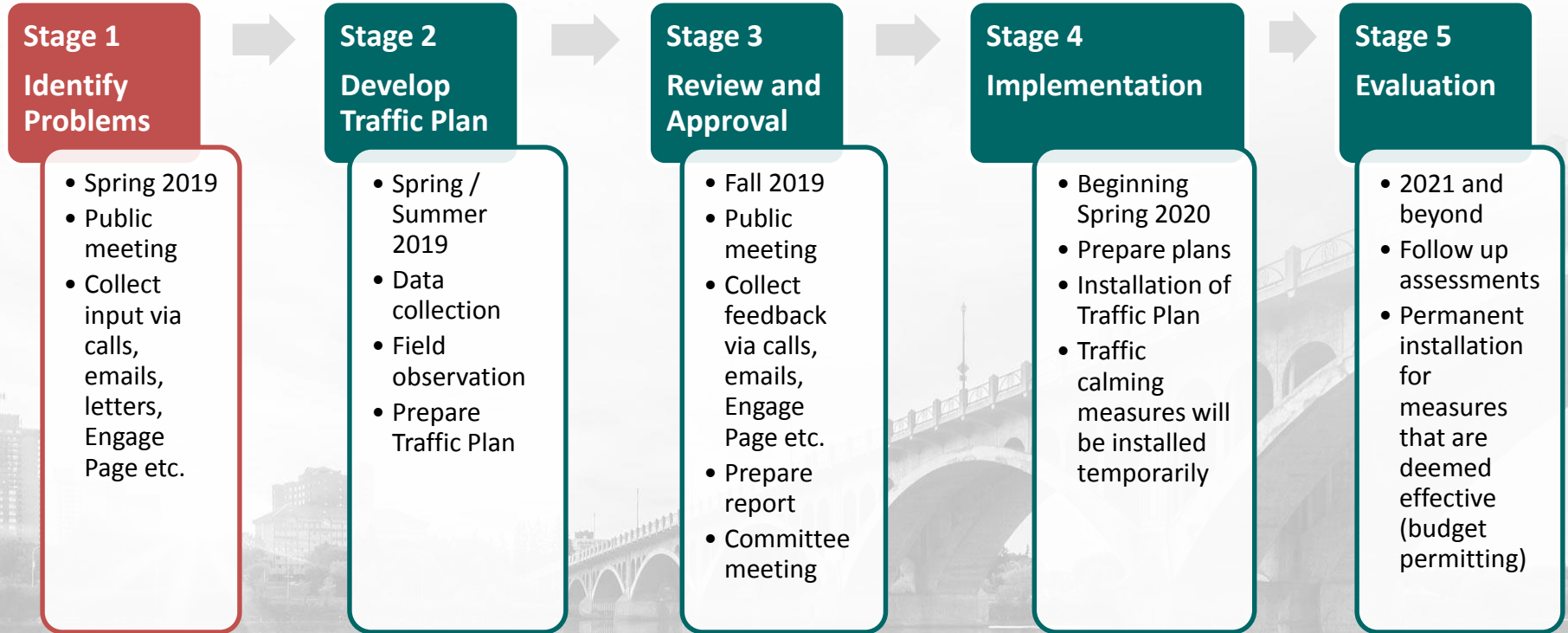


Neighbourhood Traffic Review Process



← We are here

Neighbourhood Traffic Review Schedule



Sample of Concerns Received

- Traffic Controls
- Speeding
- Pedestrian Safety
- Parking
- Schools

• *Note: This is a sample of concerns received and does not include every reported traffic issue for this area*

Additional Studies / Projects

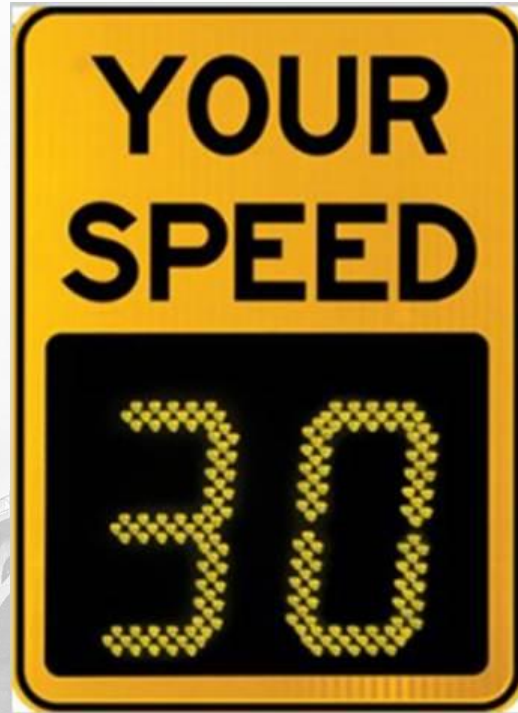
- Centennial Dr & Palliser Link – crosswalk (spring 2019)
- 33rd Street – westbound lanes to be constructed up to Neault Rd (2019)
- Kensington Blvd – to be constructed up to Nightingale Rd (2019); remaining portion to 33rd St to be constructed by private developer (Date TBD)
- Neault Rd – southbound lanes to be constructed (2020)
- Centennial Dr & Diefenbaker Dr – Traffic Signals (Date TBD)

Traffic Calming Measures Examples



Speed Display Devices

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



Horizontal Deflection Devices

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

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Causes a vertical upward movement of the vehicle.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.

Raised Crosswalk



Raised Intersection



Speed Humps



Obstructions

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

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

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

Standard Crosswalk



Zebra Crosswalk



Rectangular Rapid Flashing Beacon



Active Pedestrian Corridor



Pedestrian Actuated Signal



TRAFFIC ISSUES IN PACIFIC HEIGHTS - KENSINGTON

Seeking Your Ideas and Solutions!

Table Group Discussions

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

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form.

Next Steps

Stage 1 Identify Problems

- **Spring 2019**
- Public meeting
- Collect input via calls, emails, letters, Engage Page etc

Stage 2 Develop Traffic Plan

- **Spring / Summer 2019**
- Data collection
- Field observation
- Prepare Traffic Plan

Stage 3 Review and Approval

- **Fall 2019**
- Public meeting
- Collect feedback via calls, emails Engage Page etc.
- Prepare report
- Committee meeting

Stage 4 Implementation

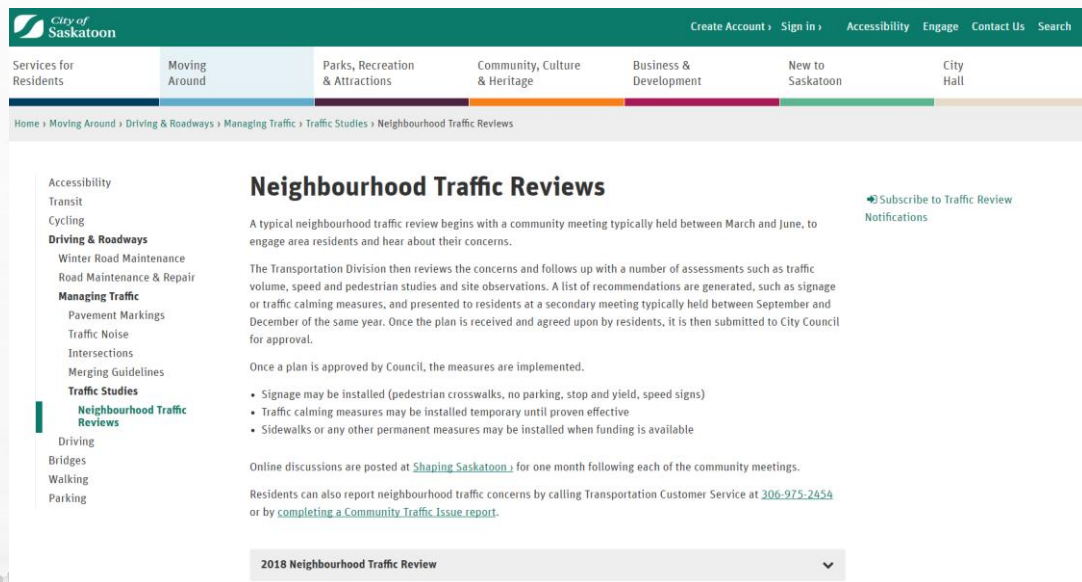
- **Beginning Spring 2020**
- Prepare plans
- Installation of Traffic Plan
- Traffic calming measures will be installed temporarily

Stage 5 Evaluation

- **2021 and beyond**
- Follow up assessments
- Permanent installation for measures that are deemed effective

Join the Discussion

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage
- Provide comments by:
May 9, 2019



The screenshot shows the City of Saskatoon website's navigation and content for Neighbourhood Traffic Reviews. The top navigation bar includes links for 'Create Account', 'Sign In', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below this is a horizontal menu with categories: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. The left sidebar lists various services under 'Accessibility', 'Transit', 'Cycling', 'Driving & Roadways', 'Winter Road Maintenance', 'Road Maintenance & Repair', 'Managing Traffic', 'Pavement Markings', 'Traffic Noise', 'Intersections', 'Merging Guidelines', 'Traffic Studies', and 'Neighbourhood Traffic Reviews'. 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, followed by a review by the Transportation Division. Recommendations are presented to residents at a secondary meeting between September and December. Once approved by Council, measures are implemented. A list of measures includes: installing pedestrian crosswalks, no parking, stop and yield, speed signs; installing temporary traffic calming measures until proven effective; and installing permanent measures like sidewalks when funding is available. Online discussions are posted on 'Shaping Saskatoon' for one month after community meetings. Residents can also report concerns by calling Transportation Customer Service at 306-975-2656 or by completing a 'Community Traffic Issue report'.

Appendix B

Traffic Data Collection

PACIFIC HEIGHTS/KENSINGTON TRAFFIC DATA

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- ▬ BUS ROUTE
- ▬ SCHOOL ZONE
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 PEDESTRIAN ACTUATED SIGNAL
- 🚶 ACTIVE PEDESTRIAN CORRIDOR
- TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)

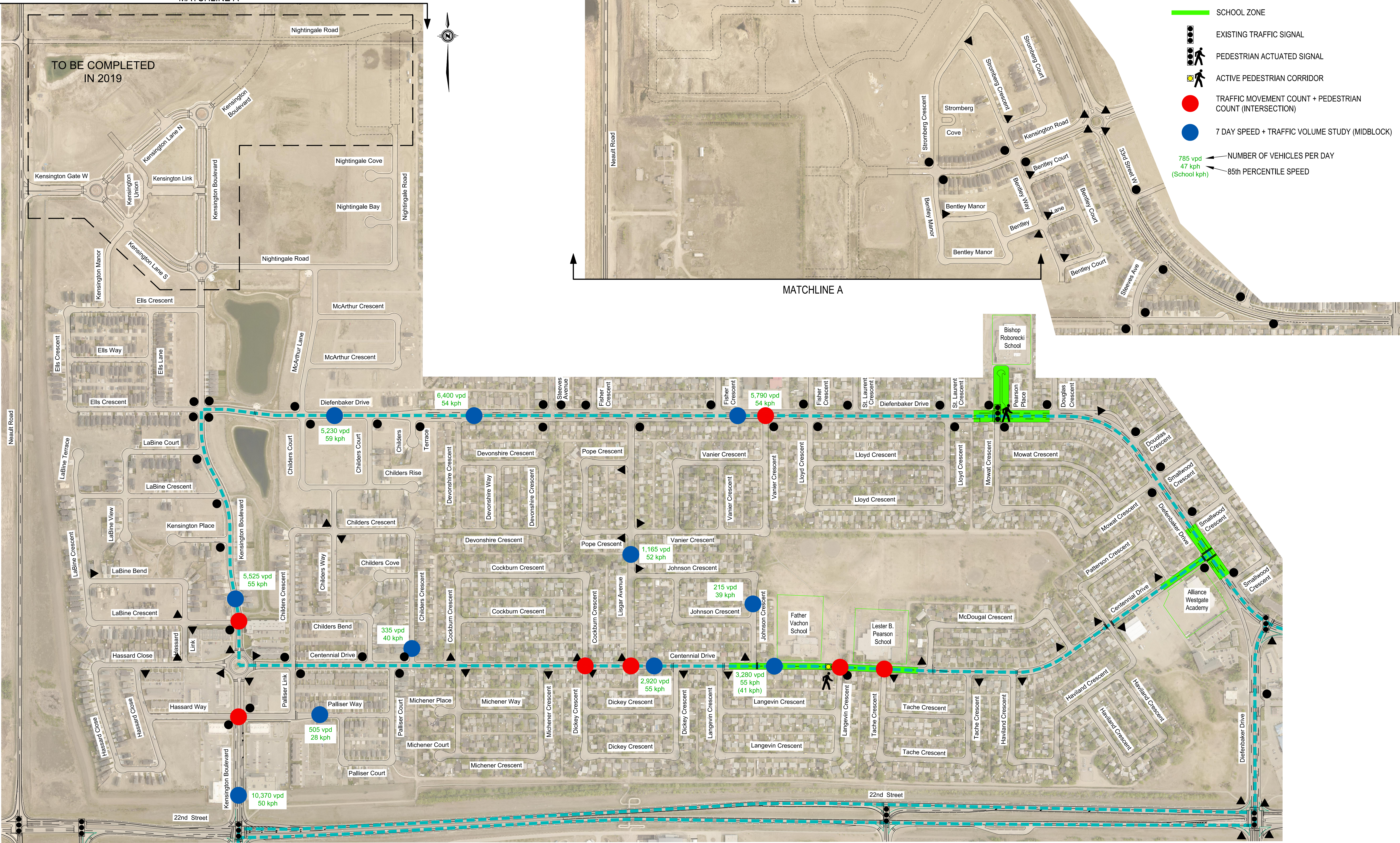
785 vpd
47 kph
(School kph)

NUMBER OF VEHICLES PER DAY
85th PERCENTILE SPEED

MATCHLINE A

TO BE COMPLETED
IN 2019

MATCHLINE A



Appendix C

All-Way Stop Assessments

All-way Stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & 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 be 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
Centennial Drive & Tache Crescent (west)	0 – Criteria NOT met	405 – Criteria NOT met 4,610 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.
Centennial Drive & Cockburn Crescent / Dickey Crescent	0 – Criteria NOT met	332 – Criteria NOT met 3,480 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.
Centennial Drive & Lisgar Avenue	0 – Criteria NOT met	341 – Criteria NOT met 3,750 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met.
Kensington Boulevard & Hassard Way / Palliser Way	0 – Criteria NOT met	1,024 – Criteria met 11,050 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
Kensington Boulevard & Labine Crescent (south)	0 – Criteria NOT met	530 – Criteria NOT met 6,080 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed to Step 2.
Diefenbaker Drive & Vanier Crescent	0 – Criteria NOT met	710 – Criteria met 7,500 – Criteria met	NA	No – Criteria NOT met	NA	Criteria met. Proceed 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	All-Way Stop Warrant
Kensington Boulevard & Hassard Way / Palliser Way	16% - Condition NOT met	No – Condition met	Conditions NOT met
Kensington Boulevard & Labine Crescent (south)	4% - Condition NOT met	No – Condition met	
Diefenbaker Drive & Vanier Crescent	7% - Condition NOT met	No – Condition met	

Appendix D

Pedestrian Device Assessments

Diefenbaker Drive & Vanier Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	10
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	15 EAU (Average is 9 pedestrians /hour, 63% children)
	Vehicular Volume	5,790 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	460 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	School route; Macs store; bus stops
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Active Pedestrian Crossing appropriate, to be combined with zebra crosswalk

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

Kensington Boulevard & Labine Crescent (north)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	NA
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	-
	Vehicular Volume	5,525 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	185 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Park path on east side
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing standard crosswalk to remain.

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

Kensington Boulevard & Labine Crescent (south)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	3
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	2 EAU
	Vehicular Volume	5,525 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	70 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	No
	Required connection?	Park path on east side (slightly north of intersection)
	Answer (Y/N)	No
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Unmarked crosswalk appropriate

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

Kensington Boulevard & Hassard Way / Palliser Way

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	48
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	14 EAU
	Vehicular Volume	10,371 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	215 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Expected increase in demand as the neighbourhood develops and pedestrians feel safe crossing the street.
	Required connection?	711 on west; Save-on-foods, restaurants.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Rectangular Rapid Flashing Beacon appropriate. Upgraded to Active Pedestrian Corridor to ensure visibility of signage and flashers over landscaped median.

