

Eastview – Nutana Suburban Centre Neighbourhood Traffic Review



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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 January 2018 to identify traffic concerns and potential solutions within the Eastview and Nutana Suburban Centre 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 2018.

A summary of recommended improvements for the Eastview and Nutana Suburban Centre 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 specific time frame to implement the improvements ranges from 1 to 5 years.

The Eastview and Nutana Suburban Centre Traffic Plan is illustrated in Exhibit ES-1.

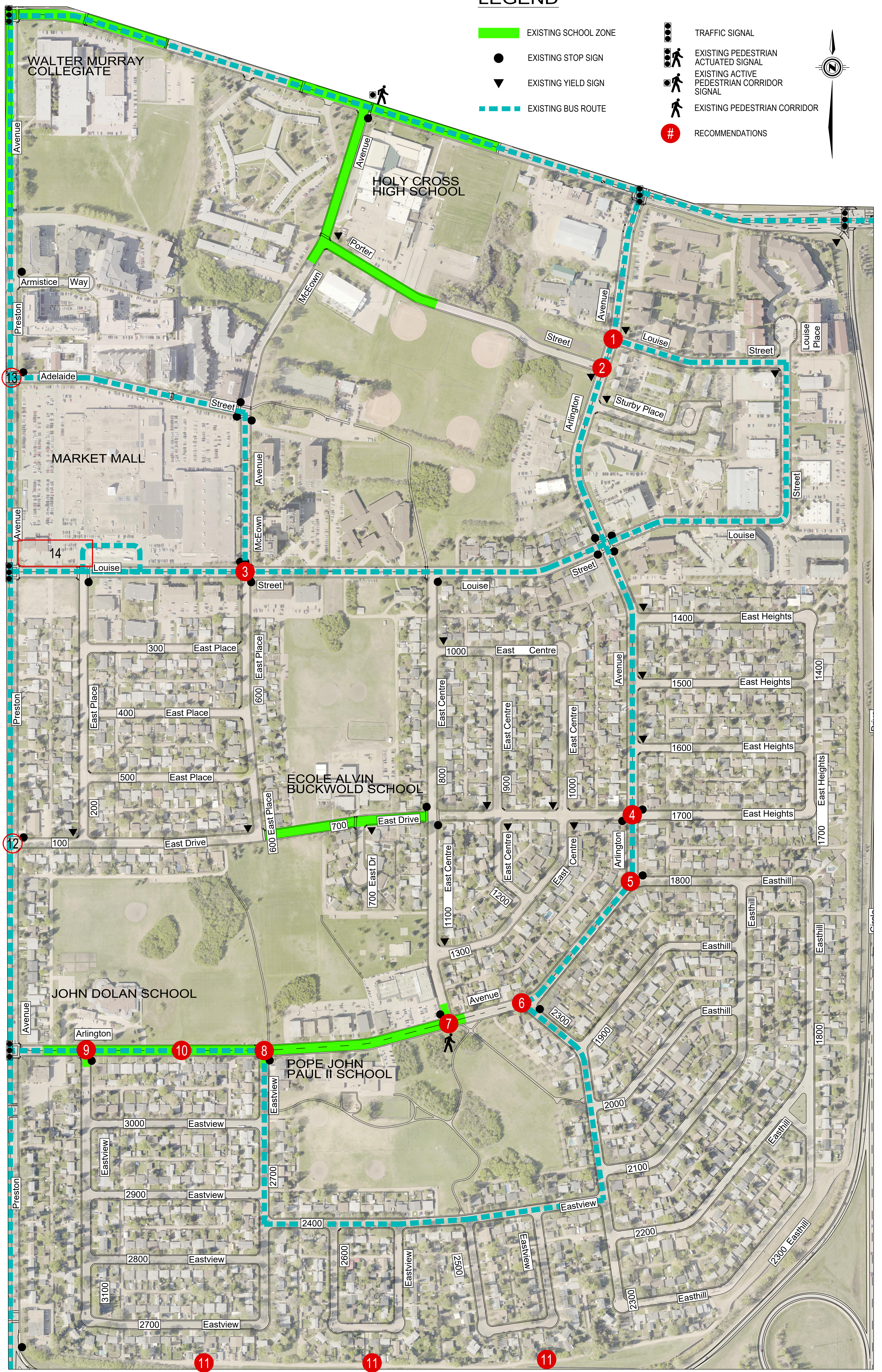
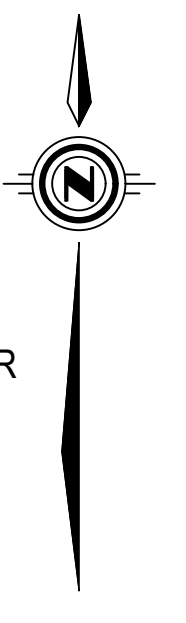
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Table ES-1: Eastview and Nutana Suburban Centre Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Arlington Avenue & Louise Street (north leg)	Change yield control on Louise Street to stop control	Clarify traffic control and improve driver compliance
		Median island on Louise Street	Enhance visibility of traffic control signage and improve driver compliance
2	Arlington Avenue & Porter Street	Change yield control on Porter Street to stop control	Clarify traffic control and improve driver compliance
		Install Rectangular Rapid Flashing Beacon (south side)	Improve pedestrian safety
3	Louise Street & McEown Avenue/600 East Place	All-way stop	Improve intersection safety and operations
		Standard crosswalk on all four legs	Improve pedestrian safety
		Improve pedestrian ramps	Improve pedestrian accessibility
4	Arlington Avenue & East Drive/1700 East Heights	Install zebra crosswalk and improve sign placement	Improve pedestrian safety
5	Arlington Avenue & 1800 Easthill	Make existing median island permanent	Reduce speed
		Additional median island on Arlington Avenue south of 1800 Easthill	Reduce speed and clarify lane delineation
6	Arlington Avenue & 2300 Easthill	Median island (west leg of intersection)	Reduce speed
7	Arlington Avenue & 1100 East Centre	Median island (west leg of intersection)	Reduce speed
8	Arlington Avenue & 2700 Eastview	Median island (east leg of intersection)	Reduce speed
9	Arlington Avenue & 3100 Eastview	Median island (east leg of intersection)	Reduce speed
10	Arlington Avenue between 3100 Eastview & 2700 Eastview	Speed display board (westbound)	Reduce speed
11	Alley behind 2700, 2600, & 2500 Eastview	20km/h speed limit signs (3)	Reduce speed
12	Preston Avenue & East Drive	Active Pedestrian Corridor (north side)	Improve pedestrian safety
13	Preston Avenue & Adelaide Street	Traffic Signals	Improve operations
14	Louise Street & Preston Avenue	Consolidate mall and gas station access as opportunities arise	Improve operations and clarity

LEGEND

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



FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage

EASTVIEW & NUTANA S.C. TRAFFIC PLAN



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1. Introduction

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

The Eastview and Nutana Suburban Centre neighbourhood is bound by Circle Drive to the south, Circle Drive to the east, Preston Avenue to the west and Taylor Street to the north. The land use is primarily residential in Eastview (south of Louise Street) and commercial with high density residential in Nutana Suburban Centre. Eastview includes two elementary schools. Nutana Suburban Centre includes two high schools and several senior living complexes.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Shaping Saskatoon online discussion.
- **Stage 2** – Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council.
- **Stage 4** – Implement the proposed measures in specific time 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 January 2018 to identify traffic concerns within the Eastview and Nutana Suburban Centre neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

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

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:

- Arlington Avenue
- Louise Street
- East Drive
- 200 East Place
- 600 East Place
- 2300 Eastview
- Alley behind Eastview and 2300 Easthill
- School zone compliance

The residents proposed the following solutions:

- Speed humps
- Enforcement by photo and police
- Speed display board

2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 22, 2018 which states the following:

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

Pedestrian crossing locations were also evaluated using the November 15, 2004 version of the policy since the current version wasn’t adopted until after the draft plan had been presented to the neighbourhood. Recommendations were tested against both policies to ensure that best practice for pedestrian safety was being met across the neighbourhoods.

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

- East Drive & Preston Avenue
- Arlington Avenue & 3100 Eastview
- Pope John Paul II School
- Arlington Avenue & East Drive / 1700 East Heights
- Arlington Avenue & Porter Street
- Louise Street & McEown Avenue
- Louise Street & 200 East Place
- Arlington Avenue & 2300 Easthill
- East Drive & Arlington Avenue

The residents proposed the following solutions:

- Active Pedestrian Corridor (APC)
- Curb extensions
- Education for parents and children through school flyers
- Crosswalks

2.3. Traffic Control

Traffic control signs are used to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used:

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

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

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

- Louise Street & McEown Avenue

Proposed solution identified by residents:

- All-way stop

2.4. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 meters of an intersection and one meter of a driveway or back lane.

Neighbourhood concerns regarding parking were identified at the following locations:

- Arlington Avenue northbound between Louise Street and Taylor Street
- Arlington Avenue southbound at 1800 Easthill curve
- Arlington Avenue westbound at 2300 Easthill curve
- 700 East Drive & 700 East Drive intersection
- Louise Street & McEown Avenue intersection
- 2302 Arlington Avenue alley

Proposed solution identified by residents:

- 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).

Neighbourhood concerns regarding maintenance were identified at the following locations:

- East Drive – snow clearing concerns
- Adelaide Street pedestrian crossing – snow clearing issues make it difficult to push button
- Armistice Way – snow clearing concerns
- McEown Avenue – snow clearing concerns (road and sidewalk)
- Porter Street – snow clearing concerns
- Park pathways – snow clearing concerns
- Taylor Street and Arlington Avenue – tree on southwest corner obstructing sight lines
- 800 Louise Street – tree trimming needed
- Louise Street & 1100 East Centre – tree on southwest corner obstructing sight lines

- Louise Street – potholes in the street and sidewalk condition is poor for mobility aids.
- Louise Street – snow clearing concern (sidewalks)

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:

- Preston Avenue & Wilson Crescent
- Preston Avenue & Arlington Avenue
- Preston Avenue & Jarvis Street
- Preston Avenue & East Drive
- Preston Avenue & Louise Street
- Preston Avenue & Adelaide Street
- Preston Avenue & Armistice Way
- Taylor Street & McEown Avenue
- Taylor Street & Arlington Avenue

3. Develop Draft Traffic Plan

3.1. Methodology

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

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

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

3.2. Traffic Volume and Speed Assessments

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

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

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

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Eastview and Nutana Suburban Centre neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September to 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 an issue are summarized in Table 3-2.

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Louise Street	McEown Avenue and 800 East Centre	Collector	4,745	51
200 East Place	East Drive and Louise Street	Local	355	45
600 East Place	East Drive and Louise Street	Local	3,105	55
East Drive	200 East Place and 600 East Place	Collector	960	49
East Drive	600 East Place and 700 East Drive	Collector	950	49 34 (school hours)
Arlington Avenue	1500 East Heights and 1600 East Heights	Collector	1,430	47
Arlington Avenue	1800 Easthill and 2300 Easthill	Collector	4,760	59
Arlington Avenue	1100 East Centre and 2700 Eastview	Collector	4,610	52 37 (school hours)
Arlington Avenue	2700 Eastview and 3100 Eastview	Collector	4,950	69 49 (school hours)
2300 Easthill	1900 Easthill and 2000 Easthill	Local	1,435	47

3.3. Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

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

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

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

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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
McEown Avenue & Louise Street	734	7,610	0	Conditions met
Arlington Avenue & 2300 Easthill	450	4,910	0	Conditions NOT met
Arlington Avenue & East Drive	444	4,880	0	Conditions NOT met

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
McEown Avenue & Louise Street	23	No	All-way stop NOT warranted
Arlington Avenue & 2300 Easthill	20	No	3-way stop NOT warranted
Arlington Avenue & East Drive	10	No	All-way stop NOT warranted

The all-way stop recommended at McEown Avenue & Louise Street does not meet all technical requirements for installation of an all-way stop. However, due to sightline issues discovered through site visits, an all-way stop is recommended at this intersection based on engineering judgement. In addition, pedestrian crossing issues were also identified at this location and an all-way stop will increase crossing safety for the residents who cross at this intersection.

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*, November 15, 2004. The warrant system in this policy assigns points for a variety of conditions including:

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

Pedestrian and traffic data is collected during the three peak periods of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 3:00 pm to 6:00 pm.

Pedestrian assessments were verified with the updated version of the policy, adopted by City of Saskatoon Council in September 25, 2018.

Pedestrian crossing devices include:

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

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

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

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

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

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Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Arlington Avenue at Porter Street	42 Confirmed	Distance from nearest control >200m Rectangular Rapid Flashing Beacon appropriate
Louise Street at 200 East Place	65 Confirmed	Distance from nearest control <200m Zebra crosswalk appropriate
Louise Street at McEown Avenue	116 Confirmed	Distance from nearest control >200m All-way stop proposed at this location
Arlington Avenue at East Drive/East Heights	40 Confirmed	Distance from nearest control >200m Zebra crosswalk appropriate
Arlington Avenue at 2300 Easthill	12 Low	Within 100m of standard crosswalk Unmarked crosswalk appropriate
Midblock in front of Pope John Paul II School	37 Confirmed	Distance from nearest control <200m No crosswalk recommended
3100 Eastview at Arlington Avenue	31 Low	Distance from nearest control <200m Unmarked crosswalk appropriate
Preston Avenue at East Drive	10 Confirmed	Distance from nearest control >200m Active Pedestrian Corridor appropriate

3.5. Collision Analysis

The most recently available five-year collision data (2012 to January 2017) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections 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. The only intersection with two or more collisions per year within the Eastview and Nutana Suburban Centre neighbourhoods was:

- Arlington Avenue and Louise Street (North)

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

4. Present Traffic Plan

4.1. Methodology

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

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

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

4.2. Speeding and Shortcutting

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

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

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Arlington Avenue & 1800 Easthill	Make existing median island permanent	Reduce speed
Arlington Avenue & 1800 Easthill	Additional median island on Arlington Avenue south of 1800 Easthill	Reduce speed and clarify lane delineation
Arlington Avenue & 2300 Easthill	Median island (west leg of intersection)	Reduce speed
Arlington Avenue & 1100 East Centre	Median island (west leg of intersection)	Reduce speed
Arlington Avenue & 2700 Eastview	Median island (east leg of intersection)	Reduce speed
Arlington Avenue & 3100 Eastview	Median island (east leg of intersection)	Reduce speed
Arlington Avenue between 3100 Eastview and 2700 Eastview	Speed display board (westbound)	Reduce speed
Alley behind 2700, 2600, and 2500 Eastview	20km/h speed limit signs (3)	Reduce speed

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
Arlington Avenue & Porter Street	Rectangular Rapid Flashing Beacon (south side)	Improve pedestrian safety
Louise Street & McEown Avenue/600 East Place	Standard crosswalk on all four intersection legs	Improve pedestrian safety
Louise Street & McEown Avenue/600 East Place	Improve pedestrian ramps	Improve pedestrian accessibility
Arlington Avenue & East Drive/1700 East Heights	Zebra crosswalk with improved sign locations	Improve pedestrian safety
Preston Avenue & East Drive	Active Pedestrian Corridor (north side)	Improve pedestrian safety

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
Arlington Avenue & Louise Street (north leg)	Change yield control on Louise Street to stop control	Clarify traffic control and encourage driver compliance
Arlington Avenue & Porter Street	Change yield control on Porter Street to stop control	Clarify traffic control and encourage driver compliance
Louise Street & McEown Avenue/600 East Place	All-way stop	Improve intersection safety and operations

4.5. Parking

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

Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
2302 Arlington Avenue	Parking Restriction	Improve sightlines from alley
Arlington Avenue between Louise Street (N) and Porter Street	Remove parking on east side of Arlington Avenue	Increase visibility for Porter Street and Louise Street to increase intersection safety

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in September 2018. The meeting minutes and presentation are provided in **Appendix F**. 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 G**. Additional issues raised during and after the follow-up meeting were assessed and outlined **Appendix H**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways & Operations and Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

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

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 January 16, 2018 Holy Cross School 33 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 September 25, 2018 Pope John Paul II School 40 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

Residents and stakeholders in Eastview and Nutana Suburban Centre were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- social media (i.e. Facebook advertising);
- billboard placed on Arlington Avenue near intersection with 2700 Eastview.
- 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 Facebook page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. There are 112 members in the Facebook group for the Eastview – Nutana Suburban Centre Neighbourhood Traffic Review.

There are 33 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

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

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

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

Photo 1: Meeting #2 Presentation



5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus. The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Eastview and Nutana Suburban Centre are likely to begin in spring / summer 2019.

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

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: 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: Total Cost Estimate

Eastview – Nutana Suburban Centre Neighbourhood Traffic Review

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

Location	Device	Cost Estimate	Time Frame
Arlington Avenue & Louise Street (north leg)	Stop sign (1) Median island (1)	\$750	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Arlington Avenue & Porter Street	Stop Sign (1)	\$250	
Louise Street & McEown Avenue/600 East Place	Stop sign (2) Crosswalk (2)	\$750	
Arlington Avenue & East Drive/1700 East Heights	Zebra crosswalk (1)	\$1,000	
Arlington Avenue & 1800 Easthill	Median island (1)	\$500	
Arlington Avenue & 2300 Easthill	Median island (1)	\$500	
Arlington Avenue & 1100 East Centre	Median island (1)	\$500	
Arlington Avenue & 2700 Eastview	Median island (1)	\$500	
Arlington Avenue & 3100 Eastview	Median island (1)	\$500	
Alley behind 2700, 2600, and 2500 Eastview	20km/h speed limit sign (3)	\$750	
Total		\$6,000	

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
Arlington Avenue between 3100 Eastview and 2700 Eastview	Speed display board (1)	\$0 (funded through Speed Program)	1 to 2 years
Total		\$0	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
Arlington Avenue & Porter Street	Rectangular rapid flashing beacon	\$20,000	3 to 5 years
Preston Avenue & East Drive	Active pedestrian corridor	\$45,000	
Total		\$65,000	

Eastview – Nutana Suburban Centre Neighbourhood Traffic Review

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Arlington Avenue & 1800 Easthill	Median island (1)	\$5,000	3 to 5 years
Arlington Avenue & 2300 Easthill	Median island (1)	\$5,000	
Arlington Avenue & 1100 East Centre	Median island (1)	\$5,000	
Arlington Avenue & 2700 Eastview	Median island (1)	\$5,000	
Arlington Avenue & 3100 Eastview	Median island (1)	\$5,000	
Total		\$25,000	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
Louise Street and McEown Avenue/600 East Place	Pedestrian Ramp (4)	\$14,000	5 years plus
Total		\$14,000	

Table 5-6: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$6,000		
Speed Display Board	\$0		
Pedestrian Safety Devices		\$65,000	
Permanent Traffic Calming		\$25,000	
Pedestrian Ramps			\$14,000
Total	\$6,000	\$90,000	\$14,000

Eastview – Nutana Suburban Centre Neighbourhood Traffic Review

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$6,000. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks / multi-use paths) is \$104,000.

Resulting from the neighbourhood traffic review is a list of recommended improvements, including the location and justification as summarized in Table 5-7.

The resulting recommended Eastview and Nutana Suburban Centre Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

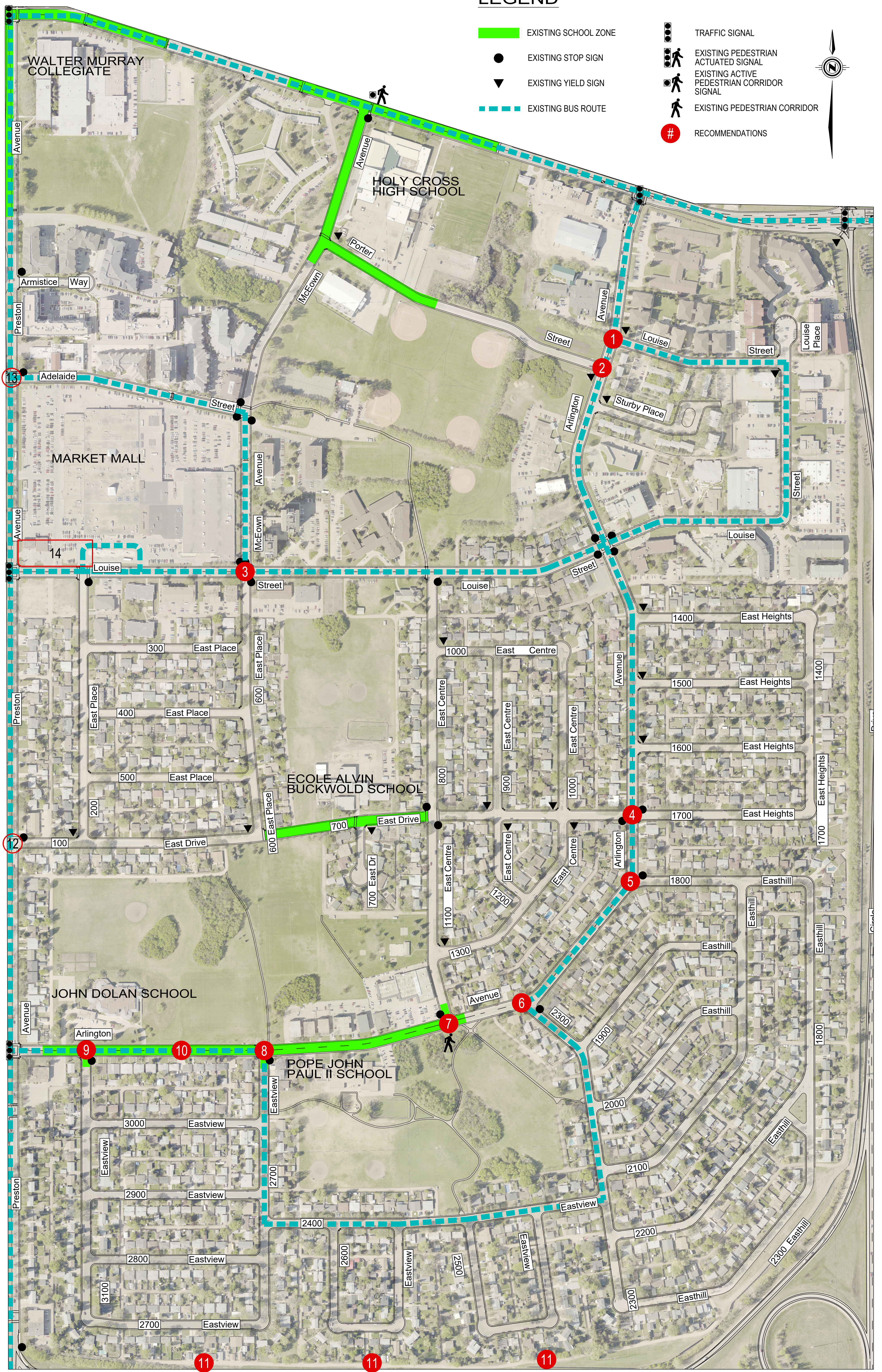
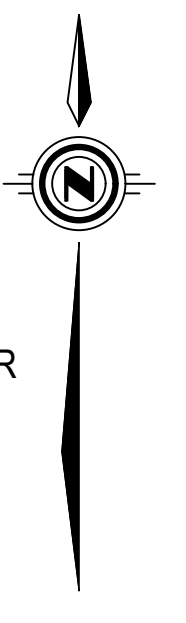
Eastview – Nutana Suburban Centre Neighbourhood Traffic Review

Table 5-7: Eastview and Nutana Suburban Centre Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Arlington Avenue & Louise Street (north leg)	Change yield control on Louise Street to stop control	Clarify traffic control and improve driver compliance
		Median island on Louise Street	Enhance visibility of traffic control signage and improve driver compliance
2	Arlington Avenue & Porter Street	Change yield control on Porter Street to stop control	Clarify traffic control and improve driver compliance
		Install Rectangular Rapid Flashing Beacon (south side)	Improve pedestrian safety
3	Louise Street & McEown Avenue/600 East Place	All-way stop	Improve intersection safety and operations
		Standard crosswalk on all four legs	Improve pedestrian safety
		Improve pedestrian ramps	Improve pedestrian accessibility
4	Arlington Avenue & East Drive/1700 East Heights	Install zebra crosswalk and improve sign placement	Improve pedestrian safety
5	Arlington Avenue & 1800 Easthill	Make existing median island permanent	Reduce speed
		Additional median island on Arlington Avenue south of 1800 Easthill	Reduce speed and clarify lane delineation
6	Arlington Avenue & 2300 Easthill	Median island (west leg of intersection)	Reduce speed
7	Arlington Avenue & 1100 East Centre	Median island (west leg of intersection)	Reduce speed
8	Arlington Avenue & 2700 Eastview	Median island (east leg of intersection)	Reduce speed
9	Arlington Avenue & 3100 Eastview	Median island (east leg of intersection)	Reduce speed
10	Arlington Avenue between 3100 Eastview & 2700 Eastview	Speed display board (westbound)	Reduce speed
11	Alley behind 2700, 2600, & 2500 Eastview	20km/h speed limit signs (3)	Reduce speed
12	Preston Avenue & East Drive	Active Pedestrian Corridor (north side)	Improve pedestrian safety
13	Preston Avenue & Adelaide Street	Traffic Signals	Improve operations
14	Louise Street & Preston Avenue	Consolidate mall and gas station access as opportunities arise	Improve operations and clarity

LEGEND

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



FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage

EASTVIEW & NUTANA S.C. TRAFFIC PLAN



Appendix A
Public Meeting #1
January 16, 2018

Eastview-Nutana Suburban Centre Neighbourhood Traffic Review

Tuesday, January 16, 2018, 7:00 – 9:00 P.M.