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

Centennial Drive / Cockburn Crescent / Dickey Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	4
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	12 EAU
	Vehicular Volume	2,920 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	500 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	School route; existing curb extensions; bus stop within 100 m
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk adequate Existing zebra crosswalk and curb extensions to remain

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

Centennial Drive / Lisgar Avenue

Preliminary Assessment Decision Point	Pedestrian Crossing	
Traffic Signal Warrant	Points	4
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	1 EAU
	Vehicular Volume	2,920 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	420 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Lisgar Avenue is a connections between two Diefenbaker Drive and Centennial Drive. No other generators otherwise.
	Answer (Y/N)	No
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Unmarked crosswalk appropriate

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

Centennial Drive / Langevin Crescent (east)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	NA
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	97 EAU
	Vehicular Volume	2,920 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	0 m (existing APC)
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	School, daycare
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate Existing APC, curb extensions & zebra crosswalk to remain

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

Centennial Drive / Tache Crescent (west)

Preliminary Assessment Decision Point	Pedestrian Crossing	
Traffic Signal Warrant	Points	5
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	26 EAU
	Vehicular Volume	2,920 vehicle/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	75 m to APC at Langevin Crescent
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	School, daycare
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk appropriate. Upgrade to zebra crosswalk due to school zone. Curb extensions added to reduce speeds and crossing distance.

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

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2014-2018)	All collisions (2018)	Right Angle, Left Turn & Right Turn (2014-2018)	Right Angle, Left Turn & Right Turn (2018)	Average # of Collisions Per Year (2014-2018)
Diefenbaker Dr	Smallwood Cres	SKB7-16	5	0	0	0	1
Diefenbaker Dr	Centennial Dr	SKB7-19	26	5	11	1	5
Diefenbaker Dr	Mowat Cres / Smallwood Cres	SKA7-7	3	1	1	0	1
Diefenbaker Dr	Douglas Cres (east)	SKA6-68	2	0	0	0	0
Diefenbaker Dr	Pearson Pl	SKA6-48	3	1	0	0	1
Diefenbaker Dr	Lloyd Cres / St. Laurent Cres	SKA6-26	1	0	1	0	0
Diefenbaker Dr	St. Laurent Cres	SKA6-19	1	0	0	0	0
Diefenbaker Dr	Fisher Cres / Lloyd Cres	SKA6-11	1	1	1	1	0
Diefenbaker Dr	Vanier Cres	SKAA6-77	3	0	1	0	1
Diefenbaker Dr	Lisgar Ave	SKAA6-12	6	0	1	0	1
Diefenbaker Dr	Steeves Ave	SKAA6-11	8	2	3	1	2
Centennial Dr	Patterson Cres (east)	SKA7-50	2	0	1	0	0
Centennial Dr	Patterson Cres (west)	SKA7-17	4	0	1	0	1
Centennial Dr	McDougall Cres (east)	SKA7-38	1	0	1	0	0
Centennial Dr	Tache Cres (west)	SKA7-59	3	0	0	0	1
Centennial Dr	Lisgar Ave	SKAA7-2	1	0	1	0	0
Centennial Dr	Michener Cres (west)	SKAA7-19	2	2	2	2	0
Centennial Dr	Kensington Blvd	SKBB7-5	14	7	2	1	3
Kensington Blvd	Nightingale Rd	SKBB6-4	1	0	0	0	0
Kensington Blvd	Ells Cres (north)	SKBB6-5	2	1	0	0	0
Childers Bend	Childers Way	SKBB7-59	3	1	1	0	1
Lisgar Ave	Vanier Cres	SKAA7-58	1	1	0	0	0
Lisgar Ave	Pope Cres	SKAA7-59	1	0	0	0	0

Appendix F

Public Meeting #2 – September 19, 2019

CITY OF SASKATOON

Pacific Heights / Kensington Neighbourhood Traffic Review Minutes

Date: Thursday, September 19, 2019

Time: 7:00 – 9:00 pm

Location: Father Vachon School Gym (3722 Centennial Drive, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Justine Marcoux	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Transportation Engineer
Marina Melchiorre	City of Saskatoon, Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Justine Marcoux – Transportation Engineer)

See Attachment: Presentation – September 19, 2019

Saskatoon Police Service

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

Small Group Discussions

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

Group 1: Marina Melchiorre

- Most recommendations were well-received. There were comments on the following items:

- Item #1 (Active Pedestrian Corridor at Diefenbaker Dr & Vanier Cres) – Stop line needs to be painted for an Active Pedestrian Corridor
- Item #6 (Parking restrictions at Centennial Dr & Palliser Link) – Add restrictions on all corners. Also add restrictions at Childers Cres.
- Item #11 (Cul-De-Sac sign at Childers Cove) – Won't work. It's people making U-turns to park on west side of Childers Cres.
- Kensington Blvd & Hassard – trim trees to see pedestrians in crosswalk
- Diefenbaker Dr crossing between two ponds – enhance the crossing

Group 2: Nathalie Baudais

- Item #2 & #4 (Diefenbaker Dr Speed Boards) – Encourages distracted driving. Not effective. Don't have trees in front of it and move closer to Steeves Ave. Drivers become complacent.
- Item #5 (Zebra crosswalk and curb extension at Centennial Dr & Tache Cres) – Don't agree. There are disabled children here that need to be dropped off at entrance. Enforcement needed at 8:30am. U-turns are terrible.
- Item #9 (median island at Kensington Blvd & Labine Cres) – No pavement to crosswalk or ramp (same at Kensington Pl). Some support, one person opposed.
- Centennial Dr narrows in Kensington.
- Centennial Dr needs quick snow clearing.
- Notification was insufficient, messaging is unclear.
- Enforcement for rules of the road is needed.
- When will the pathway between Save-On-Foods and 22nd St be finished?
- Remove paved crosswalks on Centennial Dr.
- 22nd St between Hart Rd & Kensington is a race track.
- The Westgate Alliance Church school zone should be shortened.

Group 3: Justine Marcoux

- Item #3 (Stop Ahead & street name signs at Diefenbaker & Steeves) – drivers aren't stopping. Can't see the stop signs. More needs to be done. Maybe a curb extension with stop signs to make them more visible.
- Item #5 (Centennial Dr & Tache Cres) – check parking restrictions. Can't see.
- Item #6 (Parking restrictions at Centennial Dr & Palliser Link) – extend parking restrictions and add to all corners. Install zebra crosswalk and maybe curb extension. Vehicles are parked for more than 72 hours.
- Item #7b (remove planters on median on Kensington Blvd) – Not sure. Don't want to promote jaywalking.

- Item #8 (Kensington Blvd & Hassard/Palliser Way) – Some support. Maybe install an RRFB instead.
- Childers Terrace – Same drivers speeding around Childers daily.
- Centennial Dr – paved crosswalks are in bad shape and need to be maintained or removed.
- Diefenbaker Dr – road resurfacing had made road worse. Annual pavement markings need to be better coordinated with resurfacing projects.

Next Steps

1. Mail-in or email comments no later than October 19th, 2019.
2. Additional public input via City Engage Page no later than October 19th, 2019.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Resident: Need to reach out to Community Associations and Councillors about providing input.

Resident: How is our feedback used? Will it change the outcome of the plan?

City: The plan will change based on the input received at this meeting and any additional comments received through the engagement page or sent in.

Resident: Speeding on Diefenbaker Dr (westbound) after Laurier / Diefenbaker Dr because drivers need to wait so long at the traffic signal. Tweak the signal timing.

Resident: Centennial Dr has issues with detours.

Resident: We have issues with snow clearing on Childers Cres. Who can we call about this?

City: Roadways Fleet Support (306-975-2476)

Resident: There are some school zones that are very long. Is there a policy for length?

City: Typically 200m but school zones are currently under review.

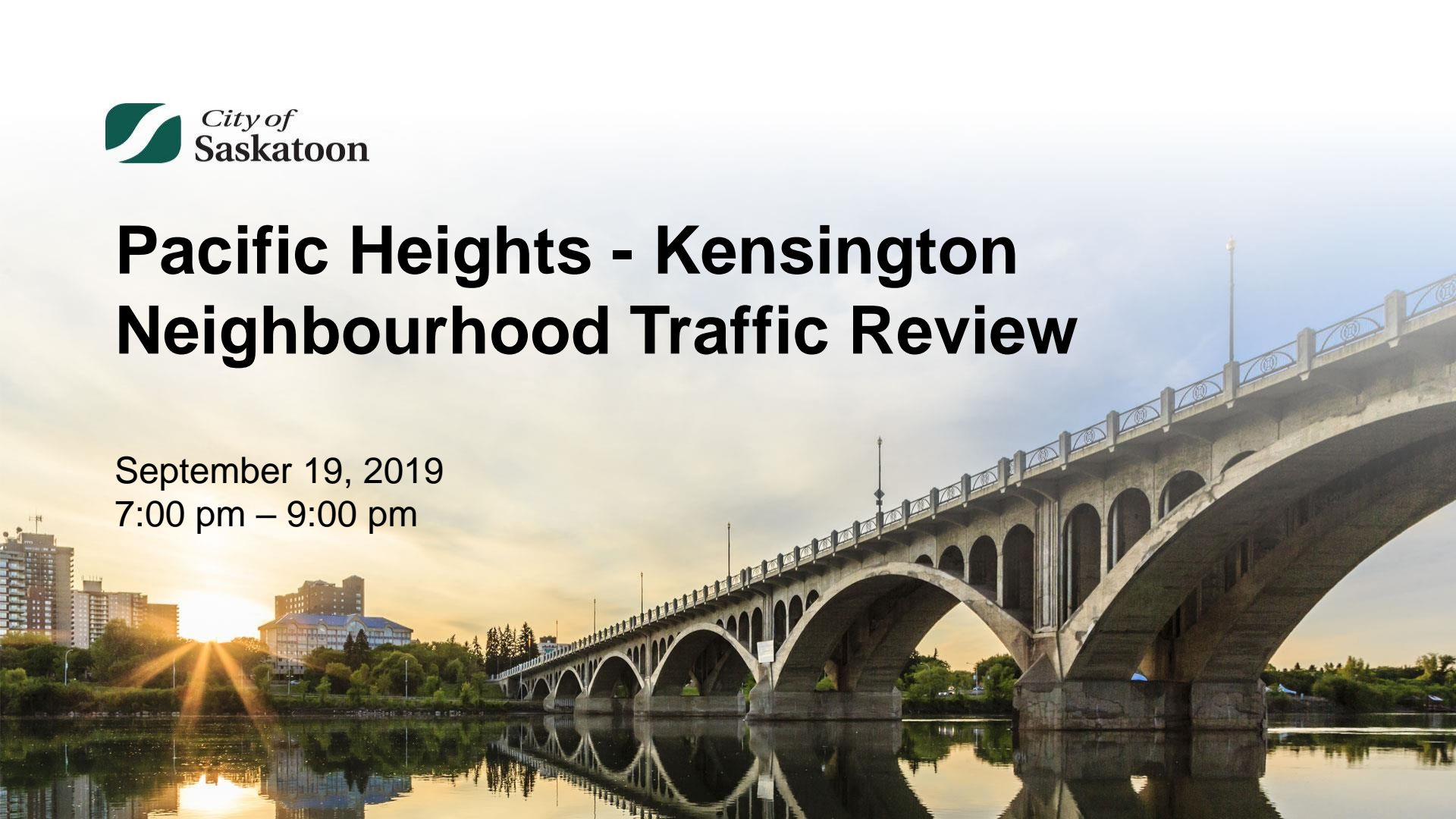
Resident: Is the distance that a school is from the street also being reviewed? Some schools are set so far back. Why is there a need to reduce the speed limit here?

City: That is also one of the criteria being looked at in the review. In addition to type of street, whether it's high school or elementary etc.



Pacific Heights - Kensington Neighbourhood Traffic Review

September 19, 2019
7:00 pm – 9:00 pm



Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Draft Neighbourhood Traffic Plan Discussion - Seeking Your Input
4. Next Steps - Where From Here?
5. Question/Answers

Having a Productive Discussion

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

Outline

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

Neighbourhood Traffic Review Process

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

Pacific Heights / Kensington Study Area

- Pacific Heights Study Limits
 - 22nd Street,
Diefenbaker Drive,
Confederation Drive
- Local and Collector Roads



Study Area (continued)

- Kensington Study Limits
 - 22nd Street, 33rd Street, Neault Road
- Local and Collector Roads

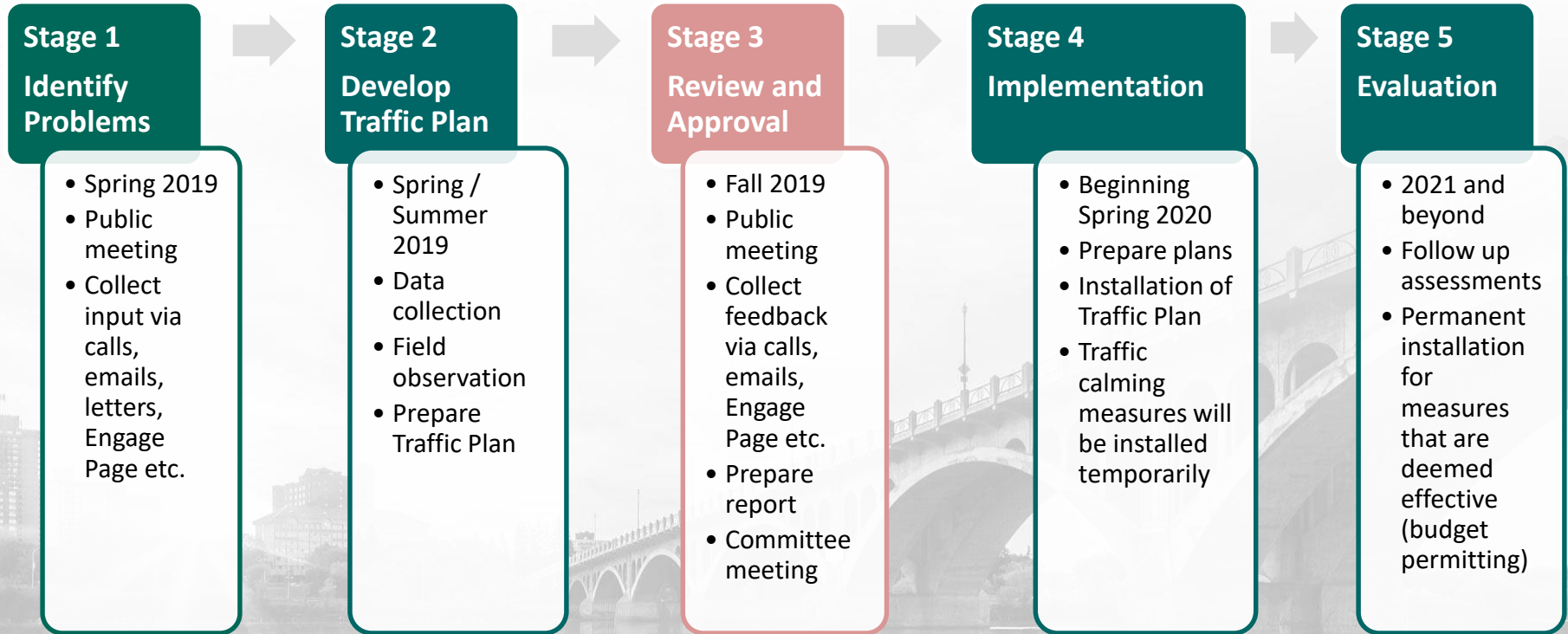


Neighbourhood Traffic Review Process



We are here

Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Short-cutting Concerns:

- Diefenbaker Dr
- Centennial Dr
- Kensington Blvd
- Childers Cres
- Childers Way
- Kensington Pl
- Johnson Cres
- Lisgar Ave
- Palliser Way

What We Heard

B. Pedestrian Safety Concerns:

- Diefenbaker Dr & Centennial Dr
- Diefenbaker Dr & Vanier Cres
- Diefenbaker Dr & Michener Cres
- Kensington Blvd & Palliser / Hassard Way
- Kensington Blvd & Labine Cres
- Centennial Dr: in front of the school, @ Palliser Link/Childers Cres, Lisgar Ave, Cockburn Cres

What We Heard

C. Intersection Safety and Delay Concerns:

- Diefenbaker Dr & Centennial Dr
- Kensington Blvd approaching the roundabout at Centennial Dr
- 22nd St to Kensington Blvd

What We Heard

D. Other Concerns:

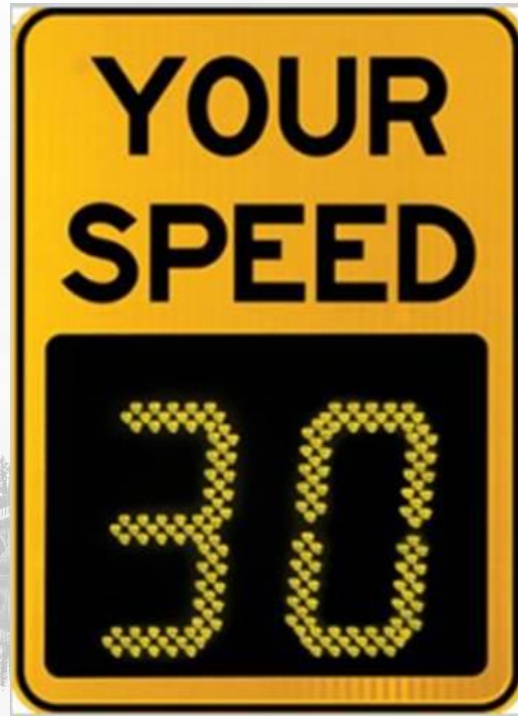
- Parking obstructing sightlines
- Parking narrowing in roadway
- Trees/planters/fences obstructing sightlines
- Maintenance issues:
 - Paving stones in crosswalks
 - Snow

What We Did

- Field observations
- Data collection:
 - 7 pedestrian counts
 - 6 intersection counts
 - 11 traffic volume / speed studies
- Forwarded Speed Data to Saskatoon Police Service

What We Propose

Speed Display Devices



Curb Extension



Raised Median Island



Zebra Crosswalk



Active Pedestrian Corridor



Additional Studies / Projects

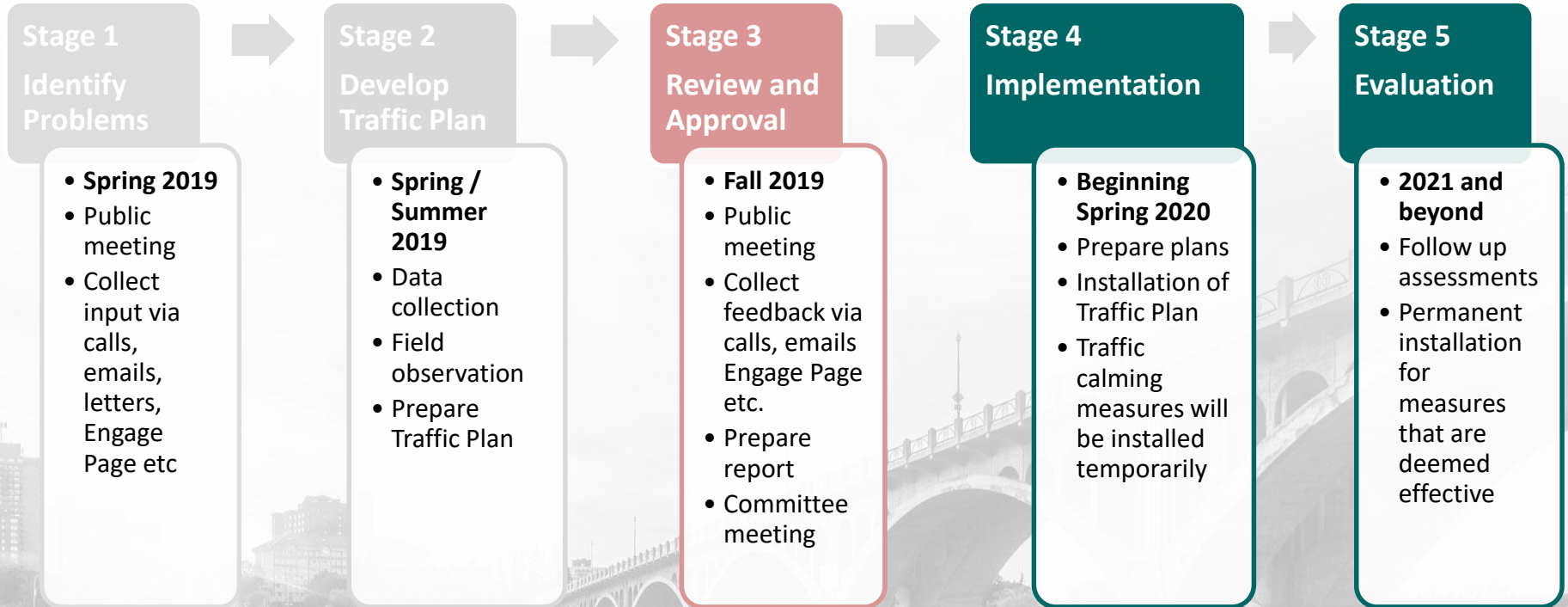
- Neault Road – southbound lanes to be constructed (2020)
- Centennial Drive & Diefenbaker Drive – Intersection Improvement Study (2019)

SMALL GROUP DISCUSSIONS

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form.

Next Steps



Next Steps

1. Send comments no later than October 19, 2019
2. Additional consultation if required
3. Present traffic plan to City Council as information
4. If City Council approval is required, an additional recommendation will be included in the report to City Council.
5. What if I don't agree?

Stay Engaged

- Subscribe for updates at www.saskatoon.ca/NTR
- Post comments at www.saskatoon.ca/engage

The screenshot shows the City of Saskatoon website header with navigation links: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, Environmental Initiatives, and City Hall. The main content area features a large image of a street with trees and a stop sign, with the text 'Pacific Heights and Kensington' and 'The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.' Below the image is an 'Engage' button and a 'Contact Us' link.

The screenshot shows the City of Saskatoon website header with navigation links: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The main content area features a sidebar with navigation links: Accessibility, Transit, Cycling, Driving & Roadways, Winter Road Maintenance, Road Maintenance & Repair, Managing Traffic, Pavement Markings, Traffic Noise, Intersections, Merging Guidelines, Traffic Studies, Neighbourhood Traffic Reviews, Driving, Bridges, and Walking. The main content area features the heading 'Neighbourhood Traffic Reviews' and a 'Subscribe to Traffic Review Notifications' link. The text describes the process of a typical neighbourhood traffic review, starting with a community meeting typically held between March and June, followed by a review by the Transportation Division and a secondary meeting typically held between September and December. Once the plan is approved by Council, the measures are implemented. The text lists three bullet points: Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs), Traffic calming measures may be installed temporary until proven effective, and Sidewalks or any other permanent measures may be installed when funding is available. The text also mentions that online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings. Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at 306-975-2454 or by completing a [Community Traffic Issue report](#).

The screenshot shows the City of Saskatoon website header with navigation links: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, Environmental Initiatives, and City Hall. The main content area features a large image of a bridge over a river, with the text '2018 Neighbourhood Traffic Review' and a dropdown arrow. The City of Saskatoon logo is visible in the bottom right corner.

PACIFIC HEIGHTS/KENSINGTON TRAFFIC PLAN




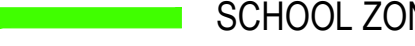
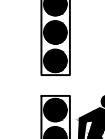


FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/pacific-heights-and-kensington

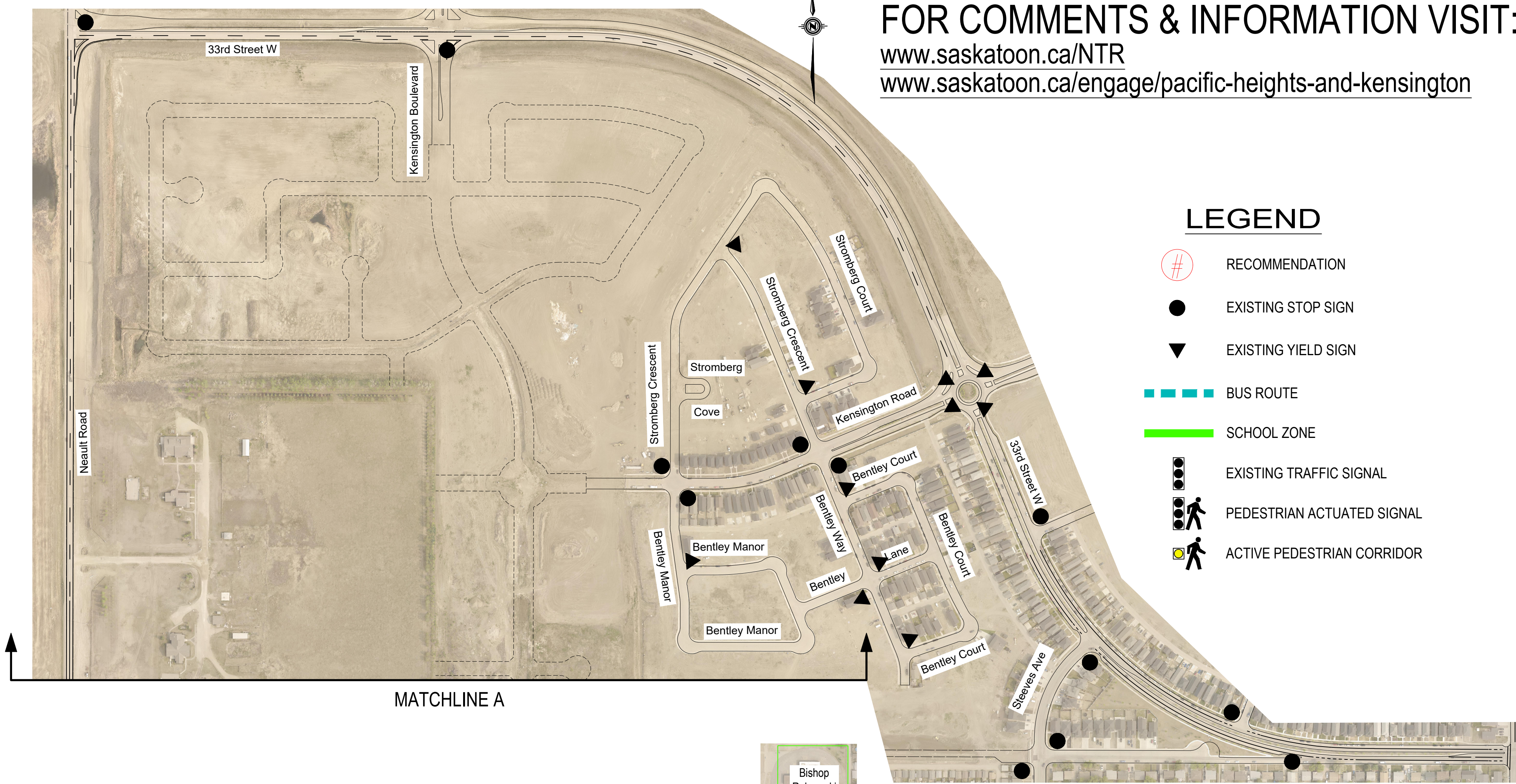
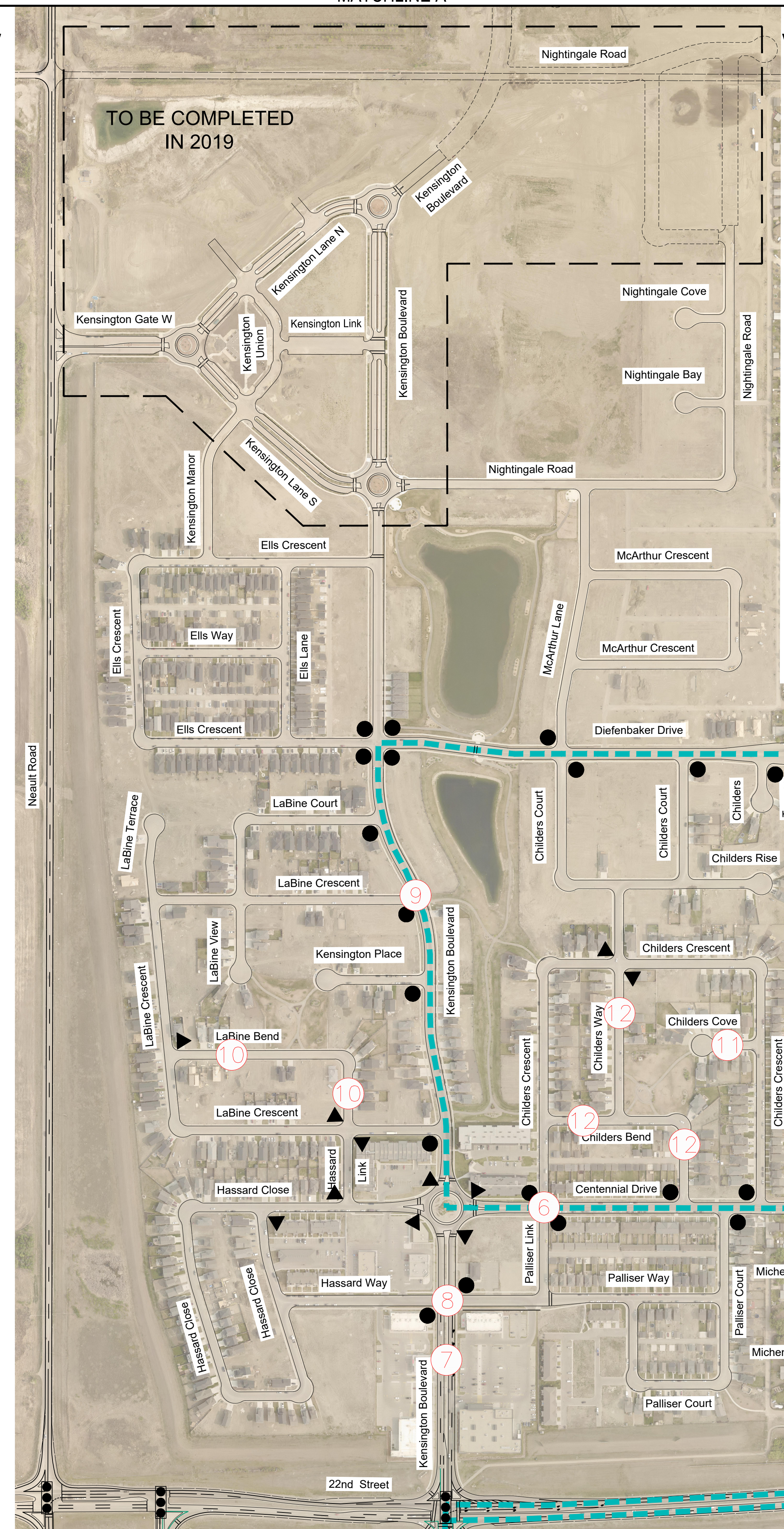
MATCHLINE A

33rd Street W

MATCHLINE A

LEGEND

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



Item	Location	Recommendation	Reason
1	Diefenbaker Dr & Vanier Cres	Active Pedestrian Corridor (on west leg), zebra crosswalk & accessibility ramps (NW, SW & SE corners)	Improve pedestrian safety
2	Diefenbaker Dr - Steeves Ave to Pearson PI	Speed Board (facing EB traffic)	Reduce speed
3	Diefenbaker Dr & Steeves Ave	Stop Ahead signs facing EB traffic & Additional street name signs on median for Steeves Ave east and west of intersection	Increase driver compliance at all-way stop
4	Diefenbaker Dr between Childers Crt & Steeves Ave	Speed Board (facing EB traffic)	Reduce speed
5	Centennial Dr & Tache Cres (west)	Zebra crosswalks & curb extension throughout entire north side of intersection	Improve visibility of crosswalks and ensure drivers cannot park in No Stopping area
6	Centennial Dr & Palliser Link	Parking Restrictions at 10m on SE & NW corners	Improve visibility of crosswalk
7a	Kensington Blvd - 22nd St to Centennial Dr	Tree trimming along median & boulevard	Improve signage visibility & sightlines
7b	Kensington Blvd - 22nd St to Centennial Dr	Remove planters on median	Improve signage visibility & sightlines
8	Kensington Blvd & Hassard / Palliser Way	Active Pedestrian Corridor (on south leg)	Improve pedestrian safety
9	Kensington Blvd & Labine Cres (north)	Median island (south leg)	Reduce speed & improve pedestrian safety at crossing to park path
10	Labine Bend	Playground signs	Ensure awareness of park
11	Childers Cove	Cul-De-Sac sign	Reduce driver confusion
12	Childers Way, Childers Bend	Playground signs	Ensure awareness of park