Holy Cross School – 2115 McEown Avenue

Facilitators:

- Kathy Dahl (Great Works Consulting), Mitch Riabko (Great Works Consulting)

City of Saskatoon Representatives:

- Chelsea Lanning, Nathalie Baudais, Mariniel Flores, Sheliza Kelts, David LeBoutillier, Minqing Deng

Agenda

- Welcome & introductions
- Presentation from the Transportation Division
- Small group discussions
- Small group discussions – report back to large group
- Next Steps
- Questions/Answers

Opening Remarks

- Councillor Bev Dubois and Councillor Mairin Loewen

Presentation from Transportation Division – Eastview-Nutana Suburban Centre Neighbourhood Traffic Review

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – January 16, 2018

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 Eastview-Nutana Suburban Centre and potential solutions

Small group discussions – report back to large group

Group 1: Mariniel Flores

- Preston Ave & East Dr
 - Fatal Collision.
 - Traffic has increased on Preston Ave.
 - Pedestrians can't cross Preston Ave.

- Pedestrian that passed away was crossing at a marked crosswalk; it's difficult to cross all 3 legs; vehicles are speeding; vehicles are passing on the right (southbound).
- Very important to look at the collision data.
- Possible solution: No parking on the southeast corner (alley to intersection) or curb extension (could slow traffic turning right); need to slow traffic to improve crossing.
- Alley southeast of Preston Ave & East Dr
 - Snow graders pile snow in front of peoples house on East Dr; lots of congestion; paved alley allows people to speed (it was paved due to all the dust).
 - Possible solution: 4-way stop in the lane (northwest corner of James Anderson Park).
- Lane near northwest corner of James Anderson Park
 - Fibre optics were installed and left surface dusty – fiber optics could pay for that if you ask them.
 - Narrow – relocate the wooden bollards.
 - Possible Solution: Wooden bollards need to be relocated to create more space for garbage trucks.
- Back lane east of 600 East Place
 - Vehicles park in the lane to pick up kids.
 - High traffic area.
 - Possible solution: Increase parking area (bump outs) to allow for more parking.
- 600 East Place between 300 East Place & 500 East Place
 - Speeding.
 - Possible solution: whichever device that can address this; 30 km/hr speed signs.
- Parking area near ball diamond
 - Lots of noise, drug activity, bushes (hiding places).
 - Possible solution: Close this off to restrict illegal activity; increase police presence.
- Near Alvin Buckwold School
 - U-turns in 700 East Dr.
 - One 5 minute loading zone – in favour.
 - Congestion.
 - Lots of traffic in other areas.
- Louise St & McEown Ave
 - Dangerous.
 - Possible Solution: 4-way stop.
- Taylor St & Preston Ave
 - Improvements have been great.
- Taylor St & McEown Ave
 - Dangerous and busy.

- 700 East Dr
 - School zone might be too short – want to extend the school zone.
- East Drive
 - Speeding.
 - Possible Solution: Speed display board.
- Arlington Ave & 2300 Eastview
 - Like the permanent median here.
- 100 East Dr & Preston Ave
 - Buses wait in the median to complete west bound left turn.
- Preston Ave
 - Increased traffic due to Stonebridge.
- Armistice Way & Preston Ave
 - The break in the median is good.
- Holy Cross High School
 - Need more private parking.
- Preston Ave near Wilson Cr
 - Lanes go from 2 to 1; speeding to beat other vehicles.
- East Place west alley
 - Shortcutting.
- Lane south of 100 East Dr
 - Theft.
 - Possible Solution: Increase police presence.

Group 2: Nathalie

- City wide
 - Speeding has increased throughout the City; and reckless driving.
 - Bad drivers making illegal moves.
- Preston Avenue
 - East Drive & Preston Ave pedestrian crossing needs to be addressed. It is unsafe.
 - Traffic on Preston Ave has increased since Stonebridge has opened.
 - Speeds on Preston Ave are too fast. It is like a racetrack.
 - NB drivers cut into the through lane at Wilson Cr & Preston Ave.
 - Possible solution: Speed display board.
 - Walter Murray High School should have a lay by lane off Preston Avenue for drop-off/pick-up; parents stop and drop kids off in the street at.
 - Difficult pulling out at East Dr & Preston Ave.
 - Radar traps are needed on Preston Ave at East Drive.
 - Drivers using parking lane to drive around
 - Operates as 2 lanes for short stretches.
 - Residents having difficulty backing out into the parking lane.
 - Potential solution: Pavement markings to dedicate parking lane
- 700 East Dr (cul-de-sac)
 - Lots of traffic at Alvin Buckwold School.
 - Parking is an issue; too close to corners; creates visibility issues.

- Speeding through school zone.
- U-turns in school zone.
- Enforcement is an issue; need more regular enforcement for U-turns and parking.
- McEown Ave & Louise St
 - Difficulty with north-south crossing; visibility issues makes it difficult for pedestrians to cross.
- Louise St
 - Parking should be restricted near crosswalk (East Centre).
 - Parked vehicles create visibility issues at intersections.
- Adelaide St
 - Pedestrians aren't pushing the button (at the crossing to Market Mall).
 - Snow build up may make it difficult for pedestrians to reach the button.
 - Potential solution: snow clearing.
- Armistice Way
 - Road is too narrow because of parking on both sides.
 - No snow clearing done, ever.
 - Fire trucks can't get through.
 - Possible Solution: No parking restrictions should be done on one side.
 - Left turn is difficult so can only make a right turn when exiting.
- High speeds on Arlington Ave – particularly near Easthill and Arlington mall.
- More enforcement needed; photo enforcement.
- Supportive of Preston Ave and Taylor St light changes
 - Would like protected left turn every cycle.

Group 3: Sheliza

- East Dr & Preston Ave crosswalk
 - Hidden and dangerous.
 - Want increased treatment.
 - Possible Solution: curb extensions; traffic calming measure.
- Preston speeding issues from Stonebridge heading north
 - Speed is 60 km/hr on overpass and 50 km/hr on either side.
 - Possible Solution: change speed limit to 50 km/hr on all of Preston Ave.
 - Traffic volume increase due to Stonebridge.
- John Dolan School
 - Crosswalk at Arlington Ave and Eastview.
 - Possible Solution: Zebra crosswalk not adequate, higher level treatment; yellow flashers with auditory signals.
 - Special needs kids attend here.
 - Speeding in school zone.
- Pope John Paul II School
 - May be new desire line to new playground in John Dolan School.
- Speeding on all of Preston Ave.
- Preston needs more street lighting.
- Preston Ave (west curb) at 100 East Dr
 - People running onto front lawn.

- Taylor St & Preston Ave
 - Has pavement markings and signage, but drivers are still having difficulty understanding/navigating new lanes.

Group 4: Min

- Adelaide St & McEown Ave
 - Drivers disobey 3-way stop signs; never make full stop but yield instead; resume driving at high speed.
- McEown Ave & Porter St
 - Snow removal along the city sidewalk was not done well while residents were asked to shovel according to bylaw. A lot of times the snow was shoveled by city but was not removed, resulting in a windrow that took away walking path (on sidewalk) and parking stall (along the curb); makes pedestrian crossing difficult; hard to access sidewalk; makes travel lane much narrower.
- Preston Ave overpass on northbound lane
 - Driver using the “left-turn-only” lane as the passing lane, multiple times of near miss/side swipe as drivers did not signal when they use the lane to pass.
 - Possible Solution: Apply the raised median option to stop this driving pattern.
- Preston Ave & Wilson Cr
 - Too long of a wait time to turn from Wilson Cr onto Preston Ave; congestion needs to be resolved.
- Adelaide St & Preston Ave
 - Since 2011 the traffic signal was warranted at this location, and now was told it is in the priority list and still not installed. Why?
- 2300 Eastview
 - Southbound and eastbound drivers driving too fast.
- 2200 Easthill & 1800 Easthill
 - The triangle has no signs to indicate which leg has the ROW over the other one or two. Approach from 1800, the triangle could be seen as an obstruction; however approach from 2200, it looks like a “through” lane and drivers do not slow down.
- 2400 Eastview & 2300 Easthill
 - T-intersection without any signs/traffic control bringing in confusing. Property on the NW corner of this intersection creates sightline issue from what built in the property, plus the curb parking, on all legs of this intersection.
- Louise St & McEown Ave
 - 2 stop signs currently in place are not effective, traffic is too congested outside and during school hours.
- McEown Ave & Adelaide St
 - The removed bus stop sign should be restored.
- Park – snow plough
 - The pathways are run down; good snow clearing of the pathway is demanded.
- 1900 Easthill & 2300 Easthill
 - Parking along the curb created sightline issue; the “Y-intersection” at 1900 Easthill is a blind spot for driver; overall SB traffic is too fast coming downhill.

Group 5: Chelsea

- McEown Ave & Louise St
 - Busy at school times.
 - Hard to see – all 4 directions.
 - Possible Solution: 4-way stop; restrict parking to help sightlines.
- Shortcutting (neighbourhood-wide)
 - Shortcut to avoid Preston Ave to get to Taylor St through the neighbourhood.
 - Non-local traffic has increased on Arlington Ave.
 - Shortcutting down Adelaide St & McEown Ave to head east out of the neighbourhood.
- Preston Ave
 - Lanes are wide enough that it's not clear if it's 1 or 2 lanes.
 - Bumper to bumper traffic since Stonebridge.
 - Can the trees be removed to narrow the median boulevard?
 - Want a review of the need for left turn lanes along Preston Ave.
 - Left turn arrow needed at Louise St.
- Market Mall parking lot is used as a carpool lot
- Preston Ave & Adelaide St
 - Traffic signals needed.
 - People are having to go around to Louise St.
 - Perhaps a pedestrian signal could be installed at least.
- Arlington Ave
 - Speeding (especially between 1400 and 1700 East Heights).
 - Possible Solution: 3-way stop at East Centre and 4-way stop at 1700 East Heights.
 - Possible Solution: Speed display board between 1400 and 1700 East Heights.
- Preston Ave & Taylor St
 - Like the changes made there.
- Louise St
 - Driveway on Louise St at Gas Station/Mall entrance is problematic and confusing for people.
 - Possible Solution: Consolidate this to one driveway.
- Taylor St & Arlington Ave
 - Tree on southwest corner that blocks sightlines.
 - Like the dedicated left turn arrow.
- What does the “High Collision Area Strictly Enforced” sign mean?
- 800 Louise St
 - Tree trimming needed.
- More young families with kids moving into the neighbourhood again
- 1400 East Heights
 - Speeding both ways.
 - Possible Solution: Speed humps.
- Dirty signs are hard to see; they don't reflect.
- Roads surrounding Market Mall will be seeing more traffic with redevelopment on that site (potential medical centre).

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than February 13, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than February 13, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

Question & Answer

Resident: Are there enough funds in the budget for implementation even though there are eight neighbourhoods this year?

Chelsea: Yes. Temporary traffic calming has been installed in previous years and will be implemented for your neighbourhood in 2019.

Resident: When there's a school and they have issues in the school zone, the response in the past is it's the school boards responsibility. How can they make these changes without input from the neighbourhood?

Nathalie: Usually requests made by the school boards are related to the school frontage (on their property), like school bus loading or pick-up/drop-off signage. Residents affected by other school board requests not on the school property, will go through door-hanger process where the residents will have a number to call regarding the change.

Councillor Dubois gave an update on the traffic signal at Adelaide St and Preston Ave. The traffic signal is at the top of the priority list. All locations are reprioritized each year and the list of priorities provided to Council for budget deliberation.

Eastview-Nutana Suburban Centre Neighbourhood Traffic Review

Tuesday, January 16, 2018

7:00pm - 9:00pm

Outline

- Neighbourhood Traffic Review (NTR) Process
- Eastview-Nutana Suburban Centre Schedule
- Sources of Information
- Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- **NTR Introduction**

- Process developed to address neighbourhood traffic issues holistically rather than case by case
- **Mandate:** Reduce and calm traffic, improve safety within neighbourhoods

- **Neighbourhood Selection**

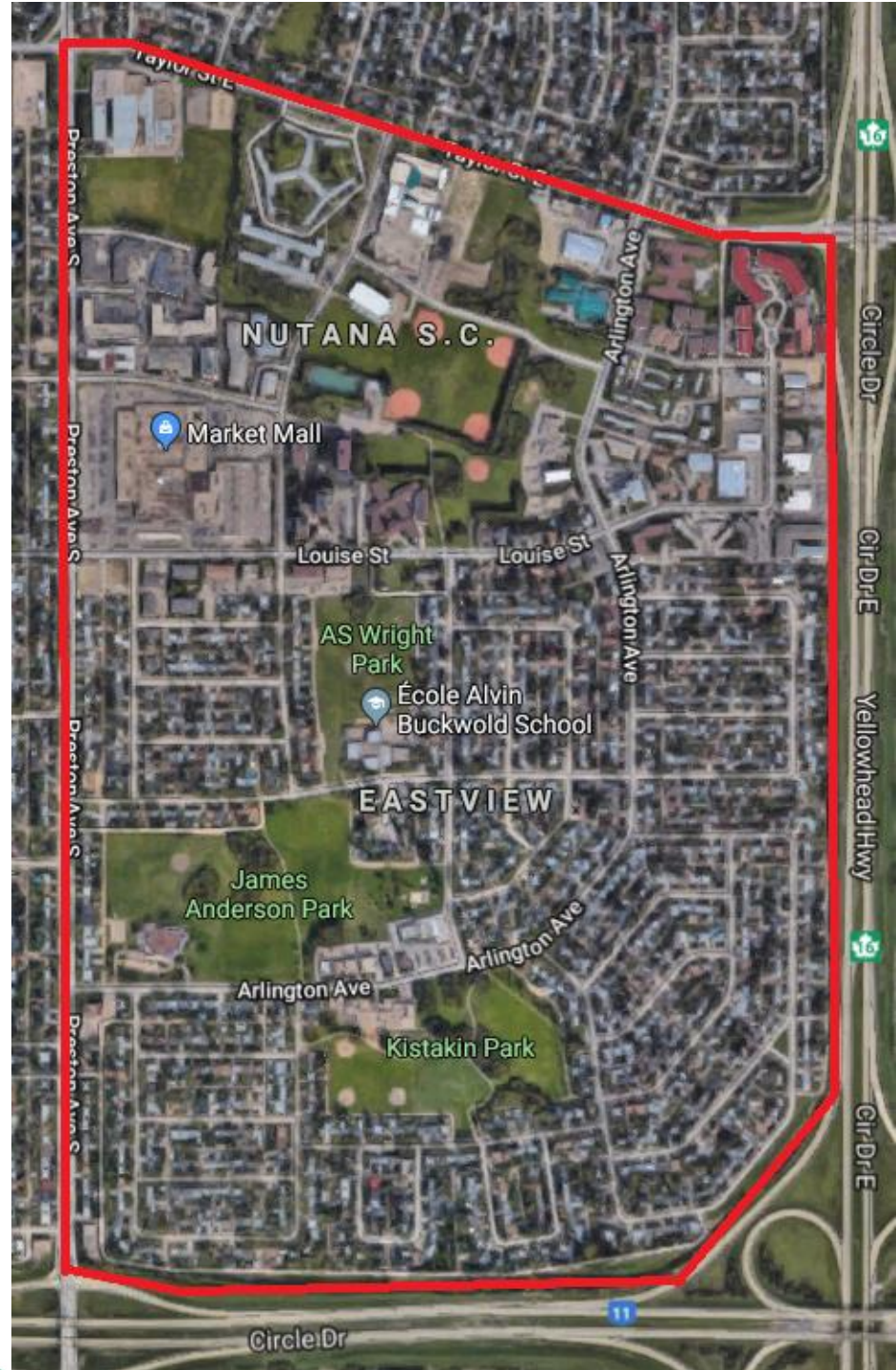
- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

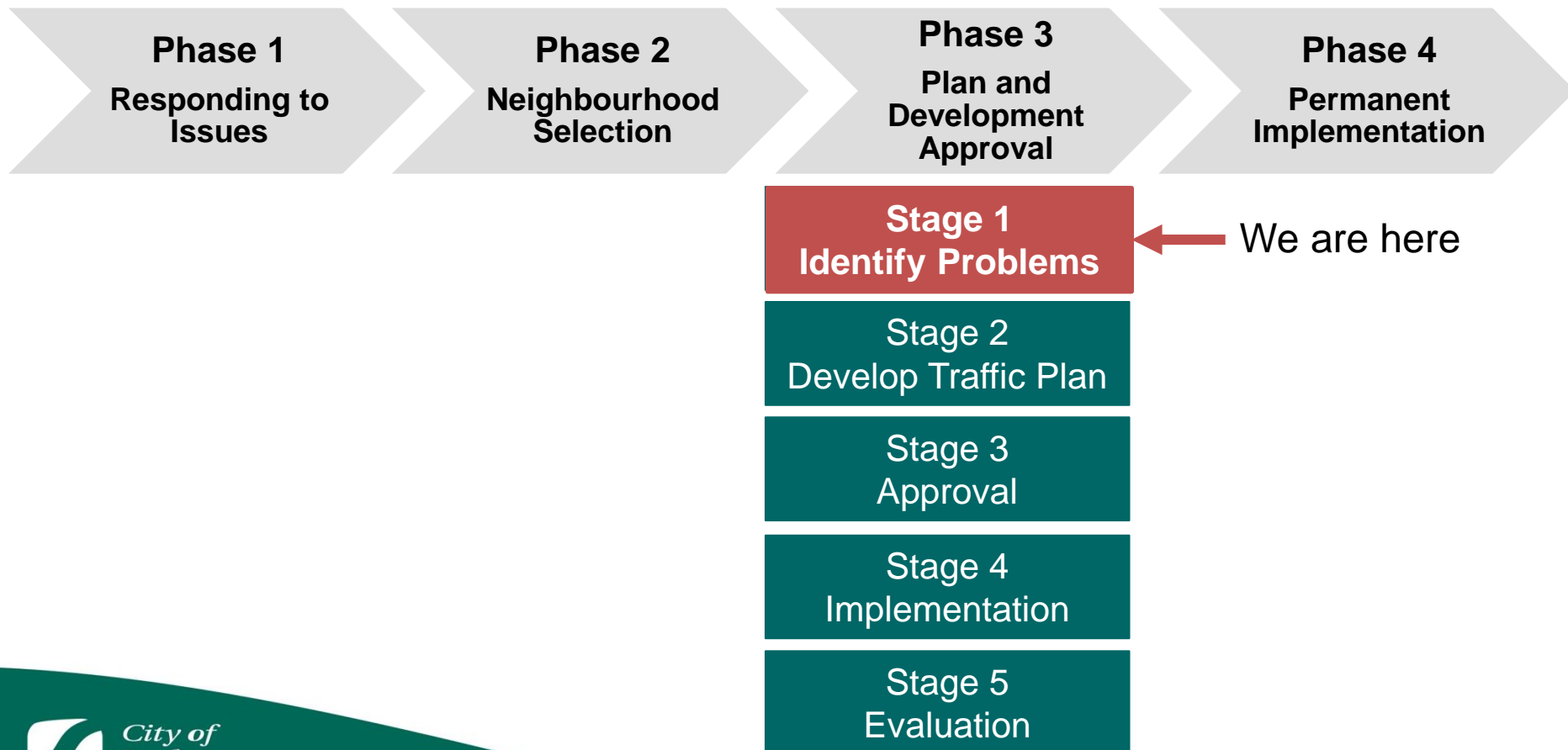
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - Riversdale
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana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

Eastview-Nutana Suburban Centre Study Area

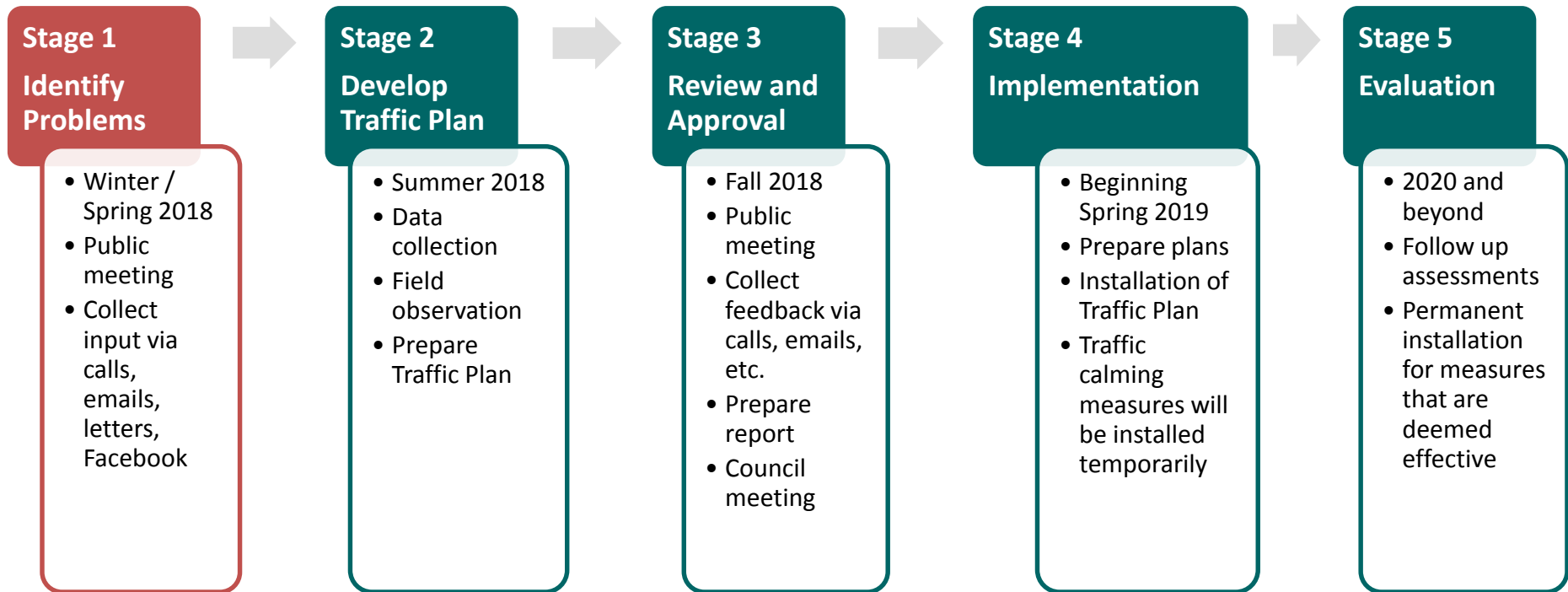
- Study Limits
 - Taylor Street
 - Preston Avenue
 - Circle Drive
- Local and collector roads



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



Sources of Information

- Past Studies
- Ongoing Projects
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments
- Councillor Input

Concerns Received

- **Speeding, Shortcutting, Pedestrian Crossings:**
 - Louise Street
 - East Drive
 - Arlington Avenue
 - Preston Avenue
 - 200 & 600 East Place
 - 3000 Eastview
 - Alley behind Eastview and 2300 Easthill
- **School Zone Compliance:**
 - Arlington Avenue
 - East Drive
- **Sidewalk Conditions:**
 - Streets surrounding Market Mall site and connecting to Seniors Centers
- **Signal Timing:**
 - Preston Avenue
 - Taylor Street
- **Traffic Noise:**
 - 2700 & 2500 Eastview
- **Other:**
 - Armistice Way
 - McEown Avenue

Additional Studies / Projects

- Traffic Signals at Preston Ave & Adelaide St
 - These are warranted and on the priority list for installation.
 - Priority list is updated annually and provided to City Council during budget deliberations.
- Pedestrian Crossing at Preston Ave & East Drive
 - The intersection doesn't meet our current criteria for upgrade.
 - Reviewing pedestrian crossing using a process that recognizes the desire to cross.
 - Reviewing intersection for illumination and other factors.
- Bus Rapid Transit (BRT) Planning
 - Public Meeting to be held February 7, 2018.
- Taylor Street & Arlington Avenue
 - Geometric improvements planned for 2018.