Appendix G

Decision Matrix

Item	Location	Recommendation	Marina's Group	Nathalie's Group	Justine's Group	Decision
1	Diefenbaker Drive & Vanier Crescent	Active Pedestrian Corridor (on west leg), zebra crosswalk & accessibility ramps (NW, SW & SE corners)	stop line needed for APC			Carried. Stop lines are not recommended for APC devices as outlined in TAC guidelines.
2	Diefenbaker Drive - Steeves Avenue to Pearson Place	Speed Board (facing EB traffic)		Encourages distracted driving, not effective. Don't have trees in front and move closer to Steeves. Drivers become complacent.		Carried. These devices have been approved by the Transportation Association of Canada. There is no indication that they cause distracted driving behaviour. The location shown on draft plan indicated the road segment and does not reflect the exact location of installation.
3	Diefenbaker Drive & Steeves Avenue	Stop Ahead signs facing EB traffic & Additional street name signs on median for Steeves Ave east and west of intersection			Drivers aren't stopping. Can't see stop signs. More needs to be done. Maybe add curb extension or extend median into left turn bay to make stop signs more visible.	Carried. Monitor stop sign compliance after installation. Consider additional measures if drivers are not compliant.
4	Diefenbaker Drive between Childers Court & Steeves Avenue	Speed Board (facing EB traffic)		Same as Item #2		Carried.
5	Centennial Drive & Tache Crescent (west)	Zebra crosswalks & curb extension throughout entire north side of intersection		Don't agree. Disabled children struggle at this crossing. Enforcement is needed at 8:30am. U-turns are terrible.	Check parking restrictions. Can't see.	Changed to curb extensions on northeast and southeast corners and zebra crosswalk on east side. Add accessibility ramps on east side. Remove zebra crosswalk on west side. Parking restriction will be extended on southwest side of Centennial Dr to 17m to improve driver sight lines from Tache Crescent.
6	Centennial Drive & Palliser Link	Parking Restrictions at 10m on SE & NW corners	add restrictions on all corners	Supportive but concerns regarding road width on Centennial Drive in Kensington.	Extend restrictions and add to all corners. Install zebra crosswalk and curb extension. Vehicles are parked for more than 72 hrs.	Carried. Add parking restrictions on all corners on Centennial Drive side. Intersection is only 70m from roundabout at Kensington Boulevard therefore curb extension is not required. Standard crosswalk is appropriate for this location as per Pedestrian Policy.
7a	Kensington Boulevard - 22nd Street to Centennial Drive	Tree trimming along median & boulevard		People need to read signs going through the roundabout		Revised. Signs will be relocated to address visibility issues and work with Urban Forestry to address signage/sight line obstructions due to vegetation.
7b	Kensington Boulevard - 22nd Street to Centennial Drive	Remove planters on median			Not sure. Don't want to promote jaywalking. Replace existing trees and tall grasses with low growing ground cover like sedum or vines (similar to downtown) to ensure visibility isn't obstructed.	
8	Kensington Boulevard & Hassard Way / Palliser Way	Active Pedestrian Corridor (on south leg)	Trim trees to see pedestrians.		RRFB instead	Carried. APC recommended due to visibility issues.
9	Kensington Boulevard & Labine Cresvent (north)	Median island (south leg)		No pavement to crosswalk or ramp. Support from the majority of the group, one person opposed.		Carried. Relocate ramp to line up with pathway and crosswalk.
10	Labine Bend	Playground signs				Carried.
11	Childers Cove	Cul-De-Sac sign	Won't work. People make U-turns to park on the west side of Childers Crescent.			Carried.
12	Childers Way, Childers Bend	Playground signs				Carried.

Appendix H

Additional Concerns Received
After Presentation of Draft Plan

Location	Concern	Decision
Childers Crescent	Add parking restrictions	This is a narrow street; however driveways allow gaps in the roadway for drivers to pass. Removing parking will increase speeds therefore not recommended.
Diefenbaker Drive (crosswalk between two ponds)	Enhance crosswalk	Location has midblock curb extensions and crosswalk which complies with the Pedestrian Crossing Policy. No further recommendations.
Centennial Drive	Needs quicker snow clearing	Comments forwarded to Roadways & Operations for further consideration.
Area wide	Enforcement for rules of the road is needed	Comments forwarded to Saskatoon Police Service for further consideration.
Pathway between Save on Foods & 22nd Street	When will it be paved?	This location is on the list for improvement (i.e. Paving). Schedule to be determined when funding is allocated.
Centennial Drive (paved crosswalks)	Remove or better maintain	Added to recommendations - Paved crosswalks will be removed and replaced with asphalt surface and painted crosswalks when road resurfacing takes place.
22nd Street between Hart Road & Kensington Boulevard	Race track. Particularly Sundays around 12am.	Comments forwarded to Saskatoon Police Service for further consideration
Westgate Alliance Church School Zone (Centennial Drive & Diefenbaker Drive)	Zone should be shortened	School zones are being reviewed as part of a City-Wide Speed Limit Review in Winter 2021. No changes are recommended to the school zones until the completion of the review.
Childers Cove	Speeding	Requests for enforcement can be made by contacting Saskatoon Police Service (306-975-8344)

Location	Concern	Decision
Diefenbaker Drive (crosswalk between two ponds)	Road resurfacing is worse than original state	Comments forwarded to Asset Preservation for further consideration.
Area wide	Road resurfacing needs to be better coordinated with annual pavement marking	Comments forwarded to Roadways / Sign Shop Supervisors for further consideration.
Centennial Drive School Zones	U-turns	Comments forwarded to Saskatoon Police Service to consider providing enforcement. In addition, recommendation #5 in draft plan, curb extension at Tache Crescent (west), will deter drivers from making U-turns at this location.
Laurier Drive & Diefenbaker Drive	Tweak traffic signal timing. Drivers are speeding on Diefenbaker WB because they're waiting so long.	Comments forwarded to Traffic Signal Specialist to consider timing adjustment
Centennial Drive & Cockburn Crescent (east)	Impossible to see traffic coming from east due to parking; ramps missing	Existing curb extension restricts parking near intersection allowing for adequate sight lines. Pedestrian accessibility ramps (on the northwest & southeast corners) added to recommendations.
Centennial Drive & Cockburn Crescent (west)	Ramps missing	Pedestrian accessibility ramps (all corners) added to recommendations.
Kensington Place	Many drivers don't realize it's a dead end. I'd like signage that requests drivers to slow down children present (it's near a playground) & alter the current cul de sac sign so people can see it better	Cul-de-sac sign relocated further from intersection to improve visibility of the sign from Kensington Boulevard. Playground signs are not recommended for cul-de-sacs.
Centennial Drive & Palliser Court	Missing ramp on east side of intersection	Add to recommendations - relocate standard crosswalk to west side of the street.
Kensington Boulevard & Kensington Place	No pavement to crosswalk or ramp.	Ramps and pathways exist at this location
Ells Crescent	starting from the 4-way stop at Diefenbaker Dr, people park on both sides even though every house has a garage/driveway; difficult to get through; park cars by the corner and it's a safety issue as it's hard to see oncoming traffic; install "no parking" sign on the corners	Site check confirmed no issues with safety or sight lines. No changes recommended.

Appendix I

Public Feedback

Marcoux, Justine

From: Simpson, Tom
Sent: Wednesday, August 7, 2019 1:45 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Thanks for the email and thanks for bringing this to our attention. I will check in with the Senior Engineer and see if this meets the requirement for signage. I will get back to you with any new information I receive on this one.

Regards,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Wednesday, July 31, 2019 8:14 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 1154

Issues: PEDESTRIAN SAFETY, SPEEDING, TRAFFIC SIGNAGE,

Name: I

Email:

Phone:

Comment: Hi, I have noticed a significant amount of traffic entering Kensington Place cul de sac, quickly turning around and driving at a high rate of speed. My thoughts are that many people enter this cul de sac thinking that it is a through way only to realize

that it's a dead end , and then quickly turn around and accelerate out. I believe with improved signage , we would see fewer people entering in error. This is a concern due to speed and playground proxi

Attachment:

Marcoux, Justine

From: Web E-mail - Transportation
Sent: Thursday, April 11, 2019 12:17 PM
To: Baudais, Nathalie
Subject: FW: Traffic Concerns

FYI

From:
Sent: Tuesday, April 9, 2019 10:43 AM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>
Subject: Traffic Concerns

Hello,

Just received a call from a concerned citizen who received a letter about traffic concerns in the Kensington area. They are unable to make the scheduled meeting tonight and wanted to voice their concerns. The biggest concern is that on Childers Cres/Cove there is a "turn around" area that people can't use because cars are continuously parked in the designated area. There is not any "no parking" signs to indicate vehicles not to use this area, so he would like to see some sort of signage put up so people know not to park there. The second concern is that because they can't turn around at the end of the street, people are doing u-turns in the middle of the block and using driveways/sidewalks to do these. He would like to see a "No u-turn" sign put mid-block to try to prevent this as well. The contact for all this is and his number is

Thank you,

Kristy Papagianis | tel 306.975.2476
Customer Service Representative, 24 Hour Customer Service Centre
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
kristy.papagianis@saskatoon.ca
www.saskatoon.ca

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Marcoux, Justine

From:
Sent: Friday, March 15, 2019 9:33 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews; Marcoux, Justine
Cc:
Subject: Neighbourhood Traffic Reviews - Pacific Heights/Kensington

Good Morning ,

I feel the neighbourhood starts from 22nd all the way to the end of Kensington Blvd and back again.

22nd left turn coming off of Circle is a disaster! I **highly recommend** "2" left turning lanes (semi's in the right lane) and a no turn right sign coming off of Centennial.

I am not sure why this has not already happened for ive witnessed City Police, semi's , other vehicles to this and Ive included myself in it as well.

The speed limit of 60km from Diefenbaker Drive to Kensington Blvd is too slow. It gets very congested and lots of people don't drive with the flow of traffic.

There are many areas within the city (Betts Ave, Arlington - just to name a few) that have the same speed limit and many areas that are straight through roads like 22nd West that are at least 70km if not 80km.

Recommendation: Once through Diefenbaker speed limit adjusted to 80km , then around where Shillington Crescent is (south side of 22nd) adjust speed limit back to 60km.

Coming off 22nd and turning right onto Kensington Blvd. I believe there should be an **added lane** coming right from where the BIG signage is.

Right turning traffic is becoming congested and will continue to do so as the neighbourhood grows. I also feel there should be another " added lane sign " on 22nd closer to the intersection.

Lots of People don't know whats going on and literally stop!



Coming out of Save on Foods, its right turn only and that ends at Palliser Way. I feel the 1 sign that's there be made bigger (trees are growing) , for there are vehicles continuing on to the " Round about" which is not double lane.

Bigger Yield signs as a person comes up to the Round about

Pedestrian Red Blinkers required: Hassard way/Palliser way and Kensington Blvd (by Popeyes)
: Labine Crescent and Kensington Blvd
: Ells Way and Diefenbaker Road

Absolutely NO parking on Kensington Blvd

NO Parking signs within (what is the footage ???) feet from Stop sign. On my street Labine Crescent, theres always someone that parks very close

to the stop sign (Labine and Kensington Blvd) which makes it hard to see if vehicles are coming.

Permanent Children playing signs by ALL parks.

Going to work I take 22nd East and exit at Circle Drive. In realizing the likelihood of closing off Fairmount Drive (by Tim Hortons) may be nil, yet again the congestion for this particular area is extremely bad. There are times of day where vehicles are lined up from Diefenbaker Drive to the Circle Exits.

People also coming out of Fairmount Drive and literally merged out so far no one can go past.

Recommendation: Add an extra lane there is plenty of room . Dividers should start midway between the two streets (Diefenbaker Drive and Circle Exits) and continue all the way to the end of 22nd/Circle Exits.

People are coming off Fairmount Drive and crossing over 3 lanes to turn left onto Confederation Drive.

In closing, I would like to see bigger signs about the **left lane is for passing**



If any clarification is require, or if there are questions feel free to contact me through either email or phone

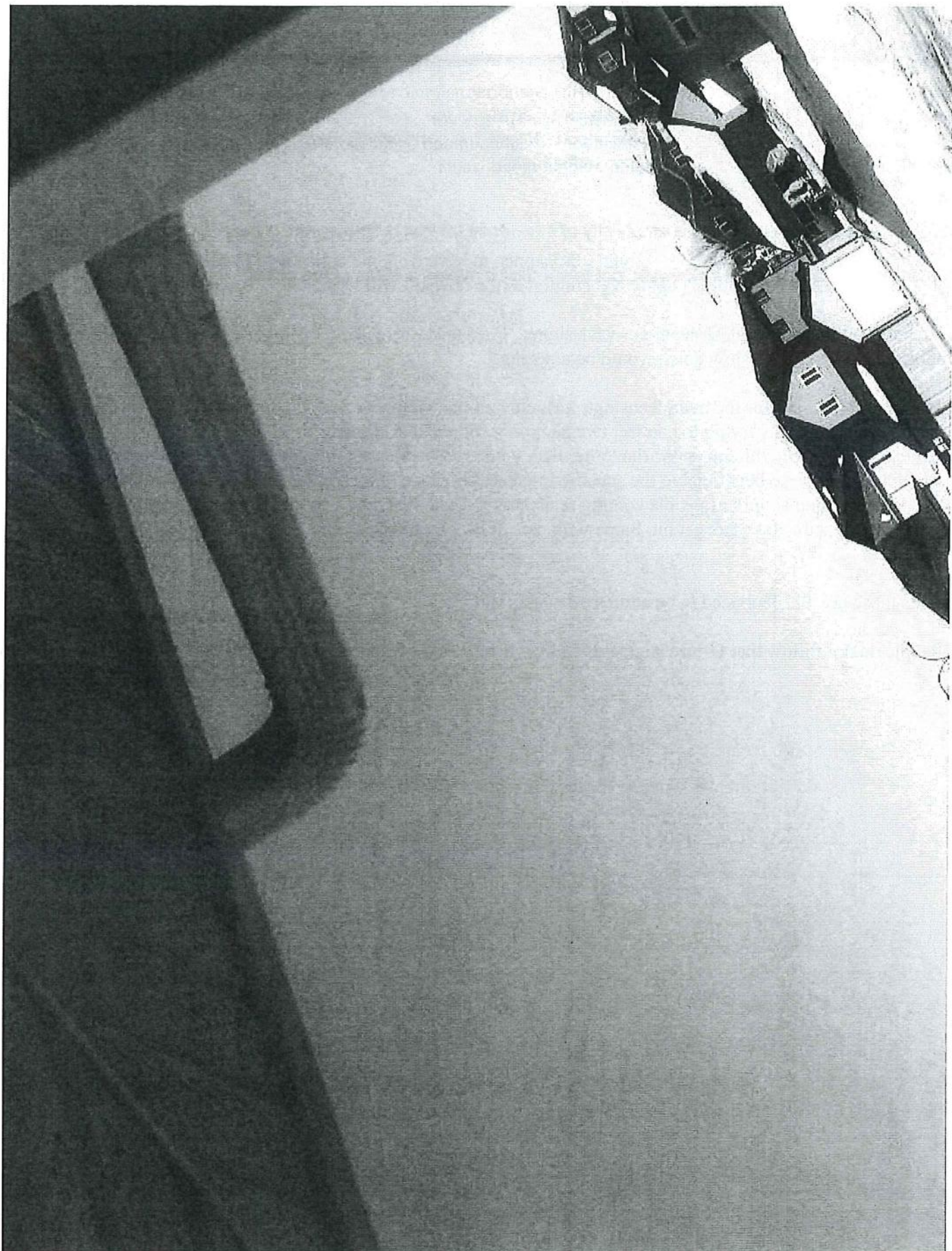
Have a great day

Marcoux, Justine

From:
Sent: Thursday, March 14, 2019 6:45 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Kensington traffic engage

Bentley court in saskatoon, has a empty city of saskatoon lot that is turning into a main road, it's even worse in summer.