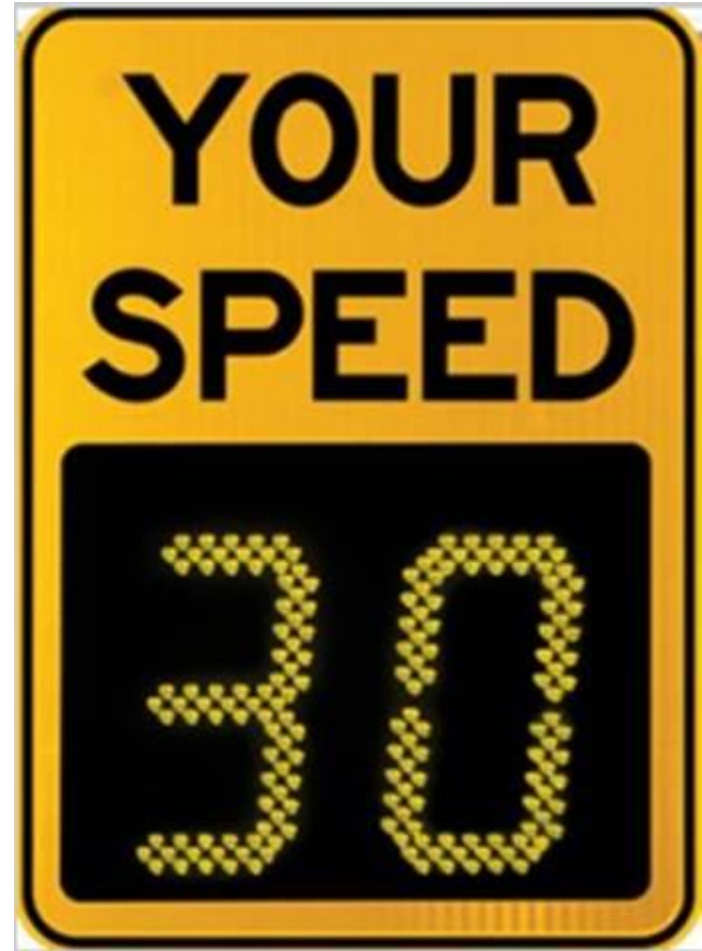
Traffic Calming Measures

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



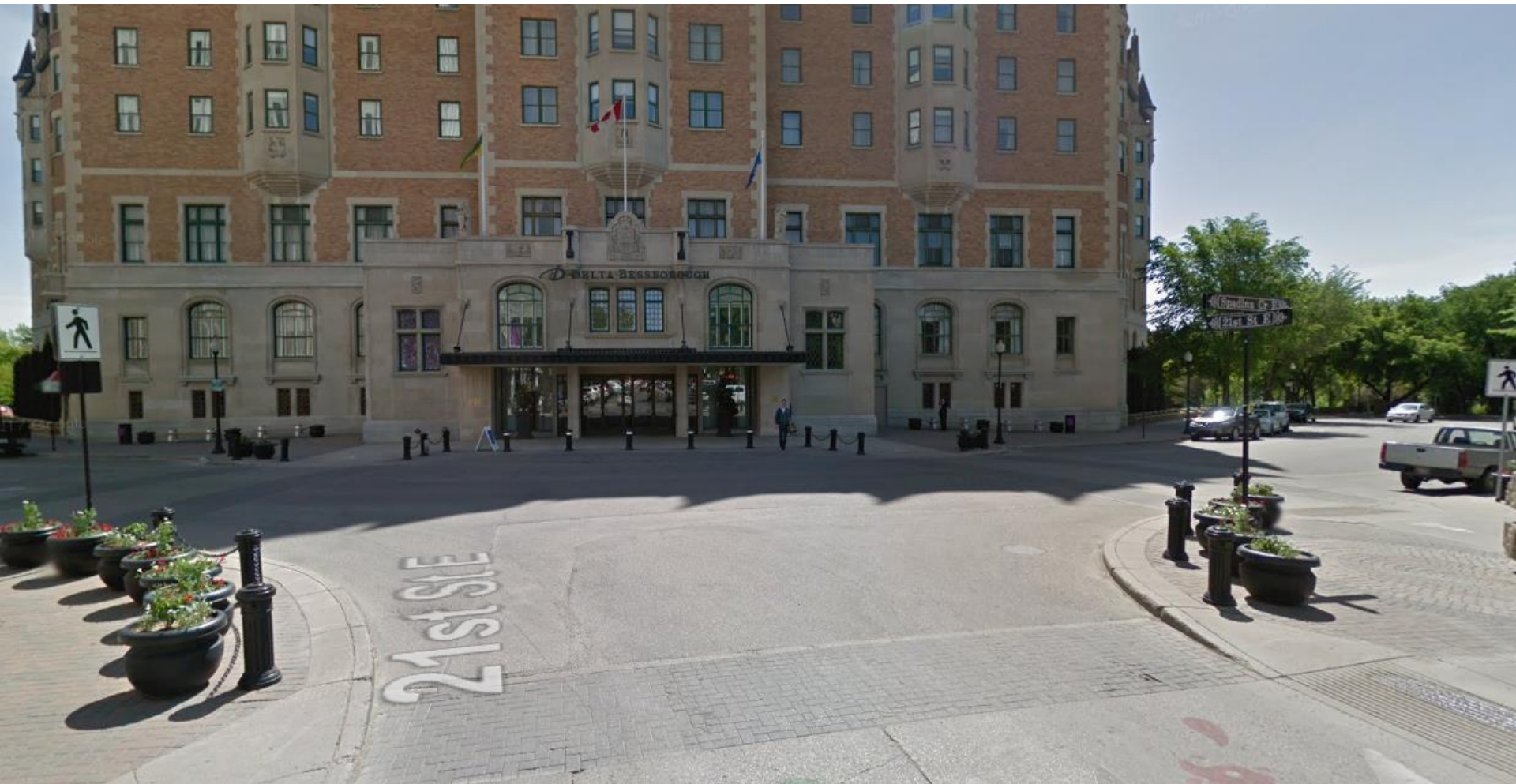
Vertical Deflection Devices

- 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



- Pilot project underway for 2018
- Temporary speed humps at four locations
- Spring installation, fall removal

Obstructions

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

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

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

Standard Crosswalk



Zebra Crosswalk



Active Pedestrian Corridor



Pedestrian Actuated Signal



Traffic Issues in Eastview – Nutana Suburban Centre

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 Eastview – Nutana Suburban Centre.

Stay Engaged

Join our Facebook group

The screenshot shows a Facebook group page. The header includes the Facebook logo, the group name 'Neighbourhood Traffic Review - Eastview-Nutana Suburban Centre', and navigation icons for Home, a group of people, a speech bubble, and a question mark. The main content area features a large photo of a brick-paved area with several concrete pillars. Below the photo is a blue 'Join Group' button and a search bar. On the left sidebar, there are links for 'About', 'Discussion', 'Members', 'Events', and 'Photos'. Below the photo, there is a section titled 'About This Group' with a description: 'The City of Saskatoon started a Neighbourhood Traffic Review (NTR) process in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood as a whole. This year, Eastview-Nutana Subur... See More'. Below this is a 'Group Type' section with 'Neighbors' listed. At the bottom of the sidebar, it says 'Members · 24'. To the right of the photo, there is a 'CREATE NEW GROUPS' section with the text 'Groups make it easier than ever to share with friends.' and a 'Create Group' button.

Subscribe for updates at
www.saskatoon.ca/NTR

The screenshot shows the top navigation bar of the City of Saskatoon website. It features the City of Saskatoon logo on the left. To the right of the logo are several menu items: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. Above these items is a dark green bar with 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search' in white text. Below the navigation bar is a breadcrumb trail: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'.

- Accessibility
- Transit
- Cycling
- Driving & Roadways**
 - Winter Road Maintenance
 - Road Maintenance & Repair
- Managing Traffic**
 - Pavement Markings
 - Traffic Noise
 - Intersections
 - Merging Guidelines
- Traffic Studies**
 - Neighbourhood Traffic Reviews**
 - Driving
 - Bridges
 - Walking
 - Parking

Neighbourhood Traffic Reviews

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

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

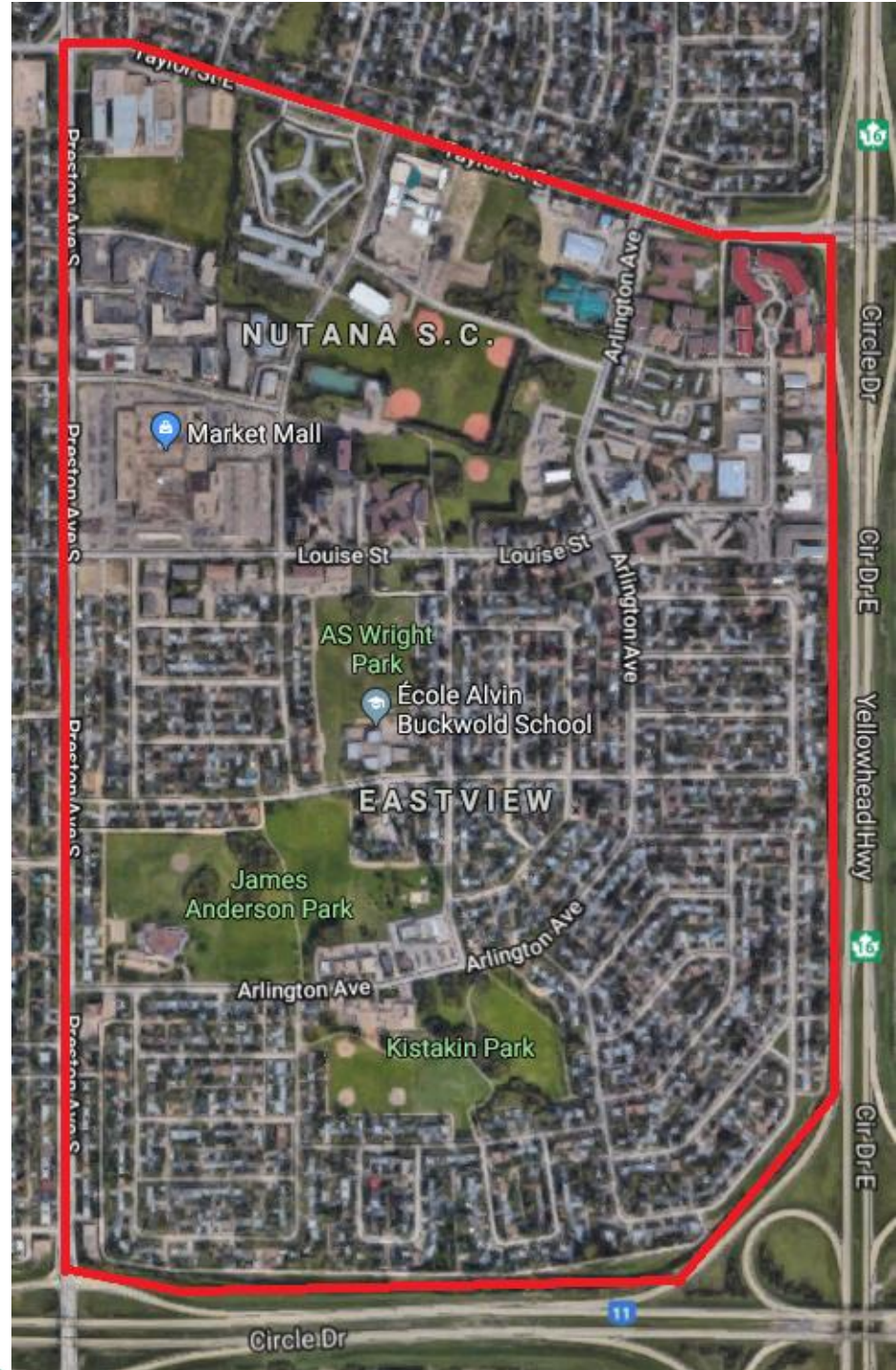
Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

[Subscribe to Traffic Review Notifications](#)

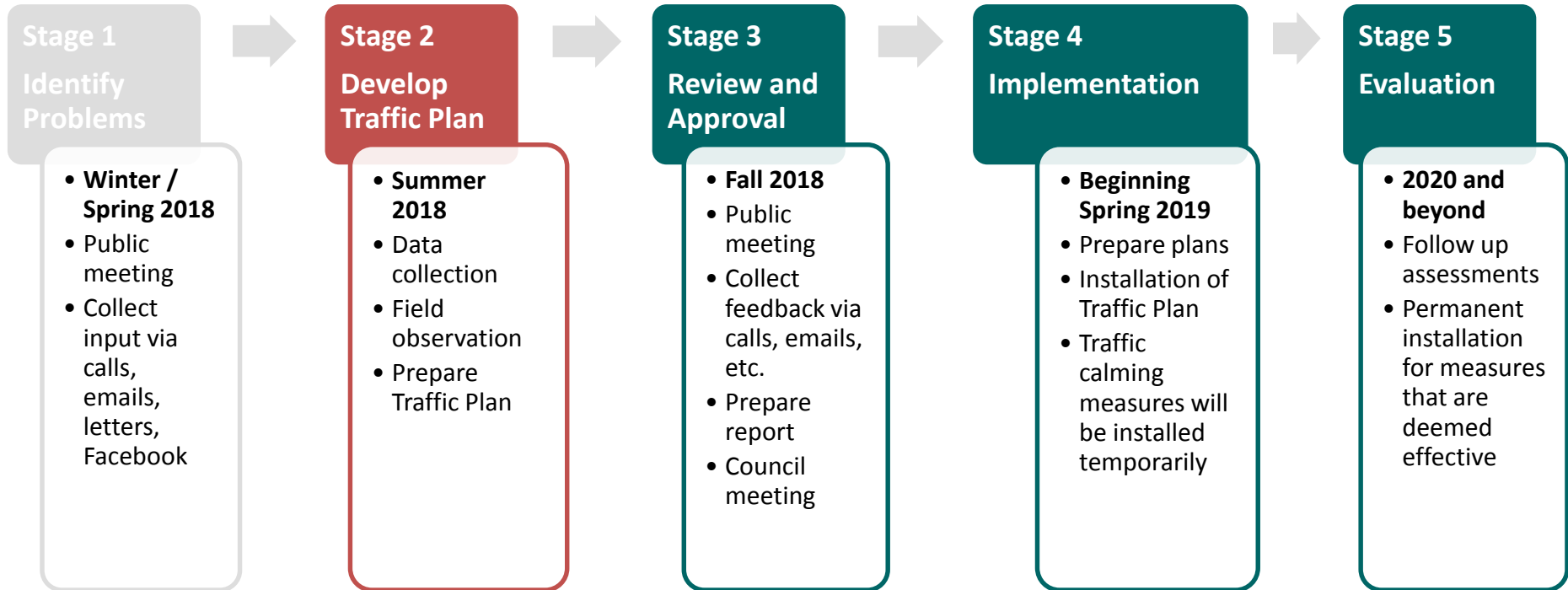
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Eastview-Nutana Suburban Centre Study Area



Next Steps



Join the Discussion

- Visit saskatoon.ca/NTR
 - Get updates
 - Link to the Facebook Group
 - Sign up for subscriber updates
- Provide comments by:
Tuesday, February 13, 2018

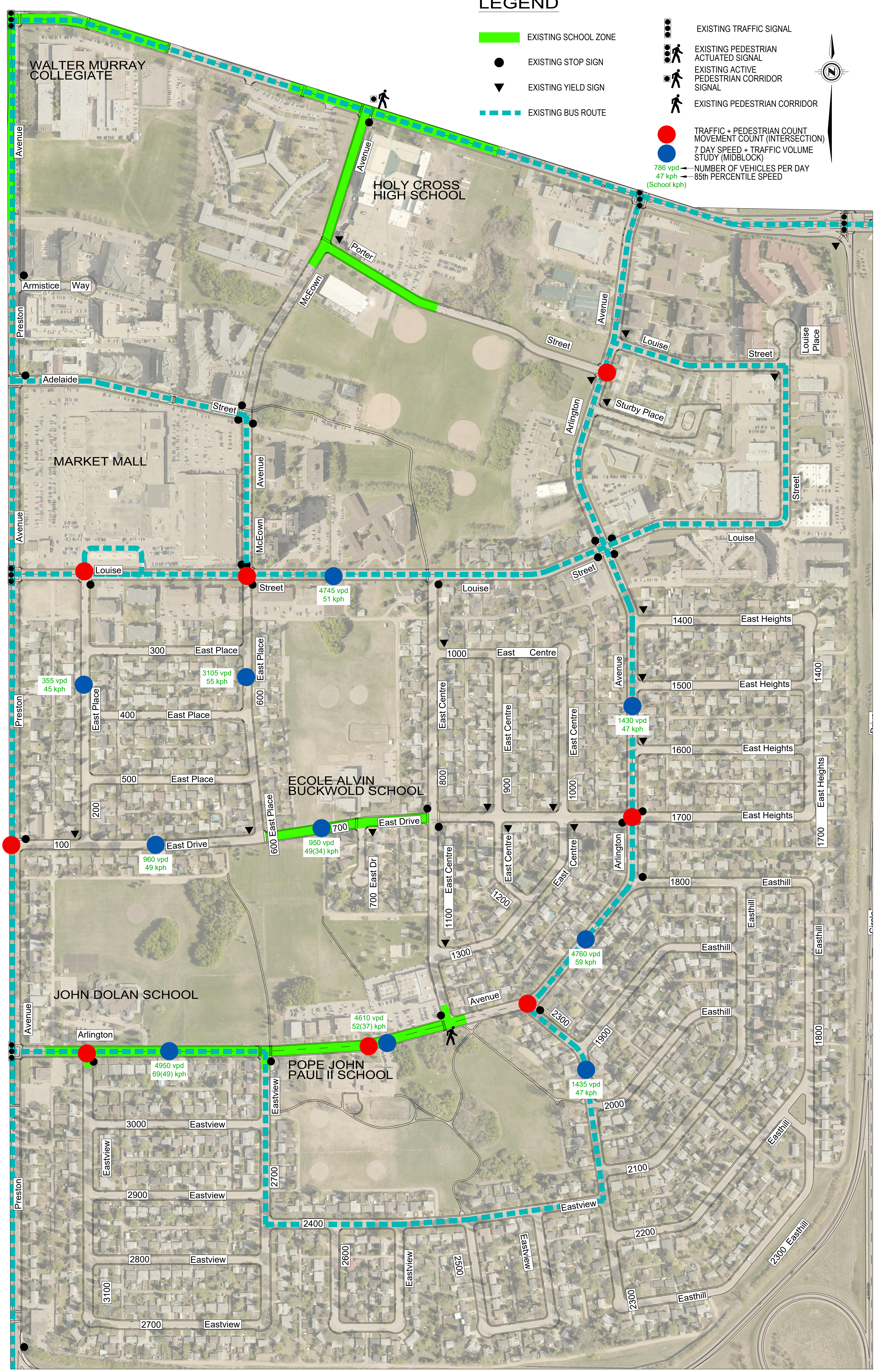
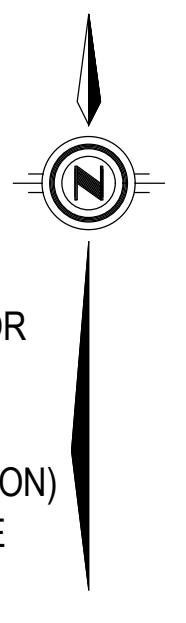
Appendix B

Traffic Data Collection

LEGEND

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

786 vpd — NUMBER OF VEHICLES PER DAY (School kph)
 47 kph — 85th PERCENTILE SPEED



Appendix C

All-Way Stop Assessments

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

Step 1:

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

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

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
McEown Avenue and Louise Street	23% - Condition NOT met	No – Condition met	Continue to step 2
Arlington Avenue and 2300 Easthill	20% - Condition NOT met	No – Condition met	Conditions NOT met
Arlington Avenue and East Drive	10% - Condition NOT met	No – Condition met	

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way stop signs:

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
McEown Avenue and Louise Street	0 – Condition NOT met	734 – Condition met	7,610 – Condition met	All-way stop warranted.
Arlington Avenue and 2300 Easthill	0 – Condition NOT met	450 – Condition NOT met	4,910 – Condition NOT met	Three-way stop NOT warranted.
Arlington Avenue and East Drive	0 – Condition NOT met	444 – Condition NOT met	4,880 – Condition NOT met	All-way stop NOT warranted.

Appendix D

Pedestrian Device Assessments

Results Summary – New Process

Preliminary Assessment Decision Point		Arlington Avenue & 2300 Easthill Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	4 EAU
	Vehicular Volume	4,760
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	100 m
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand ≥ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Higher than existing demand
	Required connection?	This intersection is a T-intersection and there are alternate connections in the vicinity.
	Answer (Y/N)	No, unmarked crosswalk appropriate

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

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing Date: July 12th, 2018

Location & Roadway Classification: Arlington Ave and 2300 Easthill (Collector & Local)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, May 29, 2018

Weather: _____

Traffic Control Devices: Stop control on South leg of intersection

Current Pedestrian Control: None

Other Notes: Assumed all pedestrians were children

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 120 m

Location: Arlington Ave and East Centre

Type: Active Ped Corridor

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

Elementary: 12* Total Warranted PC Points: _____ or _____ / period

High School: _____ Highest PC point value: 845 at _____

Adult: _____ Active Ped Corridor Points: _____

Senior: _____ Pedestrian Actuated Signal Points: 14

Vehicles passing through crosswalk(s): 1,992

* Assumed all pedestrians were children for this stage of the study. Since a device was not warranted with the highest scoring pedestrians used, no further analysis of pedestrian type was completed.