Almost got hit walking on the sidewalk, not to mention it makes a mess of the street



Marcoux, Justine

From:
Sent: Thursday, March 14, 2019 4:19 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Kensington Neighborhood Traffic

and I do happen to have a couple concerns. I tried to do this on saskatoon.ca/engage but wouldn't apply Kensington in the box so I will write.

1. We need 100% more pedestrian cross ways signed, lined and very visible to vehicles especially in the main sections also kids at play slow down would be amazing.
2. We need something for the main Kensington Boulevard that connects Save on Foods and new 711 road, wow it's dangerous especially trying to connect two shopping centers that requires us to cross a street, there is no protection for a waking/biking pedestrian other than your own instinct. I think the blinking light pedestrian cross light would be so beneficial to the specific intersection. Once those trees grow, a person can become invisible, that round about has people coming really fast with no reaction time and has you standing in the middle to make sure you don't get hit. Same with cars, it becomes such a blind spot trying to turn onto Kensington.

Thanks those are all I feel need to be addressed as this is my main road I take.

3. People do not follow that U-turn sign, especially when trees grow in the median by save on foods.

Marcoux, Justine

From: Baudais, Nathalie
Sent: Monday, February 4, 2019 3:17 PM
To: Simpson, Tom
Subject: RE: Contact Your City Councillor Submission: Street Signs for Park

Hi Tom,
The speed limit review report is going to Council in Fall 2019. We are also undertaking the Kensington NTR in 2019.

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
Treaty 6 Territory & Homeland of the Metis
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Simpson, Tom
Sent: Monday, February 04, 2019 2:26 PM
To: Baudais, Nathalie <Nathalie.Baudais@Saskatoon.ca>
Subject: FW: Contact Your City Councillor Submission: Street Signs for Park

Can you provide some comments/timelines for this one?

Tom

From: Gardiner, Angela
Sent: Monday, February 4, 2019 2:19 PM
To: Iwanchuk, Ann (City Councillor) <Ann.Iwanchuk@Saskatoon.ca>
Cc: Simpson, Tom <Tom.Simpson@Saskatoon.ca>; TU - Councillor Correspondence <tuCC@Saskatoon.ca>
Subject: RE: Contact Your City Councillor Submission: Street Signs for Park

Hello Councillor Iwanchuk. Transportation should be able to answer this question.

I know that playground signage is being considered as part of the current review of speed limits in residential areas, but they will be able to provide more details on the timelines and process of review. I have copied Tom Simpson, our Customer Service Manager in Transportation, who will be able to provide more details.

Angela Gardiner, P. Eng. | tel 306.975.1467
Acting General Manager, Transportation & Construction Department
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
angela.gardiner@saskatoon.ca
www.saskatoon.ca

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From: Iwanchuk, Ann (City Councillor)
Sent: Monday, February 4, 2019 10:07 AM
To: Gardiner, Angela <Angela.Gardiner@Saskatoon.ca>
Subject: FW: Contact Your City Councillor Submission: Street Signs for Park

Hi Angela – I am sending directly to you because I'm not certain this is for one of the TU email addresses. It would be great to have signing placed in this area. I am wondering about the process to do so.

Thanks,
Ann

Sent from Mail for Windows 10

From: .
Sent: Thursday, January 31, 2019 1:06:25 PM
To: Iwanchuk, Ann (City Councillor)
Subject: Contact Your City Councillor Submission: Street Signs for Park

Submitted on Thursday, January 31, 2019 - 13:06
Submitted by user: Anonymous

First Name:
Last Name:
Address: --
Email: c
Phone:
Other Phone:
City: saskatoon
Province: saskatchewan
Councillor: Ward 3 - Ann Iwanchuk

==== Message ====
Subject: Street Signs for Park
Message:
Hello,

I am writing to express concern over the amount of traffic that drives through Kensington, and specifically around CHILDERS WAY where the greenspace / park is located. In the summer there are many children out playing, both supervised and unsupervised (if they are older). I have noticed traffic speed down past the park often well over 50. There has been some community discussion in regards to getting visible signage put up around the park stating "CHILDREN AT PLAY- CAUTION" or "SLOW DOWN". Could you recommend how the community could get these put in place? Many people from the surrounding areas use these parks in Kensington too and it would help with the safety of everyone's children.

Thank you.
Attachment:

Marcoux, Justine

From: Simpson, Tom (TU - Transportation)
Sent: Thursday, October 25, 2018 3:10 PM
To:
Cc: Web E-mail - Transportation
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Thank you for the email. I will forward your concern/suggestion along to our Senior Engineer for review. I will update you with any new information I receive on this one.

Have a great day,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon [mailto:Transportation@Saskatoon.ca]
Sent: Monday, October 22, 2018 10:26 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 889

Issues: PEDESTRIAN SAFETY, SPEEDING,

Name:

Email:

Phone:

Comment: children's park at the end of Kensington Place. Unfortunately, lot of cars come in thinking it's a connecting street whose drivers then do fast u-turns and speed down the street to get out. This happens regularly so for safety and especially

all the families with small children who walk (the children's park is designed for 5 and under), a "No Outlet" sign placed at the entrance to street? Thank you.

Attachment:

Marcoux, Justine

From: Simpson, Tom
Sent: Thursday, September 5, 2019 3:32 PM
To: Baudais, Nathalie
Subject: FW: Need Pedestrian Crosswalk (Thread:22321)

Have looked at his one before?

Tom

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

From: City of Saskatoon - Customer Care Centre [mailto:customercare@saskatoon.ca]
Sent: Wednesday, September 4, 2019 12:06 PM
To:
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Need Pedestrian Crosswalk (Thread:22321)

Hello

Thank you for your email.

Your concern has been forwarded to the Transportation department to provide follow up and determine the necessary course of action.

Regards,

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

From:
Sent: Wednesday, September 4, 2019 9:01 AM
To: customercare@saskatoon.ca
Subject: Need Pedestrian Crosswalk (Thread:22321)

Submitted on Wednesday, September 4, 2019 - 09:00

Submitted by user: Anonymous

Submitted values are:

==Your Message==

Service category: Sidewalk

Account Number:

Subject: Need Pedestrian Crosswalk

Message: I am a resident of Saskatoon and many children, including mine, walk to Lester B Pearson school every day. I would like to see if a crosswalk sign OR lights can be installed at Diefenbaker and Fisher Cres or the intersection crossing at Mac's as it is extremely busy. Cars on Diefenbaker do not slow down either so it is very worrisome so us residents and parents.

Attachment:

==Your Details==

First Name:

Last Name:

Confirm Email:

Email:

Neighbourhood where you live: Confederation Park

Phone Number:

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: No

For internal use only :

<https://www.saskatoon.ca/node/405/submission/334329>

Marcoux, Justine

From:
Sent: Wednesday, May 29, 2019 10:30 AM
To: Baudais, Nathalie
Cc: ST - Service Saskatoon Customer Care Centre
Subject: Pedestrian Sign

Hi there,

....., is requesting that a pedestrian sign be put up at Laurier and Confederation Drive where the crosswalk is. She walks this every day and feels that cars are coming around the curve and only looking for traffic and not people crossing. If you have questions feel free to give her at call.

Thanks

Randi Ditto | tel 306.975.2476

Customer Care Agent

Service Saskatoon Customer Care Centre

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

randi.ditto@saskatoon.ca

www.saskatoon.ca

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Marcoux, Justine

From: .
Sent: Friday, April 19, 2019 3:19 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Pacific heights

I was sorry to miss the traffic meeting on April 9 as I had another commitment.

A couple of things I wanted to mention:

- crosswalk but no ramp on the north side of Centennial and Palliser
- no sidewalk on the east side of save on foods - we do like to walk there with our kids, it would be so much nicer with a defined area for walkers
- There are also many corner ramps missing on the north side of Centennial. and walk to the school with my son and he often needs to get off and lift his bike because of a lack of corner ramps.

Thanks!

Sent from Yahoo Mail on Android

Marcoux, Justine

From:
Sent: Friday, April 5, 2019 9:42 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Concerns

Good morning,

I'm writing this in response to your letter addressing traffic concerns in Pacific Heights/Kensington.

First, I would like to bring your attention to the name of my street. It is Diefenbaker Drive, not Diefenbaker Road as stated in the letter.

In any case, I do have significant concerns in my neighbourhood regarding traffic.

Speed is a problem. The stop sign at Steeves and Diefenbaker definitely helped but the space between Pearson place and Steeves seems to encourage speeding. Perhaps a light at one of the Fisher Crescent intersections would help lower the speed.

There is also a problem of vehicles pulling onto Diefenbaker Drive from the side streets without stopping fully or, in some cases, stopping at all.

Sent from my iPhone

While not a "traffic concern" as such, noise is also a problem that is getting worse.

I believe that a stronger police presence would help these issues.

Sincerely,

SASKATOON
S7L5C7

Marcoux, Justine

From: Simpson, Tom
Sent: Wednesday, January 16, 2019 9:54 AM
To:
Cc: lwanchuk, Ann (City Councillor); TU - Councillor Correspondence
Subject: RE: Contact Your City Councillor Submission: Diefenbaker Dr and Vanier Cr

Good morning

Thank you for the enquiry. There is a Neighbourhood Traffic Review coming up this spring in your area, I will ask our Senior Engineer to add this location to the list. You can find more information on the review process at the following link:

<https://www.saskatoon.ca/engage?cat=Neighbourhood%20Traffic%20Reviews&title=>

For your information there are a few options when it comes to crosswalks:

- Unmarked
- Standard
- Zebra
- Pedestrian Corridor
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

In addition there are a number of conditions that must be met for each installation:

- Total pedestrians crossing
- Distance to cross
- Speed of traffic
- Proximity to a signalized intersection
- Etc.

Please feel free to contact me directly with any transportation related concern,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: >
Date: January 14, 2019 at 10:14:17 AM CST

To: <ann.iwanchuk@saskatoon.ca>

Subject: Contact Your City Councillor Submission: Diefenbaker Dr and Vanier Cr

Reply-To:

Submitted on Monday, January 14, 2019 - 10:14

Submitted by user: Anonymous

First Name: .

Last Name:

Address:

Email: -''

Phone

Other Phone:

City: Saskatoon

Province: SK

Councillor: Ward 3 - Ann Iwanchuk

=== Message ===

Subject: Diefenbaker Dr and Vanier Cr

Message:

I am contacting you in regards to the intersection of Diefenbaker Dr and Vanier Cr as it pertains to pedestrian safety. I have lived at this intersection for 7.5 years and have noted it to be very busy with both traffic and pedestrians making it sometimes hazardous to cross. In 2015 a pedestrian was killed by a vehicle strike and I myself have had close calls with vehicles failing to slow; even the other day my wife was asked by some children to help them cross because they were scared too. It is a busy intersection with the apartments on the north side of Diefenbaker as well as the strip mall. The bus stop is located on the south side of Diefenbaker which is generating a lot of the foot traffic.

At present there is no signage or lines on the road indicating a crossing here. Combined with parked vehicles, it can be very difficult for oncoming cars to see pedestrians. I would like to know if there are any future plans to increase safety in this intersection? At the very least lines on the road as well as a couple of signs. Pedestrians lights like those seen at Diefenbaker Dr and Pearson Pl would be ideal.

I look forward to hearing from you. Thank you for your time and consideration into this.

Attachment:

Marcoux, Justine

From: Baudais, Nathalie (TU - Transportation)
Sent: Monday, September 17, 2018 12:50 PM
To: Simpson, Tom (TU - Transportation)
Subject: RE: Saskatoon Report a Traffic Issue received

Hi Tom,

U-Turns are prohibited in school zones in the bylaw. We do not typically install signage to indicate that. Signage does not always improve compliance and I rather maintain the driver's focus on the pedestrian crosswalk signage.

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097

Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Simpson, Tom (TU - Transportation)
Sent: Thursday, September 13, 2018 3:27 PM
To:
Cc: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: RE: Saskatoon Report a Traffic Issue received

Good afternoon

Thank you for the email. I will forward your suggestion in regards to u-turns at Diefenbaker and Centennial along to our engineering section for review. I will update you with any new information I receive on this one.

Have a great day,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

From: City of Saskatoon [<mailto:Transportation@Saskatoon.ca>]
Sent: Wednesday, September 5, 2018 2:04 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: Saskatoon Report a Traffic Issue received



New Traffic Issue Reported!

Request ID: 852

Issues: PEDESTRIAN SAFETY, TRAFFIC SAFETY, CROSSWALKS, ENFORCEMENT REQUIRED,

Name:

Email:

Phone:

Comment: Please consider installing a "No U-Turn" sign at this intersection. It has recently become a school zone and the fine drivers of Saskatoon seem to forget that there are no u-turns in a school zone. People who u-turn there cause a great deal of congestion not to mention dangerous situations.

Attachment:

Marcoux, Justine

From: Deng, Mingqing (TU - Transportation)
Sent: Wednesday, March 28, 2018 2:15 PM
To: Baudais, Nathalie (TU - Transportation)
Cc: Deng, Mingqing (TU - Transportation)
Subject: RE: Voice Mail (16 seconds)

Hi Nathalie,

A nice gentleman but still didn't get his name.

He suggested:

- 1) Put a second sign in the boulevard/median for eastbound traffic on Diefenbaker Dr. I replied the drawing is on the way and sign installation request process is underway
- 2) Put the east end school zone signs a bit further west for drivers just passed the traffic lights. He said too much going on at the lights and he could not have time to pay attention to the school zone sign. I replied we struggled to make that decision as well because if we put school zone signs in the place where he suggested, then we have to take out the advanced crosswalk warning signs, then drivers do not have enough of notice for pedestrian crosswalk. He asked how about a bit further east of the traffic lights, I said drivers then forget they are still in the school zone after process a lot at the light.

I will put this email in public folders for pacific heights.

Thank you,
Min

Mingqing Deng, EIT. | tel 306.975.7846
Engineer-in-Training
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
mingqing.deng@saskatoon.ca
www.saskatoon.ca

From: Baudais, Nathalie (TU - Transportation)
Sent: March-28-18 1:56 PM
To: Deng, Mingqing (TU - Transportation) <Mingqing.Deng@Saskatoon.ca>
Subject: FW: Voice Mail (16 seconds)

Hi Min,

Could you please return this call?

Thanks,
Nathalie

Nathalie Baudais, P.Eng. | tel 306.986.3097
Senior Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
nathalie.baudais@saskatoon.ca
www.saskatoon.ca

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From: Microsoft Outlook **On Behalf Of** CITY SASKATOON
Sent: Wednesday, March 28, 2018 1:52 PM
To: Baudais, Nathalie (TU - Transportation) <Nathalie.Baudais@Saskatoon.ca>
Subject: Voice Mail (16 seconds)

Hi daddy I'm just calling about the new schools zones signs on some 10 no drive in DC Baker drive.

Can you call me at () ;hanks bye.

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

You received a voice message from CITY SASKATOON a

Caller-Id:

Marcoux, Justine

From: Marcoux, Justine (TU - Transportation)
Sent: Wednesday, June 21, 2017 1:39 PM
To: Marcoux, Justine (TU - Transportation)
Subject:
Attachments:

- I am concerned about high traffic and speeding on Johnson Cres, next to school on Centennial Dr.
- U-turns (including U-turns) in school zone. put in a complaint with SPS to monitor but nothing has been done
- Asked about process for getting speed humps or speed boards.
- Also mentioned plans to get sign or fluorescent pedestrian marker for property
- file concerns as part the Pacific Heights NTR to review in 2018

From: Microsoft Outlook On Behalf Of
Sent: June-12-17 3:08 PM
To: Marcoux, Justine (TU - Transportation) <Justine.Marcoux@Saskatoon.ca>
Subject:

Voice Mail Preview:

I just had a customer inquiring about how to install speed bumps on public road thank you.

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

Caller-Id:

Marcoux, Justine

From: Nyen, Justine (TU - Transportation)
Sent: Thursday, January 21, 2016 9:04 AM
To: Nyen, Justine (TU - Transportation)
Subject: Pacific Heights - Lisgar Ave

Lisgar Ave	Increased traffic and speed
------------	-----------------------------

Justine Nyen, P.Eng. | tel 306.975.7846
Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
justine.nyen@saskatoon.ca
www.saskatoon.ca

Marcoux, Justine

From: Nyen, Justine (TU - Transportation)
Sent: Thursday, January 21, 2016 8:58 AM
To: Nyen, Justine (TU - Transportation)
Subject: Pacific Heights concern - Centennial Dr

Requested during Confederation Park NTR:

- Install speed display boards in school zones on Centennial Dr

Justine Nyen, P.Eng. | tel 306.975.7846

Transportation Engineer

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

justine.nyen@saskatoon.ca

www.saskatoon.ca

Marcoux, Justine

From: Nyen, Justine (TU - Transportation)
Sent: Friday, October 23, 2015 9:30 AM
To: Nyen, Justine (TU - Transportation)
Subject: pacific heights - lisgar ave

Increase traffic & speed – consider traffic calming
-received during Confederation Park NTR. File with Pacific Heights concerns.