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the West Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk				East Crosswalk				
					Child	Teen	Adult	Senior / Imaired	Senior / Imaired	Adult	Teen	Child	
7:00		12	9	16									
7:15		12	9	23	1								
7:30		22	8	22	1								
7:45		22	15	16	3								
8:00		18	14	30	1								1
8:15		23	18	36									
8:30		23	13	33									
8:45		24	17	44									
9:00													
9:15													
9:30													
9:45													
AM Totals		156	103	220	6								1
11:30		19	7	23									
11:45		21	5	30									
12:00		28	5	31									
12:15		22		24									
12:30		22	8	31									
12:45		18	7	30									
13:00		25	5	33									
13:15		17	3	28									
Noon Totals		172	40	230									
14:00													
14:15													
14:30													
14:45													
15:00		27	9	31									
15:15		41	12	46									
15:30		38	4	55									
15:45		33	7	50									
16:00		36	4	48									
16:15		27	7	48									
16:30		23	7	51	1								2
16:45		28	4	56	1								1
17:00		37	9	52									
17:15		27	8	62									
17:30		28	10	49									
17:45		31	12	54									
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals		376	93	602	2								3
Totals		704	236	1,052	8								4
					West Crosswalk = 8				East Crosswalk = 4				

Results Summary – New Process

Preliminary Assessment Decision Point		Arlington Avenue & 3100 Eastview Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	6 EAU
	Vehicular Volume	4,950
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	80 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	Similar to existing demand
	Required connection?	Although this intersection provides a connection to John Dolan School and James Anderson Park, alternate crossing locations are available.
	Answer (Y/N)	No. 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.

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Minqing Deng Date: Nov-24/17

Location and Roadway Classification: Arlington & Eastview - major collector/local

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, October 24, 2017

Weather: mild

Traffic Control Devices: Stop sign

Current Pedestrian Control: none

Other Notes: _____

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h
 85th percentile (check one)
 Posted Limit

Distance to nearest protected crosswalk 90 m
 Location: Preston Ave
 Type: TS

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

Elementary: 3 Total Warranted PC Points: _____ or _____ / period
 High School: 7 Highest PC point value: 1,308 at
 Adult: 19 Active Ped Corridor Points: _____
 Senior: 2 Pedestrian Actuated Signal Points: 18

Vehicles passing through crosswalk(s): 3,223

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
 PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

**Install device at the East Crosswalk **

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	West Crosswalk				East Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00		20	6	13										
7:15		32	12	16										
7:30		60	10	27										
7:45		48	18	47										
8:00		41	22	41										
8:15		49	21	67	1		1							
8:30		50	18	69										
8:45		40	13	75			1							
9:00														
9:15														
9:30														
9:45														
AM Totals		340	120	355	1		2							
11:30		50	6	28			1							
11:45		38	13	59						1				
12:00		57	8	37										
12:15		29	8	43										
12:30		33	11	37										
12:45		35	5	46										
13:00		28	6	47						1				
13:15		21	10	39			1		1	2			1	
Noon Totals		291	67	336			2		1	4			1	
14:00														
14:15														
14:30														
14:45														
15:00		44	8	50						3				
15:15		72	9	59										
15:30		67	8	64			1							
15:45		39	7	79							5			
16:00		51	10	66			1				2			
16:15		40	10	67	1		2	1		1				
16:30		42	10	64										
16:45		62	7	98										
17:00		42	4	148										
17:15		71	11	107										
17:30		45	11	101										
17:45		51	8	82			3							
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals		626	103	985	1		1		1	4	7			
Totals		1,257	290	1,676	2		11	1	1	8	7	1		
					West Crosswalk =				14	East Crosswalk =				17

Results Summary – New Process

Preliminary Assessment Decision Point		Arlington Avenue & East Drive / East Heights Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	7 EAU
	Vehicular Volume	4,760
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	385 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	Higher than existing demand
	Required connection?	This intersection is an important connection to AS Wright Park and École Alvin Buckwold.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Zebra 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.

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing Date: July 11th, 2018

Location & Roadway Classification: Arlington Ave and East Dr (Collector & Collector)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, May 29, 2018

Weather: _____

Traffic Control Devices: Stop control on East and West leg of intersection

Current Pedestrian Control: Standard crosswalk on both North and South leg of intersection

Other Notes: Assumed all pedestrians were children

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 385 m

Location: Arlington Ave and Louise St

Type: 4 way stop

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 7 hrs

Elementary: 40* Total Warranted PC Points: _____ or _____ / period

High School: _____ Highest PC point value: 2,736 at _____

Adult: _____ Active Ped Corridor Points: _____

Senior: _____ Pedestrian Actuated Signal Points: 32

Vehicles passing through crosswalk(s): 2,347

* Assumed all pedestrians were children for this stage of the study. Since a device was not warranted with the highest scoring pedestrians used, no further analysis of pedestrian type was completed.

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

**Install device at the North Crosswalk **

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk			South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00	12	2	26	2	1								
7:15	16	4	35	8	2								
7:30	15	3	37	3									
7:45	13	5	34	5									
8:00	31	3	39	8									1
8:15	30	6	71	11	2								2
8:30	35	2	50	18									
8:45	38	1	50	5									
9:00													
9:15													
9:30													
9:45													
AM Totals	190	26	342	60	5								3
11:30	28	2	30	5									
11:45	44	4	36	3									
12:00	43	2	36	6									
12:15	37		27	3									
12:30	36	2	38	3	1								
12:45	31	1	38	5	1								
13:00	34	5	35	6									
13:15	25	1	32	4									
Noon Totals	278	17	272	35	2								
14:00													
14:15													
14:30													
14:45													
15:00	52	1	47	3	1								1
15:15	69	4	36	16	8								2
15:30	53	1	53	12									
15:45	50		40	13									3
16:00	58	2	43	7									
16:15	44		38	8									
16:30	54	1	40	6	1								1
16:45	57	1	50	3	3								
17:00	12	1	46	8									
17:15	10	1	48	3	2								6
17:30	9	4	45	6									
17:45	12	3	45	12									2
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	480	19	531	97	15								15
Totals	948	62	1,145	192	22								18
					North Crosswalk = 22				South Crosswalk = 18				

Results Summary – New Process

Preliminary Assessment Decision Point		Midblock in front of Pope John Paul II School Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	10 EAU
	Vehicular Volume	4,619
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	110 m
	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?	No. Although this crosswalk would allow parents dropping off students on the north side of Arlington Avenue, alternate drop-off and pedestrian crossing locations are available.
	Answer (Y/N)	No

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

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing Date: July 12th, 2018
 Location & Roadway Classification: Arlington Ave and Entrance to Pope John Paul II School (Collector)
 Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, May 29, 2018
 Weather: _____
 Traffic Control Devices: None
 Current Pedestrian Control: None
 Other Notes: This is a school zone

Number of travel lanes passing through the crosswalk(s) 2 lanes
 Is there a physical median in this crosswalk(s)? n (y or n)
 Speed limit (or 85th percentile speed) 50 km/h
 85th percentile (check one)
 Posted Limit
 Distance to nearest protected crosswalk 150 m
 Location: Arlington Ave and East Centre
 Type: Active Ped Corridor
 Is the orientation of this crosswalk(s) N-S? y (y or n)
 Duration of pedestrian count 7 hrs

Elementary: 37* Total Warranted PC Points: _____ or _____ / period
 High School: _____ Highest PC point value: 2,070 at
 Adult: _____ Active Ped Corridor Points: _____
 Senior: _____ Pedestrian Actuated Signal Points: 18
 Vehicles passing through crosswalk(s): 2,347

* Assumed all pedestrians were children for this stage of the study. Since a device was not warranted with the highest scoring pedestrians used, no further analysis of pedestrian type was completed.

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
 PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

****Install device at the West Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	West Crosswalk				East Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00		13		18										
7:15		27		19										
7:30		39		26										
7:45		39		29										
8:00		35		26	3									
8:15		46		47	2									
8:30		36		57	5									
8:45		52		47										
9:00														
9:15														
9:30														
9:45														
AM Totals		287		269	10									
11:30		30		36										
11:45		29		33	2									
12:00		42		47	2									
12:15		33		28	2									
12:30		26		35	3									
12:45		35		49	2									
13:00		40		37	2									
13:15		30		21										
Noon Totals		265		286	13									
14:00														
14:15														
14:30														
14:45														
15:00		32		32										
15:15		41		56	2									
15:30		47		63	8									
15:45		41		65	1									
16:00		58		51										
16:15		46		53	1									
16:30		40		52										
16:45		46		57										
17:00		46		63										
17:15		49		66										
17:30		47		53										
17:45		64		72	2									
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals		557		683	14									
Totals		1,109		1,238	37									
					West Crosswalk = 37				East Crosswalk =					

Results Summary – New Process

Preliminary Assessment Decision Point		Arlington Avenue & Porter Street Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	7 EAU
	Vehicular Volume	5,288 (peak hours)
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	250 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?	This intersection is an important connection to Holy Cross High School and Nutana Kiwanis Park.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Rectangular Rapid Flashing Beacon 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.

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing Date: July 9th, 2018

Location & Roadway Classification: Arlington Ave & Porter Steet (Collector & Local)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, May 29, 2018

Weather: _____

Traffic Control Devices: Yield control on East leg on intersection (Porter Street)

Current Pedestrian Control: Standard crosswalk on both North and South leg of intersection

Other Notes: Assumed all pedestrians were children

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 250 m

Location: Taylor St and Arlington Ave

Type: Signal Lights

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 7 hrs

Elementary:	42*	Total Warranted PC Points:		or	
High School:		Highest PC point value:	3,960	at	/ period
Adult:		Active Ped Corridor Points:			
Senior:		Pedestrian Actuated Signal Points:	30		
Vehicles passing through crosswalk(s):	5,288				

* Assumed all pedestrians were children for this stage of the study. Since a device was not warranted with the highest scoring pedestrians used, no further analysis of pedestrian type was completed.

**ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED**

**Install device at the North Crosswalk **

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	North Crosswalk				South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00	19		43	5										
7:15	36		54	5	1									
7:30	36		67	2	2									
7:45	79		83	3	4									
8:00	110		66	5									1	
8:15	155		96	12	3								2	
8:30	120		112	17									2	
8:45	99		99	3									1	
9:00														
9:15														
9:30														
9:45														
AM Totals	654		620	47	10								6	
11:30	73		65	8	1								2	
11:45	85		72	7										
12:00	84		91	46	6								1	
12:15	92		64	19									3	
12:30	93		68	10										
12:45	127		85	10										
13:00	86		71	11	1									
13:15	75		75	9										
Noon Totals	715		591	120	8								6	
14:00														
14:15														
14:30														
14:45														
15:00	100		61	15										
15:15	99		115	55	3								1	
15:30	79		117	35	3									
15:45	107		102	26	1								2	
16:00	95		100	12										
16:15	88		103	6										
16:30	97		118	11										
16:45	99		104	8									1	
17:00	88		99	8										
17:15	107		99	9										
17:30	94		76	11										
17:45	108		84	6									1	
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	1,161		1,178	202	7								5	
Totals	2,530		2,389	369	25								17	
					North Crosswalk = 25				South Crosswalk = 17					

Results Summary – New Process

Preliminary Assessment Decision Point		Louise Avenue & 200 East Place Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	10 EAU
	Vehicular Volume	4,745
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	90 m
	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?	This intersection is an important connection to Market Mall and the transit bus mall.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Zebra crosswalk appropriate Maintaining standard crosswalk recommended due to proximity to traffic signals at Preston Avenue & Louise Street and all-way stop recommended at McEown Avenue & Louise Street

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

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing Date: July 9th, 2018

Location & Roadway Classification: Louise St and 200 East Place (Collector & Local)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, May 29, 2018

Weather: _____

Traffic Control Devices: Stop control on South leg on intersection

Current Pedestrian Control: Standard crosswalk on both East and West leg of intersection

Other Notes: North leg of intersection for buses only

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? n (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 90 m

Location: Preston Ave and Louise St

Type: Signal Lights

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

Elementary: 65* Total Warranted PC Points: _____ or _____ / period

High School: _____ Highest PC point value: 3,780 at _____

Adult: _____ Active Ped Corridor Points: _____

Senior: _____ Pedestrian Actuated Signal Points: 27

Vehicles passing through crosswalk(s): 3,689

* Assumed all pedestrians were children for this stage of the study. Since a device was not warranted with the highest scoring pedestrians used, no further analysis of pedestrian type was completed.

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the East Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	West Crosswalk			Senior / Impaired	East Crosswalk				
					Child	Teen	Adult		Adult	Teen	Child		
7:00		20		13									2
7:15		26	2	27									1
7:30		30	2	39									
7:45	1	38	2	47	1								2
8:00		49	2	88	1								1
8:15	1	82		113	1								
8:30		84	4	91									1
8:45	1	57		56									1
9:00													
9:15													
9:30													
9:45													
AM Totals	3	386	12	474	3								8
11:30		81	2	46									2
11:45	1	73	3	71									1
12:00		70	3	49									4
12:15	1	66		50									2
12:30		66	1	69	2								
12:45	1	79	1	88	1								3
13:00		51		57									1
13:15	1	49	2	49									3
Noon Totals	4	535	12	479	3								16
14:00													
14:15													
14:30													
14:45													
15:00		85	1	72									2
15:15		121	4	65									3
15:30		93	3	92	2								5
15:45	1	77	2	62	1								1
16:00		79		69	1								1
16:15	1	60	2	85	1								2
16:30	1	60	1	82	2								4
16:45	1	57		83	2								1
17:00		73		66									1
17:15		65	2	85									2
17:30		48	6	68									3
17:45		55		57									1
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	4	873	21	886	9								26
Totals	11	1,794	45	1,839	15								50
					West Crosswalk = 15			East Crosswalk = 50					

Results Summary – New Process

Preliminary Assessment Decision Point		Louise Avenue & 600 East Place/McEown Avenue Pedestrian Crossing
Traffic Signal Warrant	Points	
	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	4,745
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	210 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	Higher than existing demand
	Required connection?	This intersection is an important connection to multiple parks and schools in the neighbourhood.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Rectangular Rapid Flashing Beacon appropriate All-way stop recommended for this location

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

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Carly Grassing Date: July 9th, 2018

Location and Roadway Classification: Louise St and McEown Ave (Collector & Collector)

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, May 29, 2018

Weather: _____

Traffic Control Devices: Stop control on North and South leg on intersection

Current Pedestrian Control: Zebra crosswalk on both East and West leg of intersection

Other Notes: Conflict with pedestrians crossing north leg of intersection (McEown) and vehicles turning off of Louise not seen

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 315 m

Location: Preston Ave and Louise St

Type: Signal Lights

Is the orientation of this crosswalk(s) N-S? y (y or n)

Duration of pedestrian count 7 hrs

Elementary:	6	Total Warranted PC Points:	10,813	or	5,407	/ period
High School:	51	Highest PC point value:	5,803	at		
Adult:	54	Active Ped Corridor Points:	2			
Senior:	5	Pedestrian Actuated Signal Points:	42			
Vehicles passing through crosswalk(s):	3,999					

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

**Install device at the West Crosswalk **

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	West Crosswalk				East Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00	4	16		20										
7:15	9	17	3	25			1							
7:30	7	19	1	368		1				1				
7:45	8	28	2	51		1	1				2	1		
8:00	20	39	1	98						1				
8:15	32	53	5	112		3				2	1			
8:30	21	52	2	74		3	1			3	2			
8:45	13	39	3	57			1			1				
9:00														
9:15														
9:30														
9:45														
AM Totals	114	263	17	805		8				8	5	1		
11:30	21	52	4	50			1			1				
11:45	15	59	2	69				1						
12:00	17	50	3	53			1			3	3			
12:15	21	40	1	51			3							
12:30	22	43		77										
12:45	22	52	2	86		1	1			1				
13:00	24	31	1	56			3	1		1				
13:15	13	34	3	57			2	1		1				
Noon Totals	155	361	16	499		1		3		7	3			
14:00														
14:15														
14:30														
14:45														
15:00	25	47	4	87	1	1	1			1				
15:15	61	68	4	74	1	4	2			3	7			
15:30	40	56	3	84		3				2		1		
15:45	23	53	2	67		2	1							
16:00	24	40	1	64										
16:15	16	33	3	73		3	3			1				
16:30	21	34	2	89		3	1			1				
16:45	25	37		79			1			1	3			
17:00	28	49	3	76		4								
17:15	25	30	1	68		1								
17:30	23	36	4	75	1	1				1				
17:45	18	35	2	57		2	3		1	2		1		
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	329	518	29	893	3	24				12	10	2		
Totals	598	1,142	62	2,197	3	33	27	3	2	27	18	3		
					West Crosswalk =				66	East Crosswalk =				50

Preston Avenue and East Drive – Updated Decision Process

Preliminary Assessment Decision Point		Preston Avenue & East Drive Pedestrian Crossing East-West direction
Traffic Signal Warrant	Points	42
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU ¹ s AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	4 EAU
	Vehicular Volume	16,700
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	375 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 ²	~4 EAU
	Required connection?	The distance between the traffic signals at Arlington Avenue and Louise Street suggests that an additional pedestrian crossing would be desirable. East Drive is most evenly spaced between Arlington Avenue and Louise Street and has an existing ground-mounted pedestrian device. Enhancing the crossing would meet pedestrian and driver expectation and enhance compliance.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Rectangular Rapid Flashing Beacon (RRFB) or Overhead Flashing (OF)

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.

² Latent crossing demand estimated using the Institute of Traffic Engineers Trip Generation Manual 10th Edition and the mode split identified in the Active Transportation Master Plan Discussion Paper #1.

LEGEND

EXISTING TRAFFIC SIGNAL :



EXISTING PEDESTRIAN CROSSWALK :



POTENTIAL CROSSING LOCATIONS :



SELECTED CROSSING LOCATION :



PEDESTRIAN ATTRACTIONS :



(HIGH)

(MED)

(LOW)



(LOW)



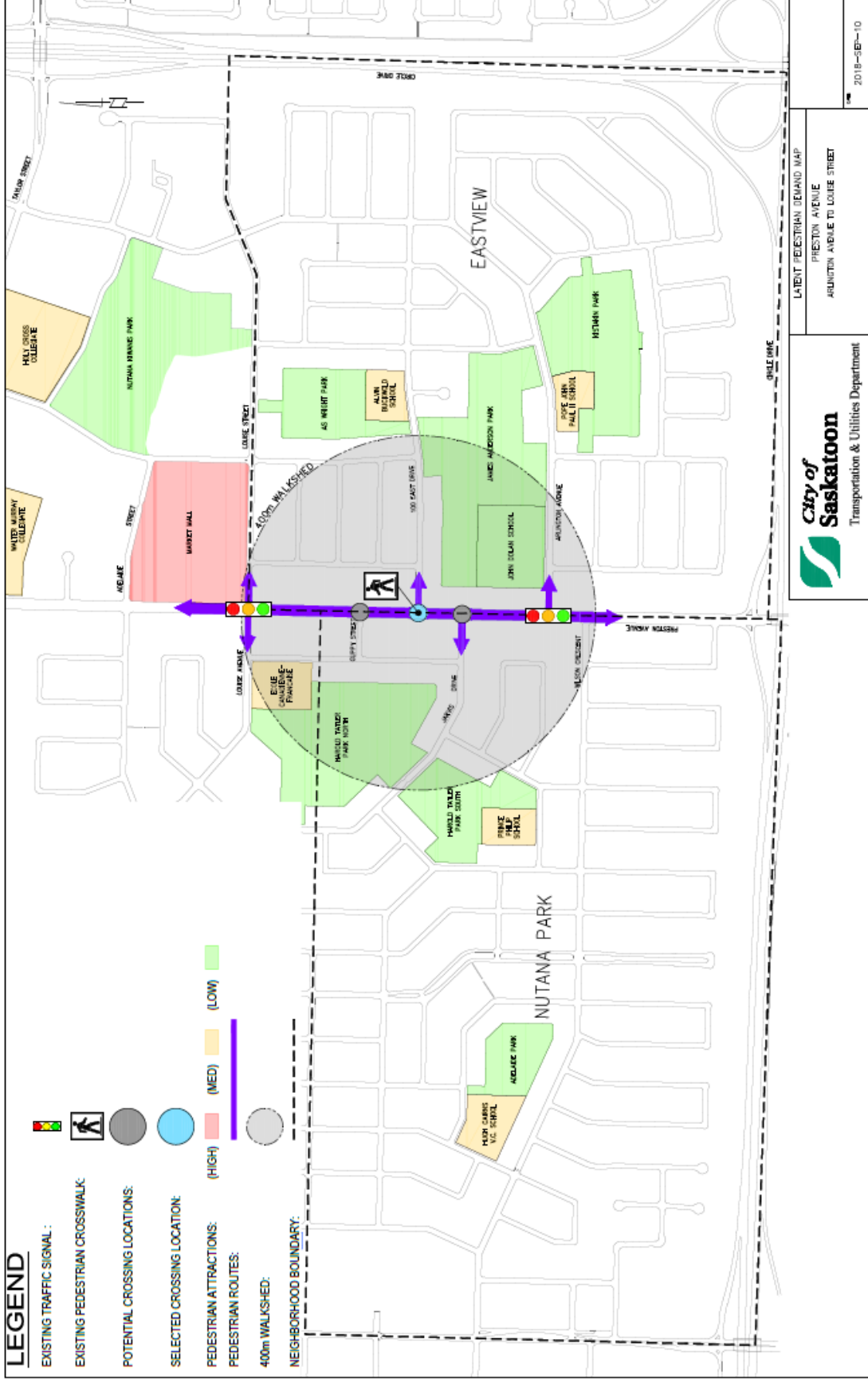
PEDESTRIAN ROUTES :



400m WALKSHED :



NEIGHBORHOOD BOUNDARY :



Transportation & Utilities Department

LATENT PEDESTRIAN DEMAND MAP

PRESTON AVENUE

ARUNTON AVENUE TO LOUISE STREET

2018-SEP-10



Figure 8: Decision Support Tool – Preliminary Assessment

RESULTS SUMMARY - Previous Process

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Chelsea Lanning Date: Friday, October 6, 2017

Location & Roadway Classification: Preston Ave & East Dr

Date of Count: Day of wk: Tuesday Mth, Day, Yr: Tuesday, September 26, 2017

Weather: _____

Traffic Control Devices: _____

Current Pedestrian Control: Zebra crosswalk on North Leg

Other Notes: Didn't watch ped video. Assumed all children.

Number of travel lanes passing through the crosswalk(s) 2 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 370 m

Location: Preston Ave & Louise St

Type: Traffic Signal

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 6 hrs

Elementary: 10* Total Warranted PC Points: _____ or _____ / period

High School: _____ Highest PC point value: 3,655 at _____

Adult: _____ Active Ped Corridor Points: _____

Senior: _____ Pedestrian Actuated Signal Points: 29

Vehicles passing through crosswalk(s): 8,398

* Assumed all pedestrians were children for this stage of the study. Since a device was not warranted with the highest scoring pedestrians used, no further analysis of pedestrian type was completed.

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

**Install device at the North Crosswalk **

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts								
	SB	WB	NB	EB	North Crosswalk				South Crosswalk				
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child	
7:00	44	2	66										
7:15	60	3	81		1								
7:30	68	6	105		1								
7:45	90	5	158										
8:00	102	1	172		2								
8:15	142	5	230		3								
8:30	164	13	177		2								
8:45	98	5	166										
9:00													
9:15													
9:30													
9:45													
AM Totals	768	40	1,155		9								
11:30	102	6	121										
11:45	131	2	134										
12:00	147	2	128										
12:15	142	5	159										
12:30	150	6	119										
12:45	122	2	159										
13:00	123	1	152										
13:15	115	2	125										
Noon Totals	1,032	26	1,097										
14:00													
14:15													
14:30													
14:45													
15:00	168	1	178										
15:15	183	4	217		1								
15:30	217	6	168										
15:45	140	3	186										
16:00	160	7	177										
16:15	182	3	150										
16:30	189	2	200										
16:45	175	5	208										
17:00	203	3	167										
17:15	190	6	160										
17:30	163	5	169										
17:45	136	6	143										
18:00													
18:15													
18:30													
18:45													
19:00													
19:15													
19:30													
19:45													
20:00													
20:15													
20:30													
20:45													
PM Totals	2,106	51	2,123		1								
Totals	3,906	117	4,375		10								
					North Crosswalk = 10				South Crosswalk =				

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2012 – Jan. 2017)	All collisions (2016/2017)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
McEown Ave	Porter St – Taylor St	L11-22	5	0	0	0	1.0
McEown Ave	Porter St	L11-27	3	1	0	0	0.6
McEown Ave	Adelaide St – Porter St	L11-25	4	1	0	0	0.8
Adelaide St	McEown Ave	L11-15	4	0	0	0	0.8
Adelaide St	McEown Ave – Preston Ave	L11-23	4	2	1	1	0.8
McEown Ave	Adelaide St – Louise St	L11-21	6	1	0	0	1.2
Porter St	Arlington Ave – McEown Ave	L11-31	7	2	0	0	1.4
Louise St	East Pl – Preston Ave	L11-14	5	1	1	0	1.0
200 East Pl	Louise St	L11-17	1	0	0	0	0.2
Louise St	McEown Ave/600 East Pl	L11-10	3	0	0	0	0.6
Louise St	McEown Ave/600 East Pl – 800 East Ctr	L11-26	10	3	2	1	2.0
800 East Ctr	Louise St	L11-20	1	0	0	0	0.2
Louise St	Arlington Ave – 800 East Ctr	L11-12	4	2	1	0	0.8
Arlington Ave	Louise St (N) – Taylor St	M11-22	9	3	3	1	1.8
Arlington Ave	Louise St (N)	M11-42	14	4	3	0	2.8
Arlington Ave	Louise St (N) – Porter St	M11-5	3	0	1	0	0.6
Arlington Ave	Porter St	M11-58	7	1	1	0	1.4
Arlington Ave	Porter St – Sturby Pl	M11-14	1	0	1	0	0.2
Arlington Ave	Sturby Pl	M11-9	1	0	0	0	0.2
Sturby Pl	Mid-Block	M11-10	8	1	0	0	1.6
Arlington Ave	Louise St (S) – Sturby Pl	L11-16	6	1	1	0	1.2
Arlington Ave	2300 Louise St – Porter St	M11-11	2	0	0	0	0.4
Arlington Ave	Louise St	M11-4	7	3	5	2	1.4
Louise St (3000)	2900 – 3100 Louise St	M11-57	1	1	0	0	0.2
Louise St	2900 Arlington – Louise St	M11-20	8	4	2	2	1.6
200 East Pl	300 East Pl – Louise St	L12-36	1	0	0	0	0.2
300 East Pl	200-600 East Pl	L12-32	1	0	0	0	0.2
200 East Pl	300-400 East Pl	L12-70	1	0	0	0	0.2
200 East Pl	100 East Dr – 500 East Pl	L12-57	2	1	0	0	0.4
600 East Pl	300 East Pl – Louise St	L12-25	2	0	0	0	0.4
600 East Pl	400-500 East Pl	L12-74	1	0	0	0	0.2
500 East Pl	600 East Pl	L12-60	1	1	0	0	0.2
600 East Pl	500 East Pl – 100 East Dr	L12-30	1	0	0	0	0.2
800 East Ctr	1000 East Centre	L12-42	1	1	0	0	0.2
800 East Ctr	700 East Dr – 1000 East Ctr	L12-19	5	0	1	0	1.0
1000 East Ctr		L12-39	1	0	0	0	0.2
100 East Dr	200 East Pl	L12-52	4	0	2	0	0.8
100 East Dr	200-600 East Pl	L12-9	2	0	0	0	0.4
700 East Dr	600 East Pl – 700 East Dr Cul-du-sac	L12-13	1	0	0	0	0.2

Street 1	Street 2	Ugrid	All collisions (2012 – Jan. 2017)	All collisions (2016/2017)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
700 East Dr	700 East Dr Cul-du-sac	L12-10	1	0	0	0	0.2
700 East Dr	1000-1300 East Ctr	L12-61	1	0	1	0	0.2
1200 East Ctr		L12-54	3	0	0	0	0.6
1300 East Ctr		L12-64	1	0	0	0	0.2
Arlington Ave	1400-1500 East Hts	M12-12	2	0	0	0	0.4
Arlington Ave	1500 East Hts	M12-27	1	1	1	1	0.2
Arlington Ave	1600 East Hts	M12-13	1	0	0	0	0.2
Arlington Ave	700 East Dr/1700 East Hts	M12-2	2	0	2	0	0.4
1400 East Hts		M12-3	5	0	0	0	1.0
1500 East Hts		M12-18	2	0	0	0	0.4
1700 East Hts		M12-6	4	3	0	0	0.8
Arlington Ave	1800 Easthill – 1700 East Hts	M12-5	3	0	0	0	0.6
Arlington Ave	1800 Easthill	M12-11	2	0	0	0	0.4
Arlington Ave	1800-2300 Easthill	M12-9	4	1	1	1	0.8
Arlington Ave	2300 Easthill	L12-28	2	0	0	0	0.4
Arlington Ave	1100 East Ctr – 2300 Easthill	L12-16	5	1	0	0	1.0
Arlington Ave	1100 East Ctr	L12-41	4	1	1	0	0.8
Arlington Ave	2700 Eastview – 1100 East Ctr	L12-27	5	0	3	0	1.0
Arlington Ave	2700 Eastview	L12-21	2	0	0	0	0.4
Arlington Ave	3100-2700 Eastview	L12-15	4	2	0	0	0.8
Arlington Ave	3100 Eastview	L12-33	5	4	3	2	1.0
3000 Eastview	3100 Eastview	L12-22	1	1	0	0	0.2
2900 Eastview	2700-3100 Eastview	L13-4	2	1	0	0	0.4
3100 Eastview		L13-21	1	0	0	0	0.2
2700 Eastview (S leg)	2700-3100 Eastview	L13-15	2	0	0	0	0.4
2700 Eastview	2700-2800 Eastview	L13-26	3	0	0	0	0.6
3000 Eastview		L12-67	1	0	0	0	0.2
2700 Eastview	Arlington Ave – 3000 Eastview	L12-26	3	0	0	0	0.6
2600 Eastview		L13-22	1	0	0	0	0.2
2500 Eastview		L13-23	3	0	1	0	0.6
2300 Easthill	Arlington Ave – 1900 Easthill	L12-47	1	1	0	0	0.2
2300 Easthill	2400 Eastview	M13-12	1	1	1	1	0.2
2300 Easthill (W)	2200 Easthill	M13-25	1	0	0	0	0.2
2300 Easthill	SW Corner	M13-18	3	1	0	0	0.6
1800 Easthill	Arlington Ave - 2100 Easthill	M12-8	3	0	0	0	0.6
1800 Easthill	2100 Easthill	M12-51	2	0	0	0	0.4

Street 1	Street 2	Ugrid	All collisions (2012 – Jan. 2017)	All collisions (2016/2017)	Right Angle, Left Turn & Right Turn Only (2012-2016)	Right Angle, Left Turn & Right Turn Only (2016)	Average # of Collisions Per Year (2012-2016)
1800 Easthill (E)	1800-2300 Easthill	M12-22	1	0	0	0	0.2
2200 Easthill	1800/2300 Easthill	M12-39	1	0	0	0	0.2
2300 Easthill	South leg	M13-6	1	0	0	0	0.2
2200 Easthill	2300-1800 Easthill	M13-14	3	0	1	0	0.6
2100 Easthill	2300-2000 Easthill	M12-4	1	0	0	0	0.2
2000 Easthill	2300-2100 Easthill	M12-15	4	0	0	0	0.8
1900 Easthill	2300 Easthill - Lane	M12-24	1	1	0	0	0.2
1900 Easthill	At Curve	M23-21	2	0	0	0	0.4

Appendix F
Public Meeting #2
September 25, 2018

CITY OF SASKATOON

Eastview and Nutana Suburban Centre Neighbourhood Traffic Review Minutes

Date: Tuesday, September 25, 2018

Time: 7:00 – 9:00 pm

Location: Pope John Paul II School (3035 Arlington Avenue, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Chelsea Lanning	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Transportation Engineer
Mariniel Flores	City of Saskatoon, Transportation Engineer
Minqing Deng	City of Saskatoon, Transportation Engineer
Marina Melchiorre	City of Saskatoon, Transportation Engineer
Carly Grassing	City of Saskatoon, Transportation Engineer-in- Training
Councillor Bev Dubois	Ward 9 City Council Representative
Councillor Mairin Loewen	Ward 7 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – September 25, 2018

Saskatoon Police Service

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

Small Group Discussions

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

Group 1: Marina Melchiorre

- Arlington Avenue and Louise Street (North leg)
 - Supportive. If delayed use other Louise Street.
- Louise Street and McEown Avenue/600 East Place
 - Supportive. Suggest painted stop bars.
- Arlington Avenue between 3100 Eastview and 2700 Eastview
 - People speed up between Eastview 2700 and #9 on map eastbound end of school zone – expand school zone further east. School zone enforcement is needed at ends and near #7 on map. People like the school zone signs rolled out to the middle of the street. Preferably on median treatments. Improves the visibility of speed reduction signs.
- Taylor Street and Arlington Avenue
 - Eastbound delays for left turns.
- Wilson Crescent and Preston Avenue
 - Westbound left sightlines to see northbound traffic are poor.
- Preston Avenue and Armistice Way
 - Crossing Preston Avenue to make a westbound left turn from Armistice Way is difficult.

Group 2: Mariniel Flores

- Arlington Avenue and Louise Street (North leg)
 - Some residents are supportive and others are neutral about stop control.
 - Not supportive of median island.
- Arlington Avenue and Porter Street
 - Supportive of changing yield to a stop control; want a 3-way stop (community garden and seniors present). Maybe a zebra crosswalk is needed.
- Louise Street and McEown Avenue/600 East Place
 - Most do not support installation of an all-way stop (not necessary); one resident was supportive.
 - Supportive of the other recommendations here.
- Arlington Avenue and 1800 Easthill
 - Move existing island farther from the curve (to south approx. 50 ft) so it doesn't get hit; warning sign for curve (30km/hr advisory); one resident wants the warning signs removed but is okay with the majority's choice. Should slow people down.
 - Same comment for the proposed additional median island.
- Arlington Avenue and 2300 Easthill
 - Supportive of median island with the exception of one resident.
- Arlington Avenue and 1100 East Centre
 - Not supportive of median island.
- Arlington Avenue and 2700 Eastview

- Suggest more police presence instead of median island; educate kids to get out of the car on sidewalk side.
- Arlington Avenue and 3100 Eastview
 - Not supportive of median island; obstruction (not needed).
 - Suggest speed display board instead of median islands along Arlington Avenue. Needed in the middle of the Arlington Avenue school zone in both directions.
- 1300 East Centre and Arlington Avenue
 - Speeding in the back lane. Suggest 20km/hr speed limit signs in both directions.
- Arlington Avenue and East Drive
 - Bus stop blocks right turns. Suggest moving bus stop across East Drive.
- Adelaide Street and McEown Avenue
 - Vehicles near Adelaide Street and McEown Avenue make it difficult to exit driveways.
- Adelaide Street – Preston Avenue to McEown Avenue
 - Centerline painting suggested.
- Preston Avenue and Adelaide Street
 - Don't like traffic signals because you can't make U-turns at signalized intersections.
- Louise Street and Preston Avenue
 - Some like the idea of consolidating driveways, others don't.

Group 3: Nathalie Boudais

- Arlington Avenue and Porter Street
 - Busy spot for pedestrians.
 - Stop sign may not make a difference, cars are stopped when it's busy anyway. Fine with making the switch from yield sign to stop sign. Several high school students turn right, then make a U-turn to head northbound on Arlington rather than making a left turn.
- Louise Street and McEown Avenue/600 East Place
 - Supportive of all-way stop. Happy to see this.
- Arlington Avenue and 1800 Easthill
 - Making existing median island permanent is not enough to address the speeding and collisions at this location. This is a blind corner. Several collisions, including a fatality have occurred here. Suggest traffic signals.
 - Speed humps would better address the speeding issue. Median islands may still help. Install the islands and make sure that evaluation/follow-up is completed. If devices are ineffective, other measures need to be considered.
- Arlington Avenue and 2300 Easthill
 - Repaint crosswalk (street was repaved recently). Would like it to be a zebra crossing.
 - There is a school zone sign visibility issue here. Tree needs a trim.
- Arlington Avenue and 1100 East Centre

- Would like an upgrade to APC in addition to the median.
- Arlington Avenue and 3100 Eastview
 - Median island okay. There is a new playground at John Dolan School. No parking for school staff so they park on Eastview. Would like a crosswalk across Arlington Avenue.
- Arlington Avenue between 3100 Eastview and 2700 Eastview
 - Speed display board is pointless and redundant if other measures are in place. However, if it educates drivers, it is worth doing. Place additional school zone sign.
- Alley behind 2700, 2600, and 2500 Eastview
 - Enforcement needed as well.
- Seniors don't use push buttons near Market Mall.
- East Heights/Arlington Avenue
 - Pedestrian crossing device is needed.
 - Extend Alvin Buckwold School zone beyond East Centre.
- Preston Avenue and Arlington Avenue
 - Protected left turn phase should be provided every cycle.
- Arlington Avenue and Louise Street
 - Traffic doesn't fully stop at 4-way stop.
- Preston Avenue and East Drive
 - Proposed Active Pedestrian Corridor (APC) does not solve passing on the right. Would prefer traffic signal or curb extensions. A jut out even if it's not a full curb extension would be better than nothing.
- Louise Street and Preston Avenue
 - Would love to have driveways consolidated.

Group 4: Minqing Deng

- Arlington Avenue and Porter Street
 - Holy Cross eastbound drivers turn right, then make a U-turn to go northbound at Sturby Place.
- Louise Street and McEown Avenue/600 East Place
 - Are motorized scooters in compliance with bylaw?
- Arlington Avenue and 2300 Easthill
 - Northbound left turn problems.
 - Eastbound parked vehicles obstruct intersection.
- Arlington Avenue & 3100 Eastview
 - Need more reminders of John Dolan School.
- Louise Street near 1800 East Centre
 - There is a bus stop on the eastbound side that leaves just enough space for a car to park between the stop and the crosswalk. Suggest placing parking restriction there as well as on westbound side of intersection.
- East Drive between Preston Avenue & Arlington Avenue
 - Speeding issues. Drivers do not stop at 2-way stop. Extend school zone eastward.
- 700 East Drive and 700 East Drive cul-de-sac

- Remove pedestrian do not cross sign and add zebra crosswalk and pedestrian ramp on east side.
- Preston Avenue and East Drive
 - Curb extension may be needed as well as the zebra crosswalk.

Group 5: Chelsea Lanning

- Arlington Avenue and Louise Street (North leg)
 - Hard to get out at peak times, right or left. Parking restriction to create two northbound lanes between Louise Street & Taylor Street would help. These could be all day or only during peak periods.
 - Check to see if a left turn and right turn can still happen at the same time (2 lanes). Island is a traffic obstruction, waste of money and hard for snow clearing. Just need to trim the spruce tree there.
- Arlington Avenue and Porter Street
 - Hard to get out at peak times, right or left. Suggest a parking restriction southbound on Arlington Avenue to aid right turns.
- Louise Street & McEown Avenue/600 East Place
 - Agree. All-way stop will help bus operations and vehicle movement.
- Arlington Avenue and 1800 Easthill
 - Hard to turn here in the winter because it gets slippery. More obstacles make it harder to keep cleared and safe.
 - Advisory speed signs not understood, frustrating, and cause unexpected sudden braking; do the signs need to be there?
- Arlington Avenue and 2300 Easthill
 - Median islands are an obstruction for snow clearing.
- Arlington Avenue and 1100 East Centre
 - Median islands are an obstruction for snow clearing.
- Arlington Avenue & 2700 Eastview
 - Median islands are an obstruction for snow clearing.
 - This one is most supported because of kids crossing for school here.
- Arlington Avenue and 3100 Eastview
 - Median islands are an obstruction for snow clearing.
- Would like to see the Alvin Buckwold School Zone extended through the intersection on each side to help kids cross.
- John Dolan School should have a school silhouette roll out sign in the middle of the road during school zone hours. Lots of parking near there that also impedes traffic. More school zone signs needed in this zone to remind drivers they are in a school zone.
- More general safety and education is needed for parents and kids in school zones about how to cross safely. Kids are jumping out of the car into traffic lanes.
- Taylor Street and Arlington Avenue
 - Sight lines are obstructed on northwest corner due to a spruce tree.
- Preston Avenue and East Drive

- Would prefer a signal to help vehicles get onto Preston Avenue. People shortcut through the alley near John Dolan school to get to the Arlington Avenue signals because this intersection doesn't have any.

Next Steps

1. Mail-in or email comments no later than October 19, 2018.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than October 19, 2018.
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

Q: Has the City thought about solar lights for signs in school zones?

A (Nathalie): We follow MUTCD national standards. Solar lights aren't a standard at this time.

Q: How about speed display boards in school zones?

A (Nathalie): We have some of these boards and have recommended them in school zones. These are only installed for one season to ensure it's effective. If left in place too long, drivers become complacent.

Q: Is it a coincidence or planned that speed display boards are sometimes installed near speed cameras?

A (Nathalie): Speed display boards are recommended through the NTR program and speed cameras are a different program. Although separate programs, they are both installed in areas where there is speeding.

Q: Is the Wilson Crescent and Preston Avenue intersection included in the scope of this study?

A (Nathalie): No. That intersection was a part of the Circle Drive South project and is outside the scope of the NTR program.

Eastview-Nutana Suburban Centre Neighbourhood Traffic Review

Tuesday, September 25, 2018

7:00pm - 9:00pm

Agenda

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

Having a Productive Discussion

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

Outline

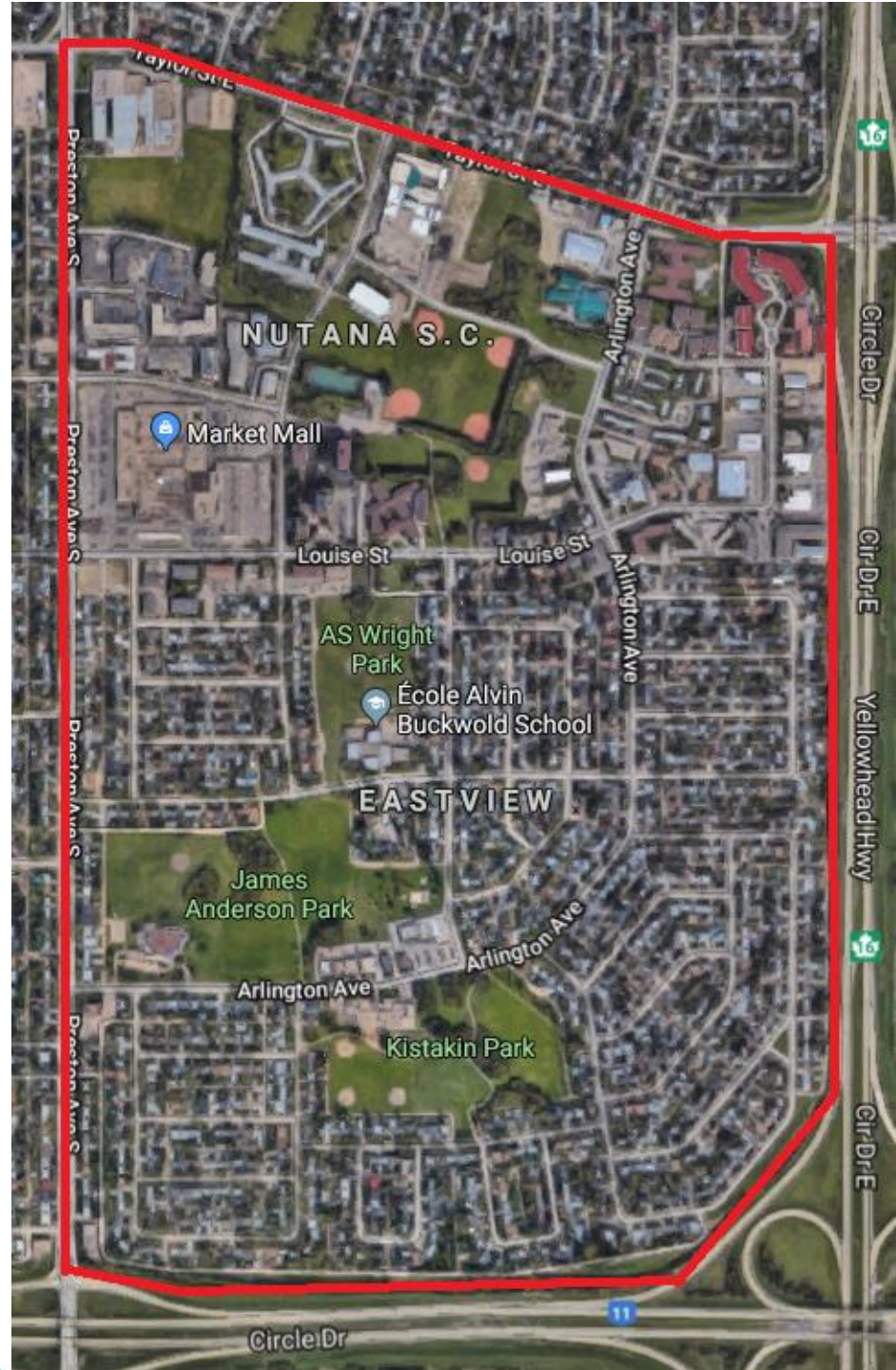
1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

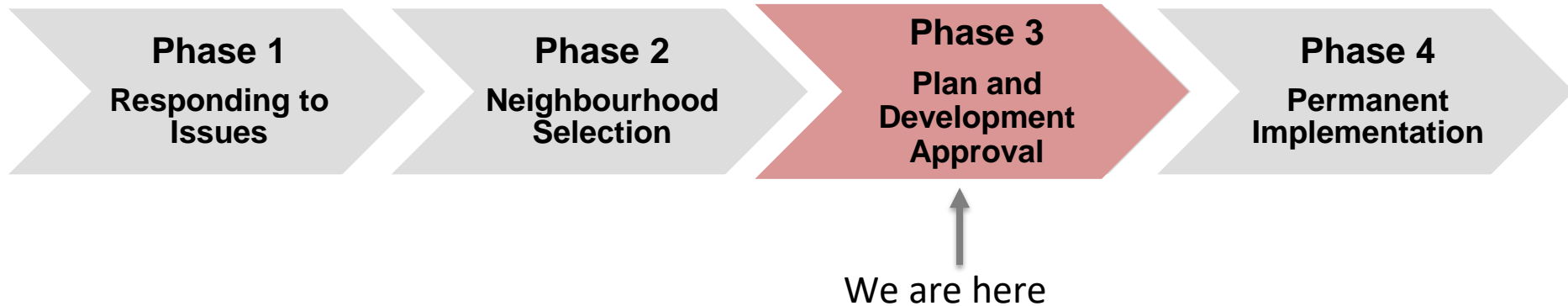
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Eastview-Nutana Suburban Centre Study Area