Justine Nyen, P.Eng. | tel 306.975.7846

Transportation Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
justine.nyen@saskatoon.ca
www.saskatoon.ca

Marcoux, Justine

From: Dodds, Lana (TU - Public Works)
Sent: Thursday, May 28, 2015 8:40 AM
To: Matt, Shirley (TU - Transportation)
Cc: Helt, Christopher (TU - Transportation); Bakker, Nick (TU - Transportation); Nyen, Justine (TU - Transportation)
Subject: RE: Cross walk on Centennial Drive

Thank you very much for the information and for taking care of this. Greatly appreciated.

Lana Dodds | tel 306.975.7901

Support Services Superintendent
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
lane.dodds@saskatoon.ca
www.saskatoon.ca

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From: Matt, Shirley (TU - Transportation)
Sent: Thursday, May 28, 2015 8:38 AM
To: Dodds, Lana (TU - Public Works)
Cc: Helt, Christopher (TU - Transportation); Bakker, Nick (TU - Transportation); Nyen, Justine (TU - Transportation)
Subject: RE: Cross walk on Centennial Drive

Lana

In 2012 a group of residents on Centennial submitted a petition to Saskatoon Land regarding the Kensington Concept Plan. They were concerned with traffic increase, speed and pedestrian safety on Centennial Drive. The Kensington Neighbourhood showed that Centennial Drive would be a connector to the new neighbourhood and residents were concerned. Saskatoon Land hired us to complete a traffic analysis. As part of the traffic analysis, we developed a traffic calming plan to address their concerns. As part of the plan, the textured crosswalks were recommended as well as some other traffic calming devices. This was presented to the public back in 2012 and approved by council as part of the Kensington Concept Plan.

These textured crosswalks were constructed last year and should be under warranty. The project manager for the this project was Daniel Martens. He is aware of the issue with construction and will follow up with it.

These textured crosswalks will remain until the Pacific Heights Neighbourhood Review is conducted.

I will have Chris or Nick call this lady back with the explanation and I will have Justine put this concern on file for the Pacific Heights Neighbourhood.

If you require any more information, please let me know.

Shirley Matt, | tel 306.975.3145

Traffic Management Engineer
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
shirley.matt@saskatoon.ca
www.saskatoon.ca

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From: Dodds, Lana (TU - Public Works)
Sent: May 27, 2015 2:50 PM
To: Matt, Shirley (TU - Transportation)
Subject: Cross walk on Centennial Drive

Hi Shirley,

I am hoping you can help me with this one. There is
complaining that when large vehicles drive over the crosswalk that was replaced with bricks, shakes
their house and they are worried about the foundation. I am not sure who did this or if you know
anything about it, not sure if there is a problem with the installation.

Regards

Lana Dodds | tel 306.975.7901

Support Services Superintendent
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
lane.dodds@saskatoon.ca
www.saskatoon.ca

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Marcoux, Justine

From: Matt, Shirley (TU - Transportation)
Sent: Monday, May 25, 2015 10:58 AM
To: Nyen, Justine (TU - Transportation)
Subject: FW: Centennial Drive Crosswalk
Attachments: 3522 Centennial Dr.; DSC_0646.JPG

Justine

Add this to the Pacific Heights Neighbourhood Review Files.

SM

From: Martens, Daniel (TU - Construction & Design)
Sent: May 20, 2015 2:29 PM
To: Matt, Shirley (TU - Transportation)
Subject: Centennial Drive Crosswalk

Good Afternoon,

I was contacted over the winter by the resident of _____ regarding the paving stone crosswalk that was installed at Centennial Dr & Tache Cr (East Leg) under the 2014 Channelization program. I've attached her latest email. Her name is

She has told me that since the installation of the crosswalk, there has been significantly more vibration due to traffic felt in her house, enough to rattle glasses in her cupboards. She has also mentioned that her neighbors have noticed the same.

I went out to inspect the condition of the crosswalk last week for any deficiencies. There is some minor rutting of the paving stones, but the road surface traveling over the crosswalk is fairly smooth. I've attached a picture of the rutting, and can provide more if you wish.

I suspect that the extra stiffness of the concrete section combined with the extra depth that the concrete structure is embedded into the roadway's base is causing more of the vibration to be transferred to the ground, especially with buses or tandem trucks.

I'm going to talk with the contractor to try to get the rutting repaired under warranty, but it's possible that this will not resolve the vibration issue.

Please give me a call or come by if you have any questions.

Regards,

Daniel Martens Engineer-In-Training | tel 306.975.7836
Project Engineer
Transportation & Utilities
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
daniel.martens@saskatoon.ca
www.saskatoon.ca

Marcoux, Justine

From: Helt, Christopher (TU - Transportation)
Sent: Friday, January 30, 2015 10:01 AM
To: Web E-mail - Transportation; McHarg, Judy (Police); Nyen, Justine (TU - Transportation); Matt, Shirley (TU - Transportation); Bakker, Nick (TU - Transportation)
Subject: FW: Community Traffic Issue (Speeding in Pacific Heights) - Anonymous
Attachments: Community Traffic Incident.xml; CommunityTrafficIssue.xsn

Anonymous feedback we received.

-Chris

From: VSX08FXX@saskatoon.ca [mailto:VSX08FXX@saskatoon.ca]
Sent: Thursday, January 29, 2015 10:10 PM
To: Web E-mail - Transportation
Subject: Community Traffic Issue (Speeding in Pacific Heights) - Anonymous

[Submitted by Anonymous User]

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

Community Traffic Issue Form

Ward 1	Ward 2	Ward 3	Ward 4
<input type="radio"/> Hudson Bay Park	<input type="radio"/> Caswell Hill	<input type="radio"/> Fairhaven	<input type="radio"/> Hampton Village
<input type="radio"/> Mayfair	<input type="radio"/> Riversdale	<input type="radio"/> Parkridge	<input type="radio"/> Dundonald
<input type="radio"/> Kelsey-Woodlawn	<input type="radio"/> King George	<input type="radio"/> Blairmore S.C.	<input type="radio"/> Westview
<input type="radio"/> Central Industrial	<input type="radio"/> Pleasant Hill	<input checked="" type="radio"/> Pacific Heights	<input type="radio"/> Massey Place
<input type="radio"/> City Park	<input type="radio"/> Meadow Green	<input type="radio"/> Confederation Park	<input type="radio"/> Mount Royal
<input type="radio"/> North Park	<input type="radio"/> West Industrial	<input type="radio"/> Confederation SC	<input type="radio"/> Westmont
<input type="radio"/> Richmond Heights	<input type="radio"/> Holiday Park		
<input type="radio"/> Sutherland	<input type="radio"/> Southwest Industrial		
<input type="radio"/> Sutherland (Industrial)	<input type="radio"/> Montgomery Place		
<input type="radio"/> Forest Grove			

Ward 6	Ward 7	Ward 8	Ward 9
<input type="radio"/> Central Business District	<input type="radio"/> Exhibition	<input type="radio"/> Brevoort Park	<input type="radio"/> Wildwood
<input type="radio"/> Nutana	<input type="radio"/> Queen Elizabeth	<input type="radio"/> Greystone Heights	<input type="radio"/> Lakeview
<input type="radio"/> Buena Vista	<input type="radio"/> Avalon	<input type="radio"/> College Park	<input type="radio"/> Lakeridge
<input type="radio"/> Haultain	<input type="radio"/> Adelaide / Churchill	<input type="radio"/> College Park East	<input type="radio"/> Lakewood S.C.
<input type="radio"/> Varsity View	<input type="radio"/> Nutana Park	<input type="radio"/> Briarwood	<input type="radio"/> Rosewood
<input type="radio"/> Holliston	<input type="radio"/> The Willows		
<input type="radio"/> Grosvenor Park	<input type="radio"/> Stonebridge		

- Eastview
- Nutana S.C.

Identify the Location (Intersection, Street, and Addresses)

Diefenbaker and Lisgar

End of Diefenbaker, and also into the Kensington neighborhood

Type of Problem (¹ selected, minimum of 1 must be selected)

- | | |
|--|---|
| <input type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Speeding |
| <input type="checkbox"/> Cycling Safety | <input type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input type="checkbox"/> Traffic Signage | <input type="checkbox"/> Traffic Control - Stop & Yield |
| <input type="checkbox"/> Lanes | <input type="checkbox"/> Walkways |

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

Between the hours of 11pm-2am there is a significant speeding issue.

Personal Information

Name: Anonymous

Email:

Address:

Date: 29/01/2015

Marcoux, Justine

From: Helt, Christopher (TU - Transportation)
Sent: Monday, September 15, 2014 9:23 AM
To:
Cc: Web E-mail - Transportation; Bakker, Nick (TU - Transportation); Nadon, Anthony (Police); Nyen, Justine (TU - Transportation)
Subject: FW: Community Traffic Issue (Speeding in Pacific Heights)

Good Morning

Sorry to hear about the speeding going on in your neighbourhood.

Your concern and comments are being logged as part of the City's Speed Management Program. The intention of the Speed Management Program is to address speeding in the neighbourhood by educating motorists through the use of speed display boards. You can also contact the Police department at (306) 975-8068 who I also have cc'd on this email.

The next time you see speeding City of Saskatoon buses, please contact Saskatoon Transit Customer Service at 306-975-3100. They are always interested in this kind of information. They'll ask for the time you saw the speeding and the location.

Speed humps, such as those on Howell Avenue, have raised some valid concerns. Saskatoon Fire and Protective Services do not like to see them as they slow down and can damage their equipment. Obviously this goes against them trying to respond to emergencies as quickly as possible in an ever-increasingly busy city. Secondly, citizens that live near these humps have raised concerns over the noise raised from vehicles constantly slowing and accelerating and also the noise coming from any vehicle that has loose cargo in the back as it rattles around every time they go over one of these humps.

Thanks for making us aware of the speeding and trying to make your neighbourhood safer.

-Chris

Chris Helt B.Comm, MBA | tel 306.975.1457
Customer Support Coordinator – Transportation Division
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
christopher.helt@saskatoon.ca
www.saskatoon.ca

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From: VSX08FXX@saskatoon.ca [mailto:VSX08FXX@saskatoon.ca]
Sent: Friday, September 12, 2014 11:28 AM
To: Web E-mail - Transportation
Subject: Community Traffic Issue (Speeding in Pacific Heights)

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

Community Traffic Issue Form			
Ward 1	Ward 2	Ward 3	Ward 4
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<input type="radio"/> Mayfair	<input type="radio"/> Riversdale	<input type="radio"/> Parkridge	<input type="radio"/> Dundonald
<input type="radio"/> Kelsey-Woodlawn	<input type="radio"/> King George	<input type="radio"/> Blairmore S.C.	<input type="radio"/> Westview
<input type="radio"/> Central Industrial	<input type="radio"/> Pleasant Hill	<input checked="" type="radio"/> Pacific Heights	<input type="radio"/> Massey Place
<input type="radio"/> City Park	<input type="radio"/> Meadow Green	<input type="radio"/> Confederation Park	<input type="radio"/> Mount Royal
<input type="radio"/> North Park	<input type="radio"/> West Industrial	<input type="radio"/> Confederation SC	<input type="radio"/> Westmont
<input type="radio"/> Richmond Heights	<input type="radio"/> Holiday Park		
<input type="radio"/> Sutherland	<input type="radio"/> Southwest Industrial		
<input type="radio"/> Sutherland (Industrial)	<input type="radio"/> Montgomery Place		
<input type="radio"/> Forest Grove			

Ward 6	Ward 7	Ward 8	Ward 9
<input type="radio"/> Central Business District	<input type="radio"/> Exhibition	<input type="radio"/> Brevoort Park	<input type="radio"/> Wildwood
<input type="radio"/> Nutana	<input type="radio"/> Queen Elizabeth	<input type="radio"/> Greystone Heights	<input type="radio"/> Lakeview
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<input type="radio"/> Haultain	<input type="radio"/> Adelaide / Churchill	<input type="radio"/> College Park East	<input type="radio"/> Lakewood S.C.
<input type="radio"/> Varsity View	<input type="radio"/> Nutana Park	<input type="radio"/> Briarwood	<input type="radio"/> Rosewood
<input type="radio"/> Holliston	<input type="radio"/> The Willows		
<input type="radio"/> Grosvenor Park	<input type="radio"/> Stonebridge		
	<input type="radio"/> Eastview		
	<input type="radio"/> Nutana S.C.		

Identify the Location (Intersection, Street, and Addresses)
 Centennial Dr.

- Type of Problem (¹ selected, minimum of 1 must be selected)
- Pedestrian Safety
 - Cycling Safety
 - Parking
 - Traffic Signage
 - Speeding
 - Shortcutting Traffic
 - Traffic Signals
 - Traffic Control - Stop & Yield

Lanes

Walkways

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

This is an ongoing problem. I am very frustrated with the speeding that occurs every day. This includes city of Saskatoon buses. They fly down the street and dishes in our cupboard shake. Our neighbours agree that this is a problem and I don't think it would be difficult to get several of them to sign a petition. It is especially outrageous considering that 2 elementary schools sit on this street. I don't think your police officers are getting a pile of speeding tickets if they came to our street during school zone hours.

We would really like speed bumps put on our street similar to the ones that were put on 'howell highway'. It would get the city buses to slow down. If there is a need for signatures, I would be more than happy to collect them.

Personal Information

Name:

Email: [redacted]@saskatoon.com

Address: [redacted] St, Saskatoon

Date: 12/09/2014

Marcoux, Justine

From: Matt, Shirley (TU - Transportation)
Sent: Wednesday, September 10, 2014 3:22 PM
To: Matt, Shirley (TU - Transportation)
Subject: Centennial Drive - Pacific Heights

Received a call Sept 10th regarding the textured crosswalk on centennial.

Caller -

Concern – traffic speeding over crosswalk cause vibration in house- shake cupboard and walls.
Typically traffic from larger vehicles – buses and trucks and trailers.

Shirley Matt, | tel 306.975.3145

Traffic Management Engineer

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

shirley.matt@saskatoon.ca

www.saskatoon.ca

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Marcoux, Justine

From: Matt, Shirley (TU - Transportation)
Sent: Thursday, August 22, 2013 9:09 AM
To: Web E-mail - Transportation
Subject: RE: Community Traffic Issue

A letter will be sent out since there is no email.

From: Web E-mail - Transportation
Sent: August 21, 2013 12:09 PM
To: Matt, Shirley (IS - Transportation)
Subject: FW: Community Traffic Issue

Please follow up!

Regards,



IS Transportation Branch
222 - 3rd Ave North Saskatoon SK S7K 0J5
Ph (306)975-2454 Fx (306)975-2971

From: VSX08FXX@saskatoon.ca [mailto:VSX08FXX@saskatoon.ca]
Sent: August 20, 2013 3:03 PM
To: Web E-mail - Transportation
Subject: Community Traffic Issue

[Submitted by Anonymous User]

This message was created by a Microsoft Office InfoPath form. The form data may be included as an attachment.

By Completing the form below you can help us identify the areas within Saskatoon that are experiencing traffic and safety issues as a result of our growing population. When you complete the form, we will require your contact information. The City of Saskatoon uses this information for the sole purpose of attending to your request. The City will only disclose your information to those departments / personnel necessary to deal with your request.

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<input type="checkbox"/> Sutherland	<input type="checkbox"/> Southwest Industrial		

- Sutherland (Industrial) Montgomery Place
 Forest Grove

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<input type="checkbox"/> Haultain	<input type="checkbox"/> Adelaide / Churchill	<input type="checkbox"/> College Park East	<input type="checkbox"/> Lakewood S.C.
<input type="checkbox"/> Varsity View	<input type="checkbox"/> Nutana Park	<input type="checkbox"/> Briarwood	<input type="checkbox"/> Rosewood
<input type="checkbox"/> Holliston	<input type="checkbox"/> The Willows		
<input type="checkbox"/> Grosvenor Park	<input type="checkbox"/> Stonebridge		
	<input type="checkbox"/> Eastview		
	<input type="checkbox"/> Nutana S.C.		