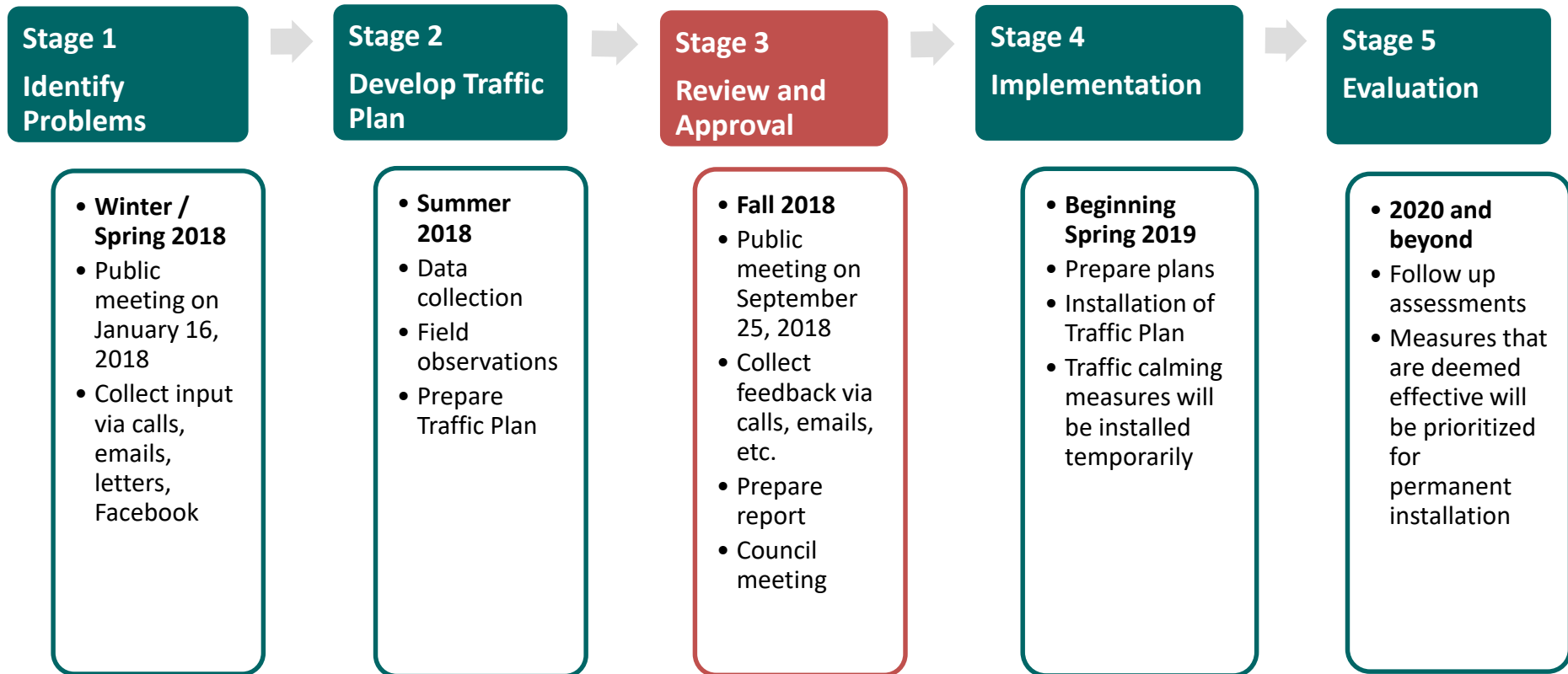
- Study Limits
 - Taylor Street
 - Preston Avenue
 - Circle Drive
- Local and collector roads



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Short-cutting Concerns:

- Arlington Avenue
- Louise Street
- East Drive
- 200 & 600 East Place
- 2300 Eastview
- Alley behind Eastview & 2300 Easthill
- School Zone compliance

What We Heard

B. Pedestrian Safety Concerns:

- East Drive & Preston Avenue
- Arlington Avenue & 3100 Eastview
- Pope John Paul II School
- Arlington Avenue & East Drive
- Arlington Avenue & Porter Street
- Louise Street & McEown Avenue
- Louise Street & 200 East Place

What We Heard

C. Operational Concerns:

- Louise Street & McEown Avenue

D. Other Concerns:

- School Bus Loading at École Alvin Buckwold School

Additional Studies / Projects

- Traffic Signals at Preston Ave & Adelaide St
 - Warranted
 - On priority list for installation
- Pedestrian Crossing at Preston Ave & East Drive
 - Does not meet our current policy for pedestrian devices
 - New process and updated policy proposed to City Council
 - Installation of an Active Pedestrian Corridor recommended
- Bus Rapid Transit (BRT) Planning
- Taylor Street & Arlington Avenue
 - Construction complete

What We Did

- Compiled Information received:
 - Past Studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Comments from online discussions
- Collected Data:
 - Traffic Studies
 - 7 Intersection / Pedestrian counts
 - 10 – 7 day traffic volume count & speed measurements
 - Collision history
- Site visits / Field Reviews
- Assessed the Issues
- Generated proposed recommendations

What We Propose

- Median islands
- Curb extensions
- Standard & Zebra crosswalks
- Speed display board

Median Island



Curb Extensions



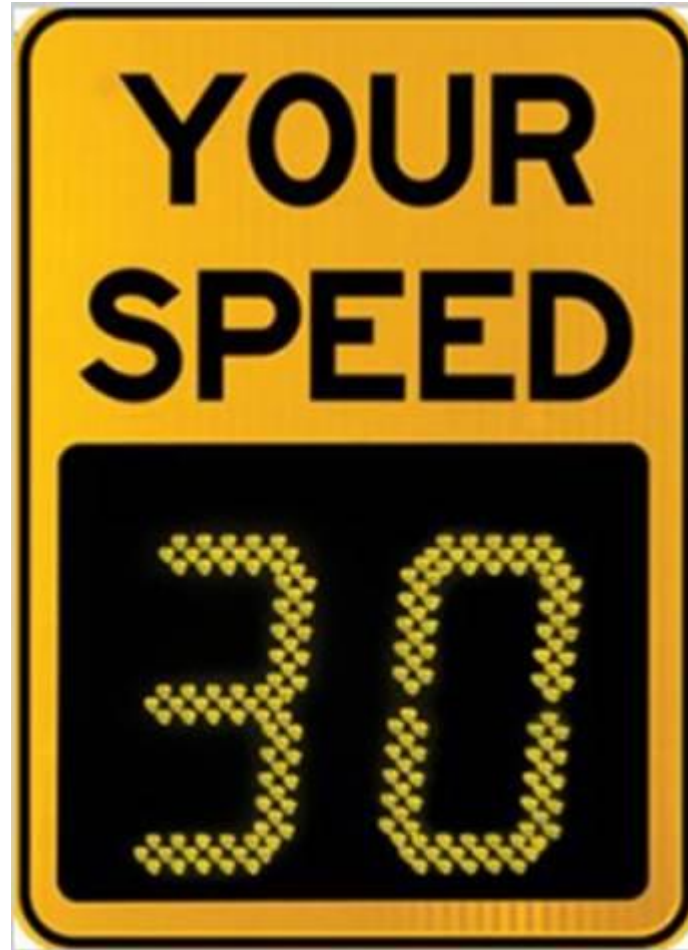
Standard Crosswalk



Zebra Crosswalk



Speed Display Board



Small Group Discussions

Stay Engaged

Join our Facebook group

The screenshot shows a Facebook group page. The top navigation bar includes the Facebook logo, the group name 'Neighbourhood Traffic Review - Eastview-Nutana Suburban Centre', and search and navigation icons. The main content area features a large photo of a brick-paved area with several concrete pillars. Below the photo is a 'Join Group' button and a search bar. On the left sidebar, there are links for 'About', 'Discussion', 'Members', 'Events', and 'Photos'. The 'About This Group' section contains a description: 'The City of Saskatoon started a Neighbourhood Traffic Review (NTR) process in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood as a whole. This year, Eastview-Nutana Subur... See More'. It also lists 'Group Type' as 'Neighbors' and shows 'Members · 24'.

Subscribe for updates at
www.saskatoon.ca/NTR

The screenshot shows the top navigation bar of the City of Saskatoon website. It features the City of Saskatoon logo on the left and a navigation menu on the right with links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. Below the navigation bar 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'. A breadcrumb trail below the menu reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'.

- Accessibility
- Transit
- Cycling
- Driving & Roadways**
 - Winter Road Maintenance
 - Road Maintenance & Repair
- Managing Traffic**
 - Pavement Markings
 - Traffic Noise
 - Intersections
 - Merging Guidelines
- Traffic Studies**
 - Neighbourhood Traffic Reviews**
- Driving
- Bridges
- Walking
- Parking

Neighbourhood Traffic Reviews

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

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

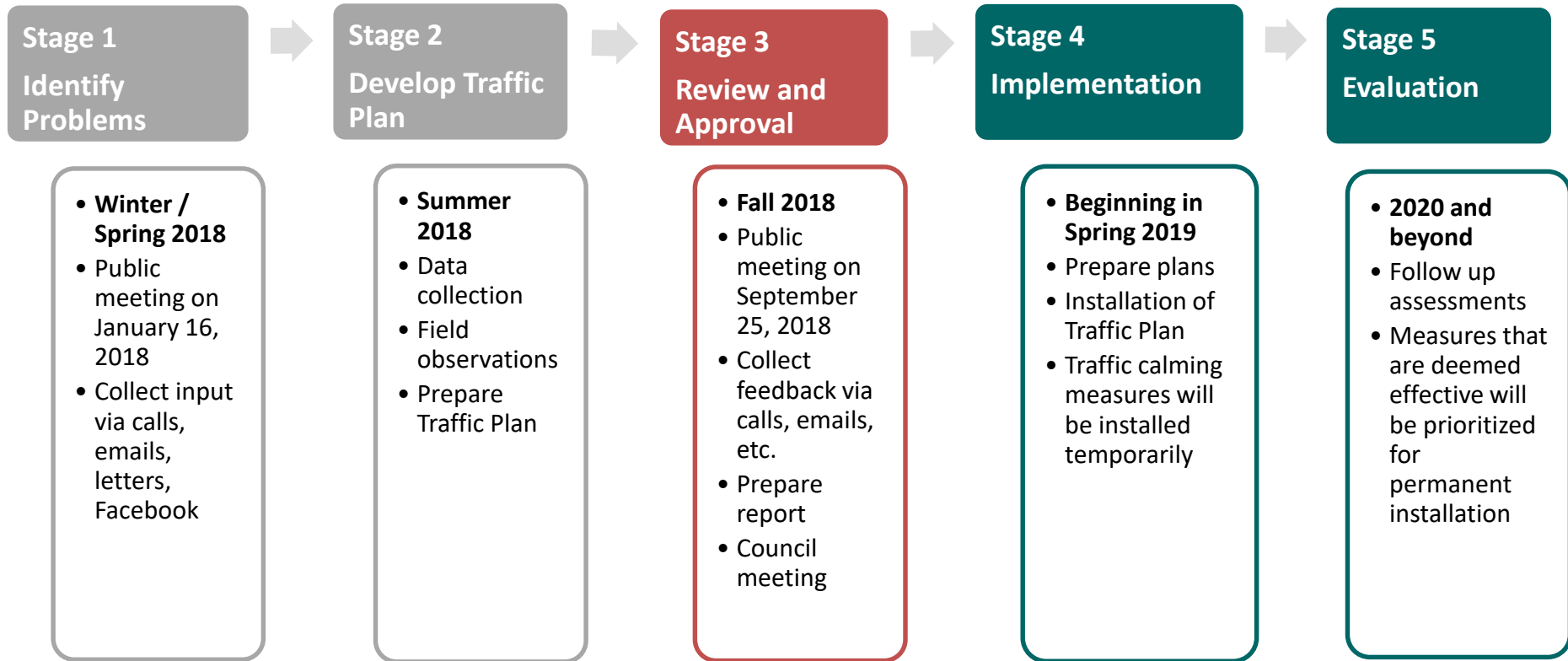
Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

[Subscribe to Traffic Review Notifications](#)

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, 2018**
2. Additional public input via the Engage page no later than **October 19, 2018**
<https://www.saskatoon.ca/engage/eastview-nutana-suburban-centre>
3. Additional consultation if required
4. Present traffic plan to City Council as information
5. If City Council approval is required, an additional recommendation will be included in the report to City Council?
6. What if I don't agree?



Appendix G

Decision Matrix

Appendix G: Decision Matrix

Item	Location	Recommendation	Reason	Marina's Group	Mariniel's Group	Nathalie's Group	Min's Group	Chelsea's Group	Decision
1	Arlington Avenue & Louise Street (North leg)	Change yield control on Louise Street to stop control	Clarify traffic control and encourage driver compliance	Supportive. If delayed use other Louise Street.	Supportive and neutral	Supportive		Hard to get out at peak times, right or left. Parking restriction to create two northbound lanes between Louise Street & Taylor Street would help. These could be all day or only during peak periods.	Carried
1.1		Install median island on Louise Street	Enhance visibility of traffic control signage and improve driver compliance	Supportive	Not supportive of median island	Supportive		Check to see if a left turn and right turn can still happen at the same time (2 lanes). Island is a traffic obstruction, waste of money and hard for snow clearing. Just need to trim the spruce tree there.	Carried. Saskatoon Transit will review this location to confirm median island placement.
2	Arlington Avenue & Porter Street	Change yield control on Porter Street to stop control	Clarify traffic control at the intersection and improve driver compliance	Supportive	Supportive; want a 3-way stop (community garden and seniors present). Maybe a zebra crosswalk needed.	Busy spot for pedestrians. Stop may not make a difference, cars are stopped when it's busy anyway. Fine with making the switch. Several high school students turn right, then make a U-turn to head northbound on Arlington rather than making a left turn.	Holy Cross eastbound drivers turn right, then make a U-turn to go northbound at Sturby Place.	Hard to get out at peak times, right or left. Suggest a parking restriction southbound on Arlington Avenue to aid right turns.	Carried Parking restrictions added for west side of Arlington Street, south of Louise Street to improve sightlines for Porter Street intersection to the south.
3	Louise Street & McEown Avenue/600	Install all-way stop	Improve safety and operations at the intersection	Supportive	Most do not support (not necessary); one resident supportive	Supportive. Happy to see this.		Agree. Will help bus operation and vehicle movement.	Carried
3.1	East Place	Install standard crosswalk on all four legs	Improve visibility of pedestrian crossings	Supportive. Suggest painted stop bars.	Supportive	Supportive	Are motorized scooters in compliance with bylaw?	Supportive	Carried
3.2		Improve pedestrian ramps	Improve pedestrian accessibility	Supportive	Supportive	Supportive	Supportive	Supportive	Carried
4	Arlington Avenue & 1800 Easthill	Make existing median island permanent	Reduce speed	Supportive	Move it farther from curve (to south approx. 50 ft) so it doesn't get hit; warning sign for curve (30km/hr advisory); one wants removed but okay with group's choice. Should slow people down.	This is not enough to address the speeding and collisions at this location. This is a blind corner. Several collisions, including a fatality have occurred here. Suggest traffic signals.		Hard to turn here in the winter because it gets slippery. More obstacles make it harder to keep cleared and safe.	Carried Traffic signals are not warranted at this location, therefore, not recommended. Temporary devices will be monitored for effectiveness.
4.1		Install additional median island on Arlington Avenue south of 1800 Easthill	Reduce speed and clarify lane delineation	Supportive	Same as above comment.	Speed humps would better address the speeding issue. Median islands may still help. Install and make sure that evaluation/follow-up is completed. If devices are ineffective, other measures need to be considered.		Advisory speed signs not understood, frustrating, and cause unexpected sudden braking; do the signs need to be there?	Carried A pilot project is underway for vertical traffic calming devices (e.g. speed humps). A report summarizing the findings will be taken to Council in 2019. Until Council approves the use of these devices, they will not be considered.

Item	Location	Recommendation	Reason	Marina's Group	Marinief's Group	Nathalie's Group	Min's Group	Chelsea's Group	Decision
5	Arlington Avenue & 2300 Easthill	Install median island (east leg of intersection)	Reduce speed	Supportive	Supportive; one resident not supportive.	Repaint crosswalk (street was repaved recently). Would like it to be a zebra crossing. There is a school zone sign visibility issue here. Tree needs a trim.	Northbound left turn problems. Eastbound parked vehicles obstruct intersection.	Obstruction for snow clearing.	Carried
6	Arlington Avenue & 1100 East Centre	Install median island (east leg of intersection)	Reduce speed	Supportive	Not supportive	Would like an upgrade to APC in addition to the median.		Obstruction for snow clearing.	Carried Pedestrian corridor meets the Traffic Control at Pedestrian Crossing Policy. Upgrade not recommended.
7	Arlington Avenue & 2700 Eastview	Install median island (west leg of intersection)	Reduce speed	Supportive	More police presence instead of median island; educate kids to get out of the car on sidewalk side.	Supportive		Obstruction for snow clearing. This one is most supported because of kids crossing for school here.	Carried Temporary devices will be monitored for effectiveness. Speed data has been forwarded to Saskatoon Police Service to consider for enforcement.
8	Arlington Avenue & 3100 Eastview	Install median island (west leg of intersection)	Reduce speed	Supportive	Not supportive; obstruction (not needed) *Speed display board instead of median islands (in middle of Arlington Avenue school zone in both directions (comment relates to items 5, 6, 7, and 8)	Okay. New playground at John Dolan School. No parking for school staff. Would like a crosswalk.	Need more reminders of John Dolan School.	Obstruction for snow clearing.	Carried Temporary devices will be monitored for effectiveness. A residential speed limit review is underway which will consider school zones and playground zones. Until this review is complete, school zone revisions will not be considered. Unmarked crosswalk meets the Traffic Control at Pedestrian Crossing Policy (see Section 3.4 of the report). Slowing traffic on Arlington Avenue should facilitate crossing Arlington Avenue near the school.
9	Arlington Avenue between 3100 Eastview & 2700 Eastview	Speed display board (westbound)	Reduce speed	People speed up between Eastview 2700 and #9 on map eastbound end of school zone – expand school zone further east. School zone enforcement is needed at ends and near #7 on map. People like the school zone signs rolled out to the middle of the street. Preferably on median treatments. Improves the visibility of speed reduction signs.	Supportive	Pointless and redundant if other measures are in place. However, if it educates drivers, it is worth doing. Place additional school zone sign.		Supportive	Carried Speed data has been forwarded to Saskatoon Police Service to consider for enforcement. A residential speed limit review is underway which will consider school zones and playground zones. Until this review is complete, school zone revisions will not be considered.
10	Lane behind 2700, 2600, & 2500 Eastview	20km/h speed limit signs (x3)	Reduce speed	Supportive	Supportive	Enforcement as well.			Carried

Other Projects in the area:

Item	Location	Recommendation	Reason	Marina's Group	Mariniel's Group	Nathalie's Group	Min's Group	Chelsea's Group	Decision
11	Preston Avenue & East Drive	Proposed Active Pedestrian Corridor (north crosswalk)	Improve pedestrian crossing	Supportive	Supportive	Does not solve passing on the right. Would prefer traffic signal or curb extensions. Jut out even if it's not a full curb extension would be better than nothing.	Curb extension may be needed on top of the zebra crosswalk.	Would prefer a signal to help vehicles get onto Preston Avenue. People shortcut through the alley near John Dolan school to get to the Arlington Avenue signals because this intersection doesn't have any.	Carried Full traffic signal is not warranted at this location. Curb extensions are not feasible due to the presence of driveways.
12	Preston Avenue & Adelaide Street	Traffic Signals	Improve operations	Supportive	Don't like it because you can't make U-turns at a signal.				Carried
13	Louise Street & Preston Avenue	Consolidate mall and gas station access as opportunities arise	Improve operations and clarity	Supportive	Some like it, some don't.	Would love this.			Carried

Appendix H

Additional Concerns Received
after Presentation of Draft Plan

Appendix H: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Taylor Street & Arlington Avenue	Eastbound delays for left turns	The geometry of this intersection has been recently modified to improve traffic flow on Taylor Street between Arlington Avenue and Circle Drive. This concern regarding delays will be forwarded to the traffic signal timing specialist for consideration.
	Sight lines on northwest corner obstructed due to a spruce tree	Spruce tree is present on the southwest corner. Intersection has a full traffic signal.
Wilson Crescent & Preston Avenue	Westbound left sightlines to see northbound traffic are difficult	The Preston Avenue corridor is a Bus Rapid Transit Route. This concern will be forwarded to the Bus Rapid Transit project team for consideration. For details on this project, visit the City's website .
Preston Avenue & Armistice Way	Crossing Preston Avenue making a westbound left turn from Armistice Way is difficult	A corridor review for Preston Avenue was completed in 2014 and no recommendations were made for this location. Traffic signals were recommended for the intersection of Preston Avenue & Adelaide Street, which could, in turn, facilitate gaps for the westbound left turn from Armistice Way.
7 th Avenue	Paint a centerline	7 th Avenue North is outside of the study area boundary. 7 th Avenue North has a painted centerline between Queen Street and Warman Road.
Back lane between 1300 East Centre & Arlington Avenue	Speeding. Suggest 20kph signs	Traffic Bylaw 7200 specifies a posted speed of 20 kph for lanes. Signage to reinforce the Traffic Bylaw restrictions are considered for locations where there is evidence of speeding or shortcutting, which is not the case for this location. Concern will be forwarded to Saskatoon Police Service to consider for enforcement. Contact Saskatoon Police Service Traffic Unit at (306) 975-9068 to request enforcement if you have ongoing issues.
Arlington Avenue & East Drive	Bus stop blocks right turns. Suggest moving bus stop across East Drive	Comment was forwarded to Saskatoon Transit for consideration. Delays to right turn vehicles are intermittent and minimal. Pedestrian crossing is on the same side as the stop. Transit has decided to keep the stop in its current location.
Adelaide Street & McEown Avenue	Vehicles parking make it difficult to exit driveways	Field visit was completed. Findings confirmed that the existing parking restrictions were adequate. No changes recommended.
Adelaide Street between Preston Avenue & McEown Drive	Centerline painting suggested	Centerline painting is provided for higher order streets, such as major collectors or arterials. Adelaide Street is a minor collector, therefore, centerline painting is not recommended.