Identify the Location (Intersection, Street, and Addresses)
 Diefenbaker Drive and Vanier Crescent

Type of Problem

- | | |
|--|---|
| <input type="checkbox"/> Pedestrian Safety | <input checked="" type="checkbox"/> Speeding |
| <input type="checkbox"/> Cycling Safety | <input type="checkbox"/> Shortcutting Traffic |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Traffic Signals |
| <input type="checkbox"/> Traffic Signage | <input type="checkbox"/> Traffic Control - Stop & Yield |
| <input type="checkbox"/> Lanes | <input type="checkbox"/> Walkways |

Describe the problem (s). Be specific and provide as much information as possible. Indicate times of day, directions of travel, magnitude and extent of problems, and so forth.

Diefenbaker Drive is a long stretch of flat straight road with no lights. It is very common to see vehicles in exc

Personal Information

Name:

Email:

Address:

Date: 20/08/2013

Marcoux, Justine

From:
Sent: Tuesday, April 2, 2019 9:16 PM
To: Marcoux, Justine
Subject: Traffic concerns Kensington

Hi there!

I received a letter in the mail indicating there will be a neighbourhood traffic review meeting in my neighbourhood on April 9th. I cannot attend in person so would like to submit feedback!

I live in Kensington and I have noticed since the day we moved here, over 4 years ago, that nearly all of the pedestrian crosswalks don't line up. What I mean is that when you cross where the crosswalks are painted, the other side leads to a square curb with either mud or grass. I found this extremely hard when I would be pushing my baby in the stroller, because most times I would have to cross the street where there isn't a crosswalk or walk very unsafely on the road. It would be great to have these looked at and possibly re-done properly!

In addition, _____, which is a long straight stretch. There are many children playing on our block, and it scares me to see the high amount of vehicles that speed excessively down the block. I have chatted with a few concerned neighbors about this as well, so would like to have our voices heard. Since the block is quite long, from the 100 to 300 block, it is quite easy for cars to speed, and to reach higher speeds quickly. It would be ideal if anything could be done to address this. I fear for my child's safety with the amount of speeding vehicles directly out front of my house.

I thank you for your time in advance, and would really appreciate a reply to ensure this was received! Thank you!

Sincerely,

Sent from Yahoo Mail on Android

Marcoux, Justine

From: Marcoux, Justine
Sent: Tuesday, July 23, 2019 2:24 PM
To:
Subject: RE: Engage Pacific Heights

Hello

Thank-you for your comments. We will provide a draft plan for the entire neighbourhood, which will include recommendations for this location, in the fall. The follow-up meeting to review the draft plan is tentatively scheduled for September 19th. You will receive a flyer a couple of weeks prior with more information. The draft plan will also be posted online for you to review and provide feedback.

Thanks again for taking part in the Neighbourhood Traffic Review process and I look forward to hearing from you in September.

<https://www.saskatoon.ca/moving-around/driving-roadways/managing-traffic/traffic-studies/neighbourhood-traffic-reviews>

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
www.saskatoon.ca

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

From
Sent: Tuesday, July 23, 2019 10:07 AM
To: Marcoux, Justine <Justine.Marcoux@Saskatoon.ca>
Subject: Engage Pacific Heights

I was at the Engage meeting that was held in April and made a number of points on the stop signs at Diefenbaker Dr. and Steeves Ave and I haven't seen anyone from the city come and look at the intersection or try to fix the problem of some east bound traffic not stopping for the signs. Why can't a few temporary parking curbs be placed in the parking lane to make a spot where the stop sign on the south side of the street (that is now on a lawn sometimes behind a parked car) can be moved to the right side of the right hand lane where it might be seen maybe larger stop signs are needed? I live next to the stop sign and see people not slowing down or stopping at all times of the day. The police have been here multiple times to write tickets but why do we have to wait until someone gets hurt to do something? I realize that for 40 years no stop sign was at this intersection but the city streets ended at Monk Ave. (removed to build new area) and it is a T style intersection with no traffic from the south.

If you would like to talk or email me for more information call _____ or email _____
thanks

Marcoux, Justine

From: Simpson, Tom
Sent: Tuesday, November 5, 2019 11:17 AM
To:
Cc: lwanchuk, Ann (City Councillor); TC - Councillor Correspondence; Marcoux, Justine
Subject: RE: Contact Your City Councillor Submission: Leslie Johnson re: Signage in playground (Kensington Place)

Good morning

Thank you for contacting us and bringing this concern forward. This would be a good fit for the Pacific Heights-Kensington Neighborhood Traffic Review, please check the link below when you have a moment:

https://www.saskatoon.ca/sites/default/files/documents/meeting_1_-_pacific_heights_-_kensington.pdf

I will pass your concern/suggestions along to the Engineer heading up the review(cc'd on this email).

Regards,

Thomas Simpson | tel 306.975-2811
Customer Service Manager, Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
tom.simpson@saskatoon.ca
www.saskatoon.ca

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

From: _____
Sent: Wednesday, July 31, 2019 5:52 PM
To: lwanchuk, Ann (City Councillor) <Ann.lwanchuk@Saskatoon.ca>
Subject: Contact Your City Councillor Submission; Signage

First Name: L
Last Name:
Address: 5...
Email:
Phone.
City: Saskatoon
Province: Saskatchewan
Councillor: Ward 3 - Ann lwanchuk

=== Message ===

Subject: Signage
Message:

Hi. next to a play ground (Kensington place). Many drivers I think don't realize it is a dead end and drive up our street and race back down and leave. ext to it with my small

children on our way to the playground. I would like signage that requests drivers to slow down children present etc given the proximity to the playground that we live and also maybe alterations to the current cul de sac sign that is there so people can see it better (different placement). Can you please let me know what can be done. This should be a minimal traffic street but it is not due to people making a wrong turn up the street.

Thanks

Attachment:

Marcoux, Justine

From:
Sent: Tuesday, September 24, 2019 1:40 PM
To: Marcoux, Justine
Subject: Kensington traffic review

Hello Justine,

I attended the public meeting on September 19th. I'm quite pleased with the proposed changes that you have come up with to solve some of the traffic issues. There is one suggestion I would like to make now that I've had a week to think about it. Don't spend a lot of money removing the planters from Kensington Boulevard; just replace the existing trees and tall grasses. Low growing ground cover like sedum or vines would give the area the desired greenery without obstructing visibility. I have noticed this has been done downtown and it looks great.

Sincerely,

Marcoux, Justine

From: Baudais, Nathalie
Sent: Tuesday, September 24, 2019 11:27 AM
To:
Cc: Marcoux, Justine
Subject: RE: Kensington traffic review

Hello
My colleague, Justine Marcoux, is away this week.

There was a technical glitch on the engage page. The discussion section is now open.

The intersection of Kensington Boulevard & Hassard Way / Palliser Way was assessed for an all-way stop. An all-way stop is not warranted according to Council Policy C07-007 – Traffic Control – Use of Stop and Yield Signs.

The neighbourhood traffic review includes a review collision history, as provided by SGI.

The draft traffic plan has the following recommendations for this location:

- Removal of some of the planters in the Kensington Boulevard median to improve driver sightlines
- Tree trimming in the Kensington Boulevard median and boulevard to improve the visibility of the signage along the corridor and improve driver sightlines
- Active Pedestrian Corridor on the south leg to improve pedestrian safety when crossing Kensington Boulevard.

Please let us know your thoughts on these recommendations and if you think that they would address your concerns.

Regards,
Nathalie

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

Senior Transportation Engineer

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

Treaty 6 Territory & Homeland of the Métis

nathalie.baudais@saskatoon.ca

www.saskatoon.ca

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From: >

Sent: Monday, September 23, 2019 6:50 PM

To: Marcoux, Justine

Subject: Kensington traffic review

Hi Justine,

I tried to comment on the engage page but that wasn't an option. I reviewed the presentation and was wondering if a four way stop had been discussed for the kensington Blvd and hassard way/palliser way had been discussed? I just moved into the neighborhood a month ago and have seen two vehicle crashes in that location which is quite scary! It would also help with pedestrian crossing.

Thanks,

Marcoux, Justine

From: 1>
Sent: Thursday, September 12, 2019 2:42 PM
To: Marcoux, Justine
Subject: Pacific Heights / Kensington Review

The planters on Kensington Blvd between 22nd and Centennial are a HUGE visual barrier when turning off onto Kensington Blvd from Palliser Way or Hassard Way and for pedestrians crossing from Hassard to Palliser and vice versa.

Perhaps removing the planters is an option, even when they are bare they still limit vision and in the summer there are things planted and in the winter snow piles up.

The addition of a pedestrian an active pedestrian corridor to cross Kensington Blvd as there are many amenities that are accessible at that intersection and many young and old residents in out neighborhoods who frequent the shops.

Better sinage for the right turn lane onto Kensington Blvd from 22nd Street, people not knowing or wanting to get into the left lane always hold up traffic.

Finish paving the walking trail behind saveon foods.

Marcoux, Justine

From: Marcoux, Justine
Sent: Tuesday, September 10, 2019 10:13 AM
To: Marcoux, Justine
Subject: FW: Pacific Heights/Kensington - Neighbourhood Traffic Review

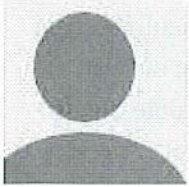
From:
Sent: Monday, September 9, 2019 8:59 AM
To: Marcoux, Justine <Justine.Marcoux@Saskatoon.ca>
Subject: Pacific Heights/Kensington - Neighbourhood Traffic Review

Good morning

In my opinions, here are a few items for review at the traffic review meeting Sept 19th @ Father Vachon School.

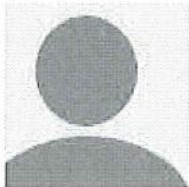
- 1) Poor visibility turning on to Kensington Boulevard off of Kensington Place. The parked cars Porta-Potty and neighbourhood signs make it very difficult to see turning onto the street.
- 2) The tall decorative grass in the roundabout and Boulevard on Kensington Boulevard by the apartments and Save On Foods make it hard to see when turning and going around the roundabout. Perhaps there is a different solution than the grass.
- 3) The crosswalks all are not marked with signs and the sidewalks don't seem to line up with where The Pedestrian crosswalk should be.
- 4) The speed limit on Kensington Boulevard should be reviewed and more signs posted. If the speed is not reduced there, there should be speed bump set up here. This is a dangerous area with high speed vehicles and numerous pedestrian crosswalks. There is bound to be an accident.
- 5) There is poor drainage at the corner of Kensington Boulevard and Kensington Place in the spring.
- 6) The merge off 22nd Street heading north on Kensington Boulevard Lane should be painted.

Thanks!



8 months ago

Any idea when the other access roads into Kensington are going to open. I think part of the issues with Kensington and 22nd to the traffic circle are due to most people having to come this way to get home. They have an access off of the Dalmeny Road as well as 33rd but neither are open yet.

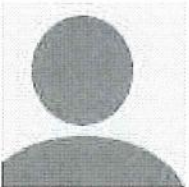


Nathalie Baudais, Transp. Eng. Mod

8 months ago • edited

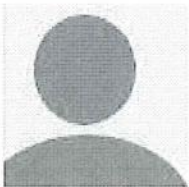
Hello

The extension of the 33rd Street corridor to Dalmeny Road is planned for construction this year. The Kensington Boulevard extension to Nightingale Road (north) is planned for construction this year. The timing of the Kensington Boulevard extension to the new 33rd Street corridor will be completed by a private developer; I am unsure of their schedule.



8 months ago

The speed limit on 22nd Street between the Hart Road and Betts needs to be increased. 60 kms an hour is too slow on this long stretch of road with no intersections and no pedestrians as they have an over the road walkway from the schools and totally fenced off so kids cannot cross on the road. 70-80kms an hour would be much better here.



Nathalie Baudais, Transp. Eng. Mod

8 months ago

The Neighbourhood Traffic Review is intended to address traffic concerns for local and collector streets in the neighbourhood. 22nd Street is an arterial road so is outside of the scope of this review. Your comment will be filed for consideration through a separate program.

8 months ago

Another problem area is the north bound lane of Kensington Blvd between 22nd Street and Centennial Drive. Once one has turned right off 22nd and onto Kensington, it is necessary to move into the left lane very quickly in order to

reach the traffic circle. This is very difficult at times with the volume of traffic and also the congested nature/design of the street scape. Also, it is not obvious to many drivers that the right lane is actually a right-hand-turn only at Palliser because the sign is too small and is obscured by trees. Also because the surface painting is invisible due to snow, ice, gravel, dust etc. Therefore very often there are two lanes of traffic heading to the traffic circle.



Nathalie Baudais, Transp. Eng. Mod

3 months ago

This location will be added to list of issues for review as part of the study.

8 months ago

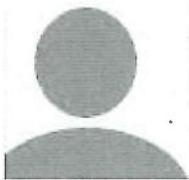
The speed limit on 22nd between Hart Rd and Betts Ave should be 80 km/hr, not 60 km/hr. Between Hart and Betts both sides of the road are controlled with fencing, and the only pedestrian access is with the overpass.



Nathalie Baudais, Transp. Eng. Mod

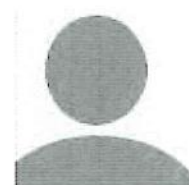
months ago

The Neighbourhood Traffic Review is intended to address traffic concerns for local and collector streets in the neighbourhood. 22nd Street is an arterial road so is outside of the scope of this review. Your comment will be filed for consideration through a separate program.



Nathalie Baudais, Transp. Eng. 6 months ago

When will a review of the speed limit on 22nd between Betts Ave/Kensington Blvd and Diefenbaker take place? Who does the reviews?



Nathalie Baudais, Transp. Eng. Mod

5 months ago

Hello Cheryl, We typically adjust speed limits in the fall of each year. 22nd Street was reviewed in 2016 and a report was presented to Council in June 2016 <https://pub-saskatoon.escri...>



Nathalie Baudais, Transp. Eng. • 6 months ago

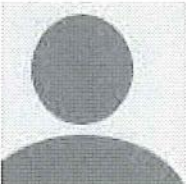
Thank you for response and including 2016 Review.

I strongly disagree with this stretch of the road remaining at 60km.

Traffic is becoming extremely congested and with more houses going up in the Kensington area and semis heading west, its only going to get worse. Or maybe the city is considering making it 3 lanes going both east and west??

Although these are not Kensington related- has there been a review of 22nd and Circle Drive South exit? (Fairmont Drive exiting onto 22nd, think it should be closed)

or a review on exiting Circle Drive West trying to get onto 22nd West? Sometimes there is traffic all the way onto Circle Drive , nobody getting anywhere and more so because of semis .

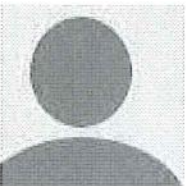


Nathalie Baudais, Transp. Eng. **Mod** 6 months ago

Hello

There is a functional design study underway for Circle Drive between Clancy Drive and Laurier Drive. This will include the 22nd Street & Fairmont Drive intersection and 22nd Street & Confederation Drive intersection. The consultant has been selected and the study has begun.