Location	Concerns	Decision
Near Market Mall	Seniors don't push buttons to cross	The use of push buttons at active pedestrian crossings improve pedestrian visibility and driver expectation; however, the use of the buttons is not required for pedestrians to cross at these locations. It is a legal crossing and drivers should yield to pedestrians indicating their intent to cross.
East Heights & Arlington Avenue	Pedestrian crossing device is needed	Zebra crosswalk recommended at Arlington Avenue and 1700 East Heights.
Alvin Buckwold School Zone	Extend beyond East Centre and 600 East Place	A residential speed limit review is underway which will consider school zones and playground zones. Until this review is complete, school zone revisions will not be considered.
Preston Avenue & Arlington Avenue	Provide protected left turn phase for every cycle.	This concern will be forwarded to the traffic signal timing specialist for consideration.
Arlington Avenue & Louise Street	Traffic doesn't fully stop at 4-way stop	Signage and pavement markings are considered adequate. No revisions recommended. Contact Saskatoon Police Service Traffic Unit at (306) 975-9068 to request enforcement if you have ongoing issues.
Louise Street near 800 East Centre	There is a bus stop on the eastbound side that leaves just enough space for a car to park between the stop and the crosswalk. Suggest placing parking restriction there as well as on westbound side of intersection.	Parking is restricted between the eastbound bus stop and the corner of East Centre. The issue was not confirmed during field visits. Additional signage not recommended.
East Drive between Preston Avenue & Arlington Avenue	Speeding issues	Speeding was not confirmed (see section 3.2 of the report for results).
	Drivers do not stop at 2-way stop	Signage is considered adequate. No revisions recommended. Contact Saskatoon Police Service Traffic Unit at (306) 975-9068 to request enforcement if you have ongoing issues.
	Extend school zone eastward	A residential speed limit review is underway which will consider school zones and playground zones. Until this review is complete, school zone revisions will not be considered.
700 East Drive and 700 East Drive cul-de-sac	Remove pedestrian do not cross sign and add zebra crosswalk and pedestrian ramp	Was installed through coordination with the school principle and school bus loading zone plans.
John Dolan School	Should have a school silhouette roll-out sign in the middle of the street during school zone hours	The school silhouette program is managed by the School Division and Saskatoon Police Service.
School Zone pedestrian activity	More general safety and education needed for parents and kids in school zones about how to cross safely. Kids are jumping out of the car into traffic lanes.	The City conducts public awareness campaigns targeted to pedestrian safety each year. Teaching school children safe crossing practices fall under the responsibility of the school divisions and parents.

Appendix I

Resident and Stakeholder Comments

Lanning, Chelsea (TU - Transportation)

From:
Sent: Monday, January 16, 2017 3:58 PM
To: Loewen, Mairin (City Councillor);
Cc: Gardiner, Angela (TU - Transportation); Marcoux, Justine (TU - Transportation); Simpson, Tom (TU - Transportation); Magus, Jay (TU - Transportation)
Subject: FW: Question regarding Preston Avenue and East Drive Traffic

Good afternoon Council and Councillor Loewen,

Our Transportation team recommends that your request be addressed during the Neighbourhood Traffic Review for your community.

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

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

At this point in time, it appears as though Eastview Review may occur in 2018. Your concerns have been noted and will be included in the review.

Regards,

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

www.saskatoon.ca

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From:
Sent: January-05-17 11:38 AM
To: Loewen, Mairin (City Councillor) <Mairin.Loewen@Saskatoon.ca>
Subject: Question regarding Preston Avenue and East Drive Traffic

Hi Mairin,

We have a concern regarding the extremely heavy traffic on the corner of Preston Avenue and East Drive. We live on [redacted] and use that intersection as our way to get downtown as I work in the downtown core. Many times when my husband is picking me up from work (approximately at 3:30 p.m.) the traffic is so heavy at the intersection, he has had to wait 5 – 10 mins or more sometimes to try and turn left onto Preston to get to Circle Drive.

As there is only a stop sign (beside the church) to direct traffic, perhaps it's time that the City looked at putting lights at that intersection? We have also tried to go the other way down 200 East Place towards Market Mall, however, trying to turn left from our street onto Louise Street is also often a nightmare.

Could you look into this for me please and let me know what you find out? Thanks very much in advance for your assistance.

Sincerely,

Hi

Thanks for letting me know about this concern. I'll speak to our staff and see what we might be able to do to slow traffic in that area.

Talk to you soon,

Mairin

Mairin Loewen
City Councillor, Ward 7
306.229.5298
222 3rd Avenue North
Saskatoon, SK
S7K 0J5

From: WordPress [mailto:donotreply@wordpress.com]
Sent: May 2, 2016 9:38 PM
To: Loewen, Mairin (City Councillor)
Subject: [Mairin Loewen] Please moderate: "Contact Me"

New comment waiting approval on Mairin Loewen



Commented on Contact Me

Do you have an idea, question, or concern? Call me at 306-229-5298 or email me at [mairin.loewen\(at\)saskatoon.ca](mailto:mairin.loewen(at)saskatoon.ca)

Hello Ms. Loewen,

I was wondering what it would take to get speed bumps placed in a school zone?

everyday no matter the time people come speeding past. Even during school hours I've seen people speeding past doing 50km or more, during the evening and late night I've seen people speeding through doing what looks like 80-90km. During the evening there are still children playing and people walking across the street. I've seen police around by not very often. Being a parent of a young toddler with autism, and another child on the way, I hold my boy tight while leaving our place in fear that he gets to the street and a speeding car doesn't see him in time. I've seen many other children narrowly missed by cars while playing or trying to cross. I'm not sure if its possible to place a speed trap like circle drive has or just speed bumps. I look forward to you response. Thank you.

[Approve](#)

[Trash](#) | [Mark as Spam](#)

More information about

URL:

Email: _____

Whois:

Thanks for flying with  WordPress.com

Lanning, Chelsea (TU - Transportation)

From: Marcoux, Justine (TU - Transportation)
Sent: Tuesday, June 06, 2017 8:22 AM
To: Marcoux, Justine (TU - Transportation)
Subject: FW: Voice Mail from (42 seconds)
Attachments: (42 seconds) Voice Mail.mp3

Speeding in alley behind her property, Eastview
-wants speed bumps
-dust

From: Microsoft Outlook On Behalf Of
Sent: June-02-17 1:58 PM
To: Marcoux, Justine (TU - Transportation) <Justine.Marcoux@Saskatoon.ca>
Subject: Voice Mail from (12 seconds)

Voice Mail Preview:

Hi if some reason losses V as in victor or th / I'm calling with respect to the problems in our back alley the people are speeding driving like 50 miles and more an hour and also flying over and they must be something next that speed bumps is something in the alley could you give me a call Monday when you're back at work my net name is old th I appreciate that thank you bye bye.

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

You received a voice mail from

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From: Web E-mail - Transportation
Sent: Wednesday, September 27, 2017 3:04 PM
To: Baudais, Nathalie (TU - Transportation)
Subject: FW: Voice Mail from (41 seconds)
Attachments: (41 seconds) Voice Mail.mp3

Crosswalk request

From: (CY - Community Standards)
Sent: Wednesday, September 27, 2017 2:38 PM
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>
Subject: FW: Voice Mail from (41 seconds)

Good afternoon,

We received a call from enquiring about having a school zone crosswalk sign installed at John Dolan School (located at 3144 Arlington Ave). Currently there is not one. For more information, please contact her directly at

Thank you,

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

www.saskatoon.ca

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From: Microsoft Outlook
Sent: Wednesday, September 27, 2017 11:40 AM
To: (CY - Community Standards)
Subject: Voice Mail from (41 seconds)

Voice Mail Preview:

Hi Jerry it's happen calling I am actually looking for the by laws that cover schools on crosswalks I'm just wondering if I can get a copy here that would be available on my number just like to see the wording I would like to see one is at John Dillon school since it is a school I currently there is not a crosswalk there so if you could get back to me my cell number is and again my name is and I'm wondering if that would schools zones crossed walk by last okay thanks so much bye bye.

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

You received a voice mail from :

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From: Simpson, Tom (TU - Transportation)
Sent: Wednesday, October 18, 2017 12:54 PM
To: Baudais, Nathalie (TU - Transportation)
Cc: TU - Roadways & Operations
Subject: RE: Survey Follow-up Requested # 17 - 11

Good afternoon Nathalie,

Can you have someone look into speeding and traffic for this back lane please? It may have been looked at already.

Tom

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

From: (TU - Roadways & Operations)
Sent: Wednesday, October 18, 2017 12:48 PM
To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Subject: FW: Survey Follow-up Requested # 17 - 11

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

From: Web E-mail - General Inquiry
Sent: Friday, September 29, 2017 9:32 AM
To: (TU - Roadways & Operations) (TU - Roadways & Operations)
>; Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>
Cc: Web E-mail - Service Saskatoon <Service.Saskatoon@Saskatoon.ca>
Subject: Survey Follow-up Requested # 17 - 11

Hello again,

This citizen did get a reply to their initial submission but would like to be contacted regarding the status of her inquiries. The original submission was forwarded to CSC and to Transportation for a response. The original submission is below and the survey is attached.

Thank you!

| tel 306.975.7881
Customer Service Delivery Coordinator
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

www.saskatoon.ca

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

From: Web E-mail - General Inquiry
Sent: Friday, September 08, 2017 4:43 PM

To: Web E-mail - Customer Service Centre <CSC@Saskatoon.ca>; Web E-mail - Transportation <Transportation@Saskatoon.ca>
Cc: Web E-mail - General Inquiry <General.Inquiry@Saskatoon.ca>
Subject: FW: Back alley

We are forwarding this message to CSC for alley condition and to Transportation for traffic concerns.

Regards,
Webmaster

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

From: '
Sent: Friday, September 08, 2017 2:45 PM
To: Web E-mail - General Inquiry <General.Inquiry@Saskatoon.ca>
Subject: Back alley

Submitted on Friday, September 8, 2017 - 14:44
Submitted by user: Anonymous
Submitted values are:

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

==Your Message==

Service category: General or All Other Inquiries

Address:

Subject: Back alley

Message: Thank you for grading our back alley. It is the best it has been for a long time but then again, we haven't had much rain. There are two immediate issues: dust and speed. We back Circle Drive South and this alley is used as a short cut from Preston east. The vehicles speed so much, I fear a small child being hit since we have two low rentals next door. And, with the dust hanging in the air, there could be a serious accident back there. We believe that some type of speed bumps should be installed. We know that it would be an inconvenience for grading but there has to be something slow these vehicles down. As far as the dust, we have lived here for 46 years and there have been times when sodium sulfate had been spread on it and when Bob Pringle was our councillor, he had some recycled pavement put in the alley. That not only helped alleviate the dust, but it helped keep the pot holes filled as well. We would appreciate consideration being given to this matter as soon as possible. It probably is too late in the season for sodium sulfate, but the recycled pavement could be put down any time. As far as the speeding, that is paramount. Any questions, please feel free to contact us. We so appreciate our city and continue to make our property a priority to make Saskatoon "shine". Thank you.

Attachment:

img_3200.jpg:

https://www.saskatoon.ca/sites/default/files/webform/contact/img_3200.jpg

Would you like to receive a short survey to provide your feedback on our customer service? The information you share will be used to improve the service we provide to you and all of our customers.: Yes

For internal use only :

<https://www.saskatoon.ca/node/405/submission/194257>

Lanning, Chelsea (TU - Transportation)

From: Microsoft Outlook on behalf of [redacted] (e-mail address available)
Sent: Tuesday, November 14, 2017 2:12 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Voice Mail from [redacted] (32 seconds)
Attachments: [redacted] (32 seconds) Voice Mail.mp3

Categories:

Voice Mail Preview:

Hi Chelsea it's [redacted] calling you again about John door it's cool I'm just wondering kinda where things are so if you could give me a call either on my cell at [redacted] or on my home number and I in [redacted] and then I well if you wanna leave me a message then I can just get it out Lanning I'm just wondering if they qualified for the car talk okay thanks so much bye bye.

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

You received a voice mail from

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, December 27, 2017 11:22 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighbourhood Traffic Review

Thank you for the opportunity for traffic input regarding east view.

When Walter Murray Collegiate and Holy Cross High schools are dismissed the traffic moving north on Arlington and East on Taylor are backed up 3-4 four blocks approaching the Taylor/ Arlington set of lights for almost an hour past their mutual dismissals.

The traffic moving south on Arlington or turning west to Taylor are to be in the far right lane approaching the lights at Taylor and Arlington. Only the traffic turning East onto Taylor are to be in the left lane. This is not marked clearly enough for drivers to notice the overhead signs. Many many many times I've been cut off proceeding south on Arlington by a vehicle that did not turn but proceeded straight south from the left lane that is to be a turn lane.

The school zone between Pope John Paul elementary and John Dolan School extends for several blocks at a field clearing. This is inconsistent to almost all other school zones that allow traffic to return to 50 Km between schools e.g.. between Holy Cross and Walter Murray

The long alley way that follows the freeway that leads to the Regina Highway (it follows parallel to Arlington) has a lot of general traffic of cars that don't want to travel on Arlington and since the fencing was taken down and a brick wall now runs along the freeway it has become a garbage dumping ground in the trees that were once a sound barrier.

Thank you again for this opportunity,



Virus-free. www.avast.com

Lanning, Chelsea (TU - Transportation)

From:
Sent: Thursday, December 28, 2017 2:05 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighborhood Traffic Review for Eastview-Nutana Suburban Centre

Follow Up Flag:
Flag Status:

Categories: Projects

Hello Chelsea.

We are not sure if we can make the meeting on January 16th but we wanted to express a few concerns about the traffic in our area.

We live in the 3100 block of Arlington Ave. (There is a school zone right in front of our house. There are a lot of vehicles that do not respect the school zone speed limit during the 8 am to 5 pm time frame. This is one of our complaints. There needs to be a better enforcement of this. We know the police are busy but maybe there could be installed a speed limit light that displays vehicle speeds in this zone. One way of reminding people to slow down.

Also at the end of our block – the 3100 end – there is a cross walk. Vehicles seem to have a hard time respecting pedestrians that want to cross here. There needs to be a walk light of some sort here to make vehicles aware of crossing pedestrians.

At the lights at the corner of Arlington Ave. and Preston Ave. – the left turn arrow – for vehicles turning West onto Arlington from proceeding South on Preston – this arrow seems to rarely work and when it does it is at the oddest times when traffic going North on Preston is the lightest. It would be good if this arrow was always working as traffic volume seems to be getting more and more on Preston Avenue going North.

Thank you for gathering these concerns. If you require any additional information please do not hesitate to contact us.

Happy New Year.

Lanning, Chelsea (TU - Transportation)

From: Microsoft Outlook on behalf of (No e-mail address available)
Sent: Thursday, December 28, 2017 4:31 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Voice Mail from (30 seconds)
Attachments: (30 seconds) Voice Mail.mp3

Voice Mail Preview:

Hi there I received a letter from the city Saskatoon folk traffic concern so effectively chilly apartments across mark mall I'd like to see if it gets to you walk way.

Like in the middle of the side form because a lot of people cut across there jaywalk and it's not too safe and to go to the corners like it's quite a distance it's Michael Long could be nice if there's a pedestrian walkway.

Okay thank you bye.

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

You received a voice mail from

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From:
Sent: Thursday, December 28, 2017 8:08 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic concerns

I live on McEown Ave and I have several concerns about traffic around Market Mall. Specific need left turn signal at Louise Ave & Preston Ave, traffic lights at Preston & Adelaide where there is no lights, also needs left turn signal with the amount of traffic coming & going from Stomebridge it holds up traffic. Also the lights at Preston & Taylor to do left hand turns is difficult due to being set according to amount of traffic. Also I would like to see a four way stop at Louise & McEown due to the amount of seniors crossing. Also the 3 way stop at McEown & Adelaide is not very safe for seniors when school lets out at 3:30. Thank you for taking time to read my comments

Sent from my iPad

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, December 29, 2017 12:05 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighborhood traffic review

I would like to see traffic lights installed at the corner of Louise and Arlington. Many drivers don't follow procedure at this intersection, and it seems increasingly difficult for pedestrians to cross safely. I've often seen motorists cutting off the handicapped residents who have to cross there in walkers or wheelchairs. Several accidents have happened at that intersection. None of them were fatal, but should we wait until we have a fatality?

Thank you for this opportunity for input.
Sincerely,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, December 29, 2017 2:13 PM
To: Lanning, Chelsea (TU - Transportation)
Cc: 1 (TU - Roadways & Operations); Loewen, Mairin (City Councillor)
Subject: Comments on the Nutana Park neighbourhood traffic concerns

Categories: Projects

Good afternoon Chelsea,

I have described a few of the proposed changes below in an email to ; and last summer. Several of them are not new ideas but came out of a functional study of Preston Avenue that was released maybe three years ago and was conducted by a former staffer of the CofS who is now working in the private sector as an engineering consultant.

Her study suggested a number of ways in which heavy Preston Avenue traffic coming from the freeway and Stonebridge could squeeze through the one-lane-each-way constriction that exists from Circle Drive right through to 14th Street. I have already given Brandon and Angela my support for a tight radius traffic circle at both 7th Street and Main Street on Preston, but the neighbourhood circular sent out to Eastview and Nutana Suburban is looking for a smaller set of solutions for that specific area.

Here is my bullet points and my reasons. Starting with Preston Avenue and some quick fixes that could be accomplished in 2018 based on past studies.

Where Wilson Crescent meets Preston

- There needs to be a traffic light signal that can only be activated by Saskatoon Transit.

Explanation: It would stop traffic from going south at the existing Arlington-Preston traffic light and allow transit to get onto Preston northbound during rush hour. I have been on the Number 6 bus and observed how this bus can be prevented from making that turn for up to 5 minutes, throwing that bus completely off schedule.

I assume the technology exists that the Number 6 buses can be equipped with that signal control and allow themselves to keep on schedule. It might also require a red light that can stop the traffic coming from Preston Avenue South. This would only impact Preston traffic only 30 seconds every half hour. It might also aid cars coming south on Preston in making the turn onto Wilson after the bus has cleared the intersection.

Elsewhere on Preston:

- Green arrow signals at Preston and Louise: that would be used between 7 a.m and 9 a.m. and 3 p.m. and 7 p.m.

Explanation: There is virtually no opportunity for more than one vehicle to complete a left hand turn onto Louise without this feature during rush hour. A green arrow would allow at least 5 cars to make the turn.

Ensure the same timing on the new green arrows that exist near Walter Murray—these lights need to be synchronized further south with the existing lights near the PetroCanada at Preston and Louise.

Louise and McEown.

- There needs to be a four-way stop there.

Explanation: Yes, it would be a bother to the Number 6 and Number 19 buses but it is needed for safety of pedestrians crossing and for traffic exiting Holy Cross high school at 8 a.m., noon and after 3:30 along with what I expect will be increased traffic from Market Mall when the Saskatoon Health Region opens a primary health care centre in the former Zeller's space in Market Mall.

This is only going to get worse if there is no 4-way stop. The proposed 4-way stop at Louise and McEown would calm traffic on Louise going by the seniors complexes (Scott-Forget) and by the walk-up apartments that line Louise which are mostly occupied by seniors. That Louise and McEown intersection should also get modern LED crosswalk lighting and flashing pedestrian light because it is difficult to see people who aren't wearing reflective clothing at night. Many seniors cross this intersection using walkers and there is also motorized scooter traffic that comes all the way east on Louise from the Cheshire Homes for people with mobility issues. (located right near Eastview bowl.)

Arlington and Louise: consult with people at Cheshire Homes on whether there is adequate safety for their residents on their mobile chairs and scooters. Could they use a flashing pedestrian light for added safety? These folks travel on the street and not on the sidewalk. Is this because the sidewalks are not made for motorized scooters?

Study the following.

Study Taylor and McEown near Holy Cross. During school drop off times, this is a very problematic intersection but less so at other times of the day.

Finally Taylor at Arlington. Study whether every green light on Taylor should have an arrow during rush hour. Sometimes, it is only every second green light that is preceded by a green arrow.

The circular sent out to residents dated Jan. 2 describes a year-long process. I think that borders on inertia, especially because the city would be studying something that has already been studied.

The city's own functional study on Preston Avenue is only 3 years old and the only fix implemented so far from its recommendations was last summer's turning lanes and traffic light improvements near Walter Murray (Preston and Taylor). I don't think bus drivers on the Number 6 route would be very happy about waiting more than a year to find a solution that will get them moving from Wilson Crescent to Preston. How are these feeder routes ever going to feed passengers into BRT on 8th street if the bus is stuck in traffic, waiting to turn off Wilson? The feeder routes have to run on time if Bus Rapid Transit is going to be supported by the public

Secondly, why not do a traffic count this winter or this spring when high school gets out for the day. Traffic on McEown and Louise already justifies a 4-way stop at Mceown and Louise. Some senior is going to get run over by an impatient driver trying to turn. Traffic is almost as bad on Saturdays.

The new owners are redeveloping Market Mall to expand stores like Safeway and bring in the health region. (The idea of apartment blocks on the Market Mall site is now dead.) So it's not like Market Mall is doomed as people once thought. It is actually going to get a revival because most of the good commercial land has been developed in Stonebridge so it is easier to redevelop Market Mall. Things could get dicier with more low end collisions possible at Preston and Louise because a new strip mall has been approved where the old Esso service station was years ago. This will complicate an already difficult task of having traffic safely enter and exit Market Mall off Louise.

These are my thoughts. I am pleased that there is going to be a traffic study for Eastview Nutana Suburban Centre. I would suggest it is a year behind where it should be and that some of the thinking has already been done by the Preston functional study done by your former colleague.

Please encourage Brandon and others in the department to move quicker so that residents can see real progress and not just the city studying something that has already been studied internally after the Stonebridge overpass was completed.

Best regards,

(Eastview resident for 24.5 years.)

Lanning, Chelsea (TU - Transportation)

From: Lanning, Chelsea (TU - Transportation)
Sent: Friday, December 29, 2017 3:07 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview/Nutana SC NTR Resident Concern
Phone call
Categories: Projects

Lives on 2500 block Preston Ave

Concerned that there was already a review done for Preston Avenue and nothing was done. Frustrated that there was no money to follow thru

Adelaide and Preston Ave lights – they still haven't been done and she was told that they were funded.

Concerned with traffic using Preston Avenue rather than Circle Dr.

The people who live on Preston are concerned with the amount of traffic that is now on Preston. They don't want to lose their parking. They want it to remain a one lane roadway.

Does have a NRT level concern about speeding on alley between Preston Ave and Woodward Ave. Shortcutting and almost hitting pedestrians on these laneways.

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation

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

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

Lanning, Chelsea (TU - Transportation)

From:
Sent: Saturday, December 30, 2017 1:17 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview neighbourhood

Categories: Projects

Chelsea Lanning

In response to the request received from the City of Saskatoon re: concerns about traffic in the Eastview area, I do have a significant concern. Since the development of Stonebridge, traffic patterns have changed dramatically in this area. We still do not have a sound barrier separating us from Circle Drive, and it can be quite noisy here. When can we expect to have our sound barrier started? Most of the rest of Saskatoon has one already, and we must be about the only ones who don't have one!

Also, for cars heading southbound on Preston and turning left onto Arlington, increased traffic on Preston makes left turns difficult. More advanced green traffic lights at peak hours are needed here.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Saturday, December 30, 2017 6:35 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview Neighbourhood Traffic Review.

Categories: Projects

I have lived in Eastview since Feb. 1, 1969. I have also practised as a Transportation Engineer since May 1964. My comments are founded on my longevity in the area and my extensive work experience.

Having lived in the area for almost 49 years I would have to say that I have not observed any serious traffic or safety concerns. My training and experience with traffic is to keep it moving as smoothly as possible while minimizing conflicts.

Traffic control and safety in Saskatoon appears to be dictated to by a very small "vocal minority" and City Administration and City Council react to these people with little regard to the "silent majority". The media also picks up on these peoples' complaints with no regard for the general public because it makes what they call "Good Press". The "vocal minority" that gets all the press and media attention generally have their own selfish agenda with no regard for the interest of the general public. I commend what the City Administration for their attempts but I do not envy you for what you have to deal with.

The media and sometimes our policing authorities have a tendency to blame infrastructure or the weather for traffic problems or conflicts when in fact the driver is at fault. Drivers do not admit their own failings for not driving according to road conditions. When the media reports road conditions being the cause drivers very quickly pick up on this and do not admit their failure to drive responsibly.

This, in my opinion, sends the wrong message to our drivers. Instead of educating the public to drive more responsibly it gives them a "cop out" for their mistakes and poor driving habits.

Proper traffic planning in Saskatoon has been sadly lacking for eons. Any attempts at proper planning have been neutralized by vocal comments of a few people with their own agenda. City Council listen to these people and defeat any attempts at proper planning. Streets in our neighbourhood like Taylor Street, Presto Avenue and Arlington Avenue are the highest in the hierarchy of street classification yet they are encumbered by School Zones. These streets were initially laid out to be major arteries in the neighbourhood yet they are restricted by School Zones. How is traffic suppose to flow efficiently?

In recent years the City has attempted traffic control by installing "calming devices". These devices become obstructions to smooth traffic flow and to snow removal in the winter. These devices do not only affect vehicular traffic but I have witnessed where cyclists have been put into conflict with vehicles. They create pinch points between vehicles and bicycles.

I avoid Wilson Crescent, Taylor Street, Preston Avenue and Eastdrive because of school zones. I would also avoid Arlington Avenue but I have no other way out of my neighborhood. I am sure that other people are like me and have changed their travel routes to avoid school zones and other obstructions. I would not doubt that traffic in residential areas has increased due to these traffic restrictions on our main thoroughfares.

In summary my recommendation for our neighborhood is: Please do not make it more difficult to navigate and drive in our neighbourhood.

Sent from Mail for Windows 10

Lanning, Chelsea (TU - Transportation)

From:
Sent: Sunday, December 31, 2017 9:44 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic Concerns in the neighbourhood

Categories: Projects

The traffic flow north on Arlington approaching Taylor Street would be greatly enhanced by not allowing any parking on the east side of the street in the entire area across from the Nutana Curling rink. It is worst in the afternoons when students from Holy Cross High School are leaving, but it's an issue throughout the curling season. Currently, there is no parking just approaching the turn, and it is not enough space to allow good access to the corner.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Monday, January 01, 2018 3:24 PM
Subject: Traffic concerns

Categories: Projects

Thank you for the opportunity to express our concerns re the traffic in our neighbourhood. Since we are not able to attend the January 16th meeting, emailing you works just as well.

We live at _____ and, as you can imagine, the increase in traffic has been tremendous in the last several years. The Stonebridge development increased the traffic enormously. Trying to get out of our driveway has been a major challenge. There have been times when we have counted eight minutes before we can safely back out. People trying to get off Jarvis at 8 a.m. should not even try as they would do better to drive to Louise St. as at least there are traffic lights and one gets their turn. As we are retired we try and do our driving when there is a little less traffic but, I am sure, that many living in our area do not have that privilege.

A solution - it would be interesting to hear what some of the ideas you may receive and the results after summer and fall of 2018.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 03, 2018 9:23 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighbourhood Traffic Review-Eastview-Nutana

Categories: Projects

The intersection of Preston Avenue and Wilson Crescent.

The alignment of this intersection is terrible.

1. I avoid using Wilson Crescent to make the northbound movement onto Preston Ave because of the skew causing poor sight line from the vehicle.
2. While northbound on Preston Ave I have had several vehicles enter from Wilson without seeing my vehicle.
3. When pedestrians try to cross at this intersection it is like watching ducks in a carnival shooting gallery.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 03, 2018 10:02 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic concerns

Categories: Projects

In response to your request for information I have several concerns. I live in _____ which is at the intersection of _____
of _____
The sidewalk along Preston between Armistice & Adelaide , particularly closer to Extendicare, slopes toward the road, and is cracked in many spots and if there has been rain / snow is treacherous . Those of us who have mobility problems (I use a walker) find it dangerous. The cross walk at Adelaide & Preston is not clearly marked, nor is the crossing on Adelaide in front of Extendicare to the Market Mall parking lot and although many cars do stop, I often have to enter the intersection, stop and do a check before completing the crossing. The controlled intersection further down Adelaide is much safer. Because I no longer drive and will not walk outdoors after dark, I will not attend the meeting at Holy Cross so I appreciate the opportunity to send my comments via email.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 03, 2018 11:17 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic concerns for EastviewNutana

Categories: Projects

We live at . Our concern is entering and exiting onto Preston Ave from Armistice Way. The traffic flow has become quite heavy and people are taking chances because the wait can be quite long. Perhaps lights at Adelaide would work to give the drivers in this area a break in traffic long enough to get us on our way.

WE would also suggest that there be no parking on Preston from Circle Drive to 8th Street. This would help traffic move along faster and make easier access off and onto Preston.

Thanking you for the consideration of these suggestions.

Sincerely,

Sent from my Samsung Galaxy smartphone.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 03, 2018 3:24 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic REview - Eastview-Nutana Suburban Centre

Categories: Projects

Hello Chelsea,

I have 3 areas of concern.

1. Corner of Wilson Crescent and Preston Ave. - Traffic turning off Wilson Crescent north onto Preston. When at all possible I avoid this intersection. I feel that I'm taking my life in my hands every time I use it. Traffic turning north has to cross 3 potential lanes of on-coming traffic - that going south on Preston; that going north on Preston and turning on to Wilson Cresc.; and, through traffic going north on Preston. Just as the Preston south traffic stops for the light at Preston and Arlington, the traffic going north on Preston arrives.

2. Light at the corner of Preston and Arlington . I've lived in the Eastview area for 9 years and have yet to figure out the timing of the arrow for this light. It would be helpful if the arrow worked between 4:30 and 5:30 in the evening. As it is, going south on Preston, to make a left turn onto Arlington during that time, I'm almost always turning on the yellow. Generally only one car will make it through and you're never quite sure if the oncoming traffic is going to try and run the yellow (and hit you) or stop.

3. Lack of sound barrier on Circle Drive backing on the 2700 block of Eastview. Circle Drive is very busy and during the summer the traffic noise is generally too loud to allow for sleeping with open bedroom windows. I have inquired on this before and was told that because there is a berm in this section, no barrier will be built. However, if that is the reasoning, why were sound barriers erected all along the East Hill area that backs Circle Drive? That area has had a berm for more years than I can remember. Driving around the city, there are many areas that have both sound barrier and berm.

Thank you for adding my comments to those of other residents in our neighbourhood. I look forward to learning the results of the review and the actions that will be taken.

Lanning, Chelsea (TU - Transportation)

From: Lanning, Chelsea (TU - Transportation)
Sent: Thursday, January 04, 2018 11:16 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: FW: Voice Mail from
Attachments: (28 seconds) Voice Mail.mp3

She called back:

Phone call Jan 3, 2018

On Armistace Way there are a lot of condos and a lot of traffic. When you are trying to cross onto Preston Avenue in your car it takes a long time, especially between 3 and 4:30, because it's busy. Really hard to make a left turn.

From: Microsoft Outlook **On Behalf Of**
Sent: Tuesday, January 02, 2018 11:38 AM
To: Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca>
Subject: Voice Mail from (28 seconds)

Voice Mail Preview:

Hi my name is _____ again I live in the _____ I just have some concerns about traffic in the neighborhood so I wouldn't mind if you could give me a call at _____

-- okay thank you.

Bye.

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

You received a voice mail from

Caller-Id: _____

Lanning, Chelsea (TU - Transportation)

From: >
Sent: Thursday, January 04, 2018 11:45 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview traffic concerns

The following are my comments regarding traffic issues in our neighbourhood. I have lived on [redacted] or 25 years.

- 1) I don't like stating the obvious but traffic on Preston has increased significantly since the inception of Stonebridge.
- 2) The intersection of Wilson Crescent and Preston is congested during rush hours causing some risky driving behaviours. City or school busses not being able to cross from Wilson onto Preston north bound will tie up two lanes of traffic further increasing impatience.
- 3) The traffic on Arlington Ave has increased significantly. I am guessing it is being used as a "short cut" but for what purpose I do not know.
- 4) The intersection of Louise Ave and Mc Ewan Ave (east side of Market Mall) is problematic. There is a bad mix of visibility problems, higher traffic, parked cars and pedestrians at this intersection. I'm surprised no one has been hit by a vehicle here.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Sunday, January 07, 2018 4:34 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview-Nutana Traffic Review

Hello,

I live on . The street in front of my house runs parallel with Preston Avenue so we have a fair amount of traffic and it is a 4 block stretch without any traffic restrictions. The speed that vehicles drive up and down this stretch is unbelievable at times. My daughter was 2 years old when we first moved in here and it was always a fear of mine that she'd get away from me and dart onto the street in front of one of these vehicles. I'm sure the other parents along this stretch felt the same way. I've never known who to report this issue to , and I'm not sure if anything can be done to slow the traffic down except maybe three way stop signs .

Thank you for taking the time to read this email.

Sent from my iPad

Issues: PEDESTRIAN SAFETY, CROSSWALKS, TRAFFIC SIGNAL,

Name: ,

Email: _____

Phone: \ .

Comment: I'd like to request a pedestrian crosswalk signal lights by Pope John School crossing Arlington Ave. Many times kids and adults are left standing there and no cars stops. It is used everyday by kids going to school. I'd love to see lights there to make people stop. It's a very busy street. Thanks for your time.

Attachment:

Lanning, Chelsea (TU - Transportation)

From:
Sent: Tuesday, January 09, 2018 11:02 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic concerns Eastview-Nutana

I have a huge concern for the intersection of Preston Avenue and Wilson Crescent. I consider this a very dangerous intersection. If you are travelling east on Wilson Crescent and want to turn left onto Preston, you have traffic travelling north on Preston making a left hand turn onto Wilson; then you have to wait for a break from traffic that is heading south on Preston. You then have to give the right away to traffic heading north on Preston. This sounds complicated and it is. At peak hours this is extremely congested but it is unsafe at any time.

I hope engineers will review this intersection and develop a much safer traffic plan.

Thank you for the opportunity to be heard and hopefully some changes will be made.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Tuesday, January 09, 2018 1:42 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview neighborhood traffic concerns

Re: your memo of January 2, 2018

Thank you for the opportunity to comment on the above. Our concerns are related to the Easthill area.

1. Sidewalk adjacent 2288 Easthill . Tree roots have caused a significant upheaval of the sidewalk blocks. The upheaval is an impediment to anyone using a wheelchair or walker, or even totally ambulatory people. This has been a concern of our for the three years we have lived in the area.
2. There are a number of hedges in Easthill that have grown over the sidewalk, especially the hedge in front of 2363 Easthill which covers at least ¼ of the sidewalk for several metres.
3. The 2300 street of Easthill (Part of the bus route) has a number of significant dips in the pavement .A similar condition exists from East Centre to Louise Street.

Thanks.

Sent from Mail for Windows 10



Virus-free. www.avg.com

Lanning, Chelsea (TU - Transportation)

From: City of Saskatoon - Mail Administrator
Sent: Tuesday, January 09, 2018 5:02 PM
To: Chelsea.lanning@saskatoon.ca
Subject: Traffic Concerns in Eastview Nutana
Attachments: Traffic Presentation.pdf; Traffic Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Projects

FORWARDED MESSAGE:

The original message did not make it to your mailbox because of a mistake with your email address. See below.

The Original Message came from: ↓

The Original Message was sent to this address : chealsea.lanning@saskatoon.ca

If you correspond with this person on a regular basis, please let them know your correct email address.

Original Message below

Hello Chelsea,

Please find attached the traffic concerns of the residents of the City of Saskatoon Jan 2, 2018. A copy of this letter is attached.

It is our response to the letter sent out by

Please acknowledge receipt of our concerns. Thank you.

Attachment not included here.

Lanning, Chelsea (TU - Transportation)

From: Baudais, Nathalie (TU - Transportation)
Sent: Wednesday, January 10, 2018 12:13 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: FW: Concerns over intersection

Another one to add in.

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

*If you receive this email in error, please do not review, distribute or copy the information.
Please contact the sender and delete the message and any attachments.*

From:
Sent: Monday, December 11, 2017 3:53 PM
To: Baudais, Nathalie (TU - Transportation) <Nathalie.Baudais@Saskatoon.ca>
Subject: Concerns over intersection

Hi Nathalie. My apologies for directly emailing you on this, but I received some complaints from a neighbour about the intersection of Taylor Street and Arlington Avenue and I wanted to pass them along. I will have him take his complaint to the Community Association and follow formal procedures as well.

My neighbour has been nearly hit by vehicles twice in the past week while walking across the street at this intersection. The vehicles were turning and did not see the pedestrian in the crosswalk. In both cases, he doesn't think the driver knew they almost hit him even as they passed him. One near miss was by a school bus, and it was so close that he had to stop and step back or he would have been hit. He actually put his hands on the side of the bus as it drove in front of him through the crosswalk. Part of the concern is that a lot of kids use this crossing to get to the two high schools on Taylor Street. It is an odd alignment as there is a bus pullover bay so it looks like two lanes. And, it's a high volume intersection, especially at 3:30 when the schools all let out. I've seen all kinds of near accidents and fist waving at this intersection. I'm not sure what can be done at this intersection to make it safer, so I will defer such opportunities to your office.

I just wanted to pass this along and advise the matter will be referred to our Community Association. Thanks
Nathalie.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, January 12, 2018 9:50 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighbourhood Traffic Concerns

Regarding the letter from Saskatoon Transportation & Utilities Department on traffic concerns.

I live at

I doubt there will be anything done as a result of this email, but here are my thoughts. First of all I think this city is out of control as far as spending priorities. The city should be looking after streets, picking up garbage, mosquito and weed control, crime and keeping utility costs in check. The rest of the money that gets spent is only "nice to haves". It is like someone on minimum wage buying a car that costs over \$100k and living in \$4 million dollar home, but not being able to buy groceries. That being said, I live on a bus route and when the bus hits one of the pot holes or where the sewer line is buried it shakes the living hell out of my house and cracks the walls. I call to get the street repaired and they come and put some patches over the patches and leave some holes. In other words they do a half assed job. The bus is heavy and they are usually traveling at good rate of speed, which when they hit one of the holes, the impact is worse than if they were going slow. I don't see a need for buses to be going down our crescent if people can't walk to Arlington which is a major street, they should be in a care home. These residential streets are thin film pavement and not designed for heavy buses. Put more bus stops on major streets and leave the buses off the residential areas. My neighbors across the street also complain about the buses shaking their house.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Sunday, January 14, 2018 12:15 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighbourhood traffic review-Eastview - Nutana suburban centre

Thank you for the opportunity to provide input regarding this matter. Two areas that we would like to see addressed are:

- 1) intersection of Arlington Avenue and Preston Avenue: south bound traffic should be provided with a turning arrow on a Regular basis for those wanting to turn east onto Arlington. Due to the increased volume of traffic on Preston heading north, it is extremely difficult to turn left onto Arlington and dangerous as people heading north tend to run red lights. Perhaps a turning arrow and red light camera would solve the problem.
- 2) Intersection of Wilson Crescent and Preston Avenue: this is an extremely dangerous intersection and perhaps traffic from Wilson travelling eastbound entering Preston (going northbound) should not be allowed. Visibility and confusion is very dangerous here!

Thank you
Sent from my iPad

Lanning, Chelsea (TU - Transportation)

From:
Sent: Monday, January 15, 2018 1:09 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview traffic survey

Hello,

Thank you for the opportunity to add my comments regarding traffic in and around the Eastview neighbourhood.

We moved into our home on _____ in 1971 when our son was very young. Initially, we did not consider East Drive to be a "busy" street. Over time that has certainly changed and we now have a street that is very busy. The societal change of children not walking to school but being driven in vehicles or school buses has driven some of the traffic change. The addition of the Stonebridge neighbourhood has made a huge change in terms of traffic on Preston Avenue and for children being driven to Alvin Buckwold School even though the new Stonebridge school is open. We continue to have school buses travel daily on East Drive.

East Drive is a high speed thoroughfare because it is a wide street and it serves as the connecting road from Preston Avenue to Arlington Avenue. I can remember at least three mid-block vehicle collisions on our block because of high speed or carelessness. Our neighbour's van that was parked on the street was totalled when a young person turned off of Preston Avenue to head east, accelerated rapidly, lost control, and hit the van. This type of high speed driving is common. We also have the drivers in trucks who enjoy driving into or on the snow banks at the edge of the road. (One neighbour suggested that a few bricks in the snow banks might discourage that practice.)

The intersection of East Drive and Preston Avenue is usually very busy and dangerous. Traffic to and from Walter Murray Collegiate adds a tremendous number of vehicles Monday to Friday. A real tragedy occurred recently when a senior was killed at the corner while crossing Preston Avenue. Our neighbours with young children will not allow their children to walk to Prince Phillip school because they would have to cross Preston Avenue. All of Preston Avenue is much busier than before the Stonebridge neighbourhood was developed. Traffic around Market Mall is sometimes congested.

I recollect a traffic count conducted on East Drive but I think it was done when the school was not in session. Your records will verify that.

One advantage of the busy street and Alvin Buckwold School is that the snow is graded and the street maintained in good driving condition.

A change that I would like to see is traffic lights at the East Drive/Preston Avenue intersection.

Good luck with the traffic review. It certainly has generated a lot of neighbourhood interest.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Monday, January 15, 2018 5:43 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic concerns in neighbourhood

I can't make the meeting on January 16, as I am not in town that day, but these are some of the concerns we have noted:

Traffic concerns - area around 110 armistice way

Preston Avenue -

- Need two continuous lanes going north and south from Preston crossing to Circle Drive South
- The City has made Preston Avenue into a busy commuter link with the major intersection on/off circle drive, but the traffic is a bottle neck heading north from circle all the way past College
- Need to remove on street parking from all of Preston Avenue
- Having barricades on south Preston at 14th is dangerous
- On street parking is creating traffic and pedestrian hazards
- Trying to turn south onto Preston Avenue from Armistice Way is challenging with parked cars on east side of street between Adelaide and Armistice, having the choice to turn left is great, but there are a lot of near misses
- Having cars parked on both sides of Armistice Way makes it hard to even drive down that street, especially in winter. There is a lot of traffic leaving and entering Preston Park II complex

Sent from my iPad

Lanning, Chelsea (TU - Transportation)

From: >
Sent: Tuesday, January 16, 2018 4:12 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview-Nutana Traffic Review
Categories: Projects

Hi Chelsea,

would like to see the installation of traffic lights at the intersection of Adelaide and Preston. We've witnessed risky behavior from drivers trying to turn left onto Preston from Adelaide. It would be great if there was a pedestrian crosswalk on Preston at the Adelaide intersection. We get many students and seniors crossing Adelaide on Preston and we feel it is unsafe without a proper crosswalk.

Also, perhaps the 30km school speed zone should be extended on Preston towards Louise, as there is a major pedestrian crossing on Preston (at Adelaide).

Thank you,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 17, 2018 5:58 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: traffic concerns

Hello,

My name is _____, and I live at _____. I received a letter in the mail about traffic concerns, and I would like to voice a concern I have. I would like to see a 4-way stop on the intersection of Louise Street and the 600 block of East Place. It is sometimes very dangerous trying to cross, especially from the 600 block. Traffic is parked all along Louise Street, and we have to pull out quite a way before we can see. There are a lot of elderly people in this area, who need to take their time when crossing the street, and I feel that it is dangerous, both for them, and drivers.

Thank you for listening,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, January 19, 2018 12:09 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic Review Eastview-Nutana Suburban Centre

Follow Up Flag: Follow up
Flag Status: Completed

Good afternoon,

We received the letter from the City Of Saskatoon regarding traffic issues in Eastview-Nutana Suburban Centre. I was unable to attend the Public Meeting held recently.

I have a few comments on traffic flow on Preston South near Wilson Crescent. It seems since Stonebridge is fully developed, the amount of traffic using Preston Ave. seems extremely high now(worse then ever before). Especially around 4:00-5:30 p.m. traffic can be backed up all the way to Louise street from the lights at Arlington and Preston going south. I suspect this is because there are not enough ways in and out of Stonebridge and Preston has become one of the arteries in and out of Stonebridge. Trying to make a left onto Preston Ave. going North from Wilson Crescent is virtually impossible at this time of day. Traffic backs up on Wilson, sometimes the bus has to enter the intersection to stop traffic to get across during this time. You can also have traffic lined up on Arlington to turn down Preston South at this time as well. This has not occurred in the 20 + years we have lived here until the last 3-4 years.

I know the population density of Stonebridge is 4-5 times of our area and they don't have enough roads out. Preston and Clarence Ave. have become over whelmed with traffic. I know speeding is also a concern, there was a radar sign at (Arlington and Preston) setup last week warning people. Maybe if the speed limit is dropped to 40 km on Preston Ave. people will take Circle Drive instead.

Additionally some Police enforcement speed traps on Preston Ave. may help curb some of the speeding. As people go towards the Overpass(south on Preston) they start accelerating(speeding) from the lights at Arlington and they are going through a residential area with kids.

My hope is something can be done to make more people utilize Circle Drive to get in and out of Stonebridge.

Sincerely

This email has been checked for viruses by AVG.
<http://www.avg.com>

Lanning, Chelsea (TU - Transportation)

From:
Sent: Sunday, January 21, 2018 4:35 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic in eastview., 2800 block Arlington

Hi Chelsea, regarding traffic in our area it can be trying and frustrating at times. There have been several accidents in the past 10 years. It has even forced a homeowner to put stones in the front of their yard after someone had hit the tree in front of their yard. I think this resulted in a fatality.

In the morning between 7 am and 9 am it is like a race track. This also happens in the evening from about 4 pm. I do not know if the vehicles are from the neighbourhood or taking a shortcut. Some vehicles will park on the inside corners of a curve narrowing up the street.

Thanks

Lanning, Chelsea (TU - Transportation)

From:
Sent: Tuesday, January 23, 2018 4:37 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic Concerns

Hi Chelsea, we couldn't make the Public Meeting on the 16th at Holy Cross. So, I'll submit my suggestion here. I suggest that a yield OR stop sign be placed at the T intersection of 2400 Eastview and 2300 Easthill. That is 2400 Eastview would yield or stop to traffic coming on Easthill. Thanks for your consideration. Sincerely,

Sent from my iPad

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 24, 2018 9:23 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: RE: Neighbourhood Traffic Review - Nutana Suburban Centre

Hi, Chelsea.

Thank you so much for your further response. I actually was surprised to receive a follow-up email to our last correspondence. Your commitment to helping me understand the process is much appreciated. Furthermore, I owe you an apology. Your first response did, indeed, include information on connecting through the city's website. I was too busy being indignant about Facebook to pick up on it. You were both gracious and sensitive in pointing out my oversight. I shall register upon returning from vacation, and follow the developments with interest.

On Wed, 24 Jan 2018 14:21:02 +0000, "Lanning, Chelsea (TU - Transportation)" <Chelsea.Lanning@Saskatoon.ca> wrote:

Hello

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>

>

> Perhaps I should have better highlighted the options in my previous
> response. You can also subscribe for Neighbourhood Traffic Review
> updates at Saskatoon.ca/NTR. These updates will be sent out via
> email as we move through the process. There will also be another
> opportunity to attend a public meeting once the draft traffic plan
> has been developed. Flyers similar to those you received for the
> first meeting will be sent out prior to that meeting.

>

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> Thank you for your feedback. If you have any further questions or
> comments please feel free to email them in to me.

>

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> Regards,

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> Chelsea Lanning, P. Eng. | tel 306.975.2483

> Transportation Engineer

>
> Transportation
>
> City of Saskatoon | 222 3rd AvenueNorth | Saskatoon, SK S7K 0J5
> chelsea.lanning@saskatoon.ca
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> www