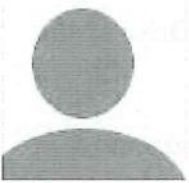
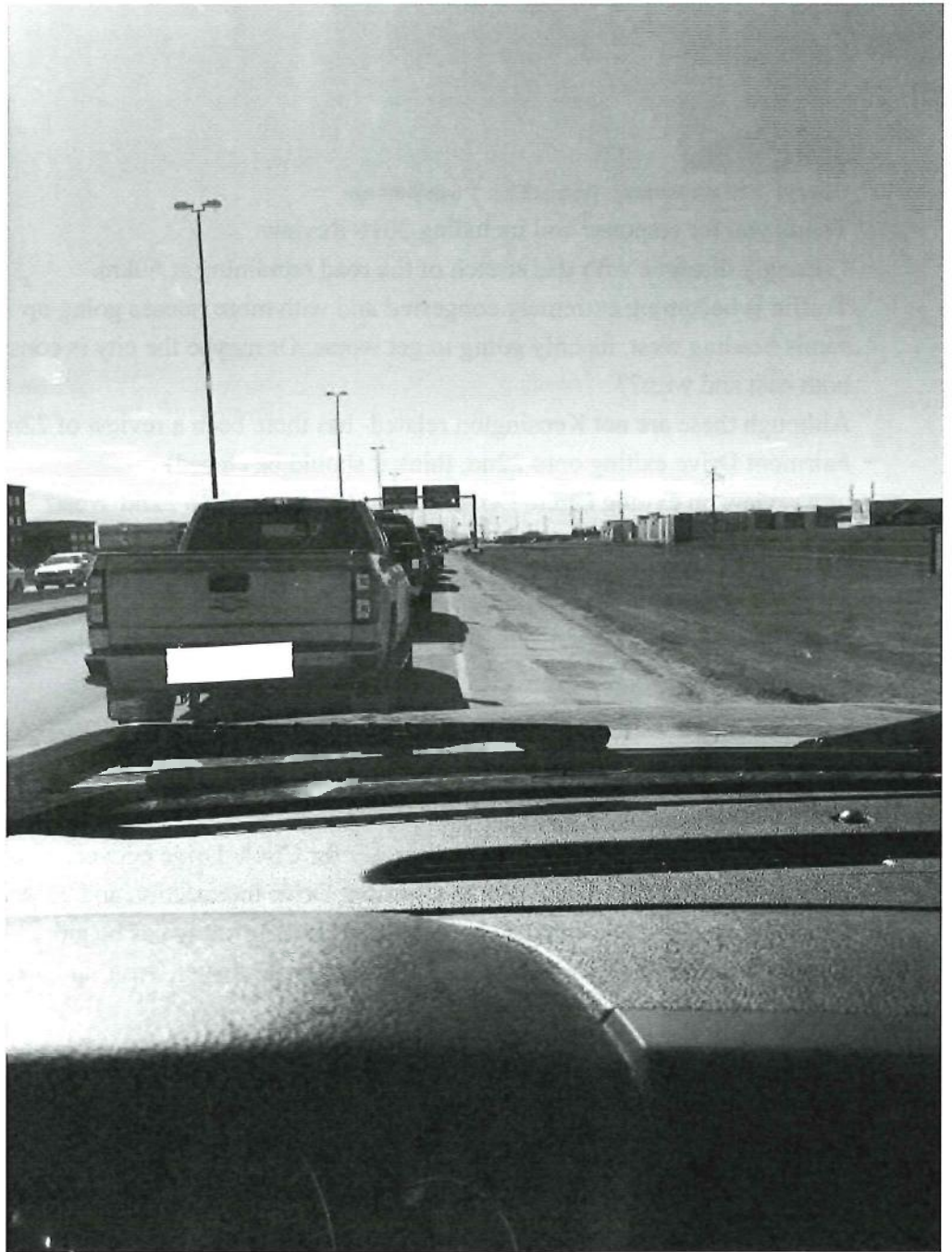
There are future plans for 22nd Street between Diefenbaker Drive and Neault Road; however, I would need to confirm the plans and construction timing.



Nathalie Baudais, Transp. Eng. • 6 months ago • edited

Personally I hope the plans and construction start soon . Yesterday traffic from Diefenbaker Drive all the way to Confederation was absolutely packed going from west to east .

Whats happening in the attached picture happens more often than not. This is what myself and tons of others had dealt with yesterday . Feel Free to email me



8 months ago

The "school" zone on Diefenbaker at the church needs to be removed. First off there is no school, and there are no kids on Diefenbaker from this church. The idea of a school zone is to protect children from themselves instead of teaching them about traffic safety. All this slow down does is to create road rage, about the only thing this city is good at when it comes to moving traffic.

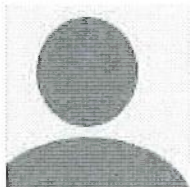


Nathalie Baudais, Transp. Eng. Mod 8 months ago

There is a private school located in the Westgate Alliance Church. The school zones on Diefenbaker Drive meet the current requirements for school zones and have adequate signage. A residential speed limit review is underway which is reviewing school zones and playground zones. A report summarizing the review findings will be presented to City Council in the fall.

greg 8 months ago

I agree. There is no school there according to Saskatoon Public Schools, or Greater Saskatoon Catholic Schools.

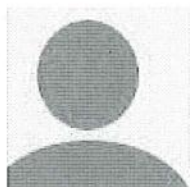


Nathalie Baudais, Transp. Eng. Mod n 8 months ago

There is a private school located in the Westgate Alliance Church.

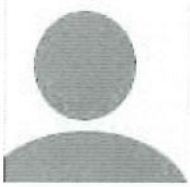
Nathalie Baudais, Transp. Eng. 8 months ago

What is the minimum attendance to maintain the school and school zone speed? How often is this reviewed? Since private schools can do this, can home schools? Can home day cares?



Nathalie Baudais, Transp. Eng. Mod 8 months ago

The school must be registered with the Saskatchewan Ministry of Education to be eligible for the reduced speed school zone.



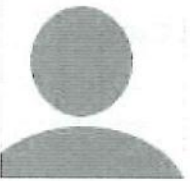
• 8 months ago

Bentley Court in Kensington has a path thru an unfinished city of saskatoon lot that is turning into a main road, needs to be blocked off ASAP before someone gets hit walking on the sidewalk



Nathalie Baudais, Transp. Eng. Mod • 8 months ago

Thanks for making us aware of this issue. I will forward it onto my colleagues with Saskatoon Land.



Justine Marcoux, Transp. Eng. Mod • 7 months ago • edited

Here's information regarding the City's Level of Service for Snow and Ice Management.

<https://www.saskatoon.ca/si...>

Page 2 discusses Snow Removal:

"-Stored or windrowed snow is removed when capacity is reached to make room for future snowfalls, when it interferes with street parking adjacent to businesses within a Business Improvement District, and in back lanes when it prevents safe access for utility work and/or collections crews.

-Snow is not stored or windrowed within posted Accessibility Parking areas, posted school loading zones, or in Saskatoon Transit stops.

-Regular winter maintenance is not completed in school zones between 8 a.m. and 4 p.m.

-Snow stored in windrows in school zones will not exceed 60 cm in height for more than 72 hours"

7 months ago

As NUMEROUS other people have mentioned the school zone for the "Private School" with no children ever visible on the corner of Centennial and Diefenbaker needs to be address. There is going to cause someone to be involved in an accident and it won't be a child.

The vehicles turning off Centennial try to get in front of you as they feel you are going to slow. In the time since this ridiculous school zone has been in existence I don't know how many near accidents I have had because people turning right onto Diefenbaker and those turning left onto Centennial try to turn before you get there because they feel they have enough time because you are going so slow.



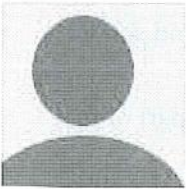
Nathalie Baudais, Transp. Eng. Mod

• 7 months ago

Hello ! We are completing a review of speed limits in residential areas, which includes a review of school zones and playground zones. The report will be presented to Standing Policy Committee on Transportation in the fall.

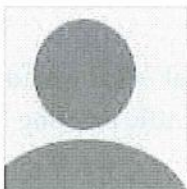
Nathalie Baudais, Transp. Eng. • 7 months ago

That is good news. Hopefully the committee will make a change here as the safety of the children is not a concern at that location. But the safety of those who drive or bike in the area is at risk because of the school zone.



• 7 months ago

With the bus stops along Diefenbaker Drive, there is a heavy pedestrian presence and not many opportunities for people to cross the busy street safely. There are no designated crosswalks in the stretch between Steeves Avenue and Pearson Place at Bishop Roborecki School, and there are four bus stops along that stretch. I've seen many people crossing into busy traffic near Vanier Crescent to access the strip mall on the north side of Diefenbaker. Centennial Drive has a number of pedestrian crossings along a similar stretch - could Diefenbaker not have the same?

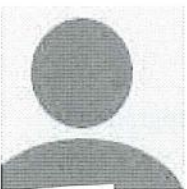


Nathalie Baudais, Transp. Eng. Mod

7 months ago

Thanks for the comment

We will review pedestrian crossing opportunities along Diefenbaker Drive as part of the study, with particular attention around the bus stops and strip mall.



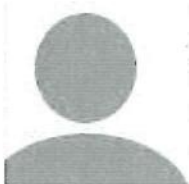
• 7 months ago

Will a designated crosswalk be going in on Diefenbaker Dr between the two storm ponds/parks? How will it be marked? Will it be a playground zone so people slow down?

I have noticed an ongoing problem with people parking directly in front of fire hydrants and in crosswalks and no standing zones, even in the school zones.

The visibility of the edges of the crosswalks by Lester B Pearson school are impaired by parked vehicles. I have personally witnessed cars driving through these when I am waiting with my young children to cross. I know it is costly but is it possible to get overhead crossing lights especially considering the crosswalk going to the daycare entrance with infant, toddler and preschool aged kids?

I repeat the issues raised about Kensington Blvd Northbound entering the traffic circle with the right lane ending at Centennial Drive. It comes to a standstill if anyone is turning westbound off of Kensington Blvd and yielding to oncoming traffic (exiting the traffic circle) as that is supposed to be the only through lane. I have had people speed by on the right almost causing collisions. Not sure what the answer is.



Nathalie Baudais, Transp. Eng. Mod

7 months ago

Hello

We will review the pedestrian crossings of Diefenbaker Drive between the two parks as part of the neighbourhood traffic review. The City does not currently use playground zones. A report will be going to Council in the fall regarding residential speed limits including a review of playground zones and school zones.

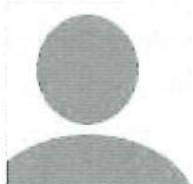
The pedestrian crossings of Centennial Drive by Lester B Pearson school will be reviewed as part of the study as well.

The Kensington Blvd northbound right lane ends at Palliser Way. We will review the operations at this intersection.



7 months ago

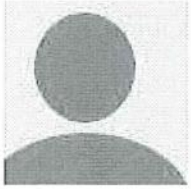
I think a 3 way stop would be a good idea for the intersection of Diefenbaker Dr and Centennial DR it would make it a much safer Pedestrian crossing than the school zone. It would also make it much easier for traffic entering Diefenbaker from Centennial Dr especially when traffic is busy.



Nathalie Baudais, Transp. Eng. Mod

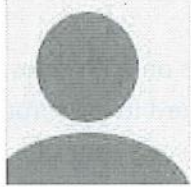
7 months ago

The intersection of Diefenbaker Drive & Centennial Drive is on the list of intersections to be upgraded to full traffic signals. Timing will depend on funding and priorities with other intersections waiting for full traffic signals.



8 months ago

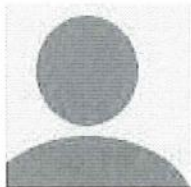
Just wondering when are you going to put fence between houses to make a pedestrian walkway in Kensington area.



Nathalie Baudais, Transp. Eng. Mod

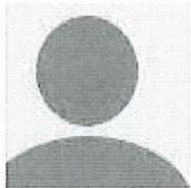
8 months ago

Hello the fences along pedestrian walkways are the responsibility of the adjacent property owners. Do you have a specific concern regarding a walkway?



Nathalie Baudais, Transp. Eng. 8 months ago

But our understanding is that city makes the pathway.

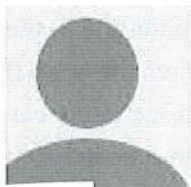


Nathalie Baudais, Transp. Eng. Mod

8 months ago

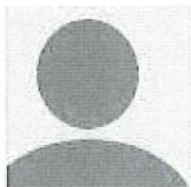
The Kensington Neighbourhood Concept Plan shows the planned pathways for the neighbourhood. <https://www.saskatoon.ca/bu...>

Can you please specify the walkway of concern so that I can determine the construction timing for that location?



Nathalie Baudais, Transp. Eng. 8 months ago

It's the walkway between house number 339 Ells crescent and 343 Ells crescent and there suppose to be fenced pathway.



Nathalie Baudais, Transp. Eng. Mod

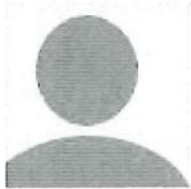
8 months ago

Hello I have confirmed with my colleagues at Saskatoon Land that there are no plans for a walkway between 339 Ells Crescent and 343 Ells Crescent.



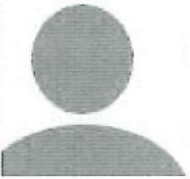
8 months ago

We are having a problem on Ells Crescent starting from 4 way Stop sign . All people park cars on both sides of street even though every house has a garage and driveway and still they park cars on street and it's hard to get through from there. Especially people having houses at corner, they park cars by the corner and it's a safety issue as it's hard to see oncoming traffic. There should be "no parking" sign on the corners of the street.



Nathalie Baudais, Transp. Eng. Mod • 8 months ago

Hi we will check the intersections along Ells Crescent for visibility issues during the Neighbourhood Traffic Review.



8 months ago

The intersection of Centennial Drive, Palliser Link, and Childers Crescent could benefit from some pedestrian crossing signage and painted crosswalk lines as traffic approaching this intersection from the east have a hard time seeing pedestrians on the sidewalk due to parked traffic along the north and south sides of Centennial Drive, while traffic exiting the traffic circle heading east approach this intersection quite quickly and anything to improve the visibility of the pedestrian crossing would improve safety.

Also, at the same intersection mentioned above the sightlines to the east for traffic attempting to cross Centennial Drive southward, from Childers Crescent, or especially northward, from Palliser Link is quite poor due to the parking lane allowing for vehicles to park right up to where the crosswalk would be. This requires these southbound or northbound vehicles to position their vehicle substantially in one lane of Centennial Drive to see to the east enough to confidently cross. Extending a no parking zone eastward down Centennial Drive from its intersection with Childers Crescent and Palliser Link would improve sightlines and improve safety. The minor loss of parking should not be too high an inconvenience as the homes nearest this intersection can take advantage of street parking on Childers Crescent or Palliser Link.

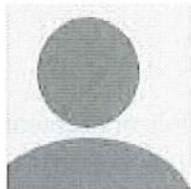


Nathalie Baudais, Transp. Eng. Mod • 8 months ago

A review of this intersection will be included in the neighbourhood traffic review.

8 months ago • edited

Turning right onto Kensington Blvd from 22nd, drivers don't realize that they have a dedicated lane and will stop for traffic coming through the intersection. Perhaps some jersey barriers (like was done at the corner of Preston and College) will help direct traffic. If the issue is the entry to Save-On Foods, close that entrance and make one further down (closer to Popeye's) so traffic has a chance to flow before people need to turn. I also second Mike Garcelon's comment on the poor traffic control further north on Kensington before the roundabout.



Nathalie Baudais, Transp. Eng. Mod

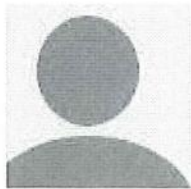
1 • 8 months ago

As mentioned below, arterial street are beyond the scope of the neighbourhood traffic review; however, we will make some field observations to confirm if this is a persistent issue.



1 Nathalie Baudais, Transp. Eng. • 8 months ago

I can understand that 22nd is an arterial street, however Kensington Blvd isn't, and that is where the issue is. However, thank you for your prompt reply regardless.



Nathalie Baudais, Transp. Eng. Mod

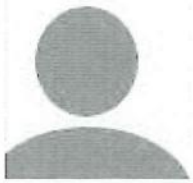
1 • 8 months ago

Kensington Blvd north of 22nd Street will be included in the Neighbourhood Traffic Review. Thanks for clarifying.

8 months ago

The intersection at Labine Crescent and Kensington Blvd is dangerous. If you are turning right (south) off Labine onto Kensington you cannot see past the fence on the NW corner and with the speed of the oncoming traffic from the north (even at posted speed limits), it is dangerous to pull out. Also turning west off Kensington onto Labine is

difficult due to speed of traffic on Kensington combined with Labine effectively being single lane once cars are parked on either (or both) sides.



Nathalie Baudais, Transp. Eng. [Mod](#)

8 months ago

Your comments have been noted and added to the project file as a location to review during the study.



3 months ago

The font size for the instructions on school speed limit signs needs to be increased for the schools on Centennial. Many drivers forget that outside of school hours and days the limit is 50 km/hr, not 30 km/hr. Driving 40% below the posted speed limit is dangerous driving.



Nathalie Baudais, Transp. Eng. [Mod](#)

8 months ago

The school zone signage is standard throughout the City and meets national guidelines. The posted speed limit is the maximum speed of travel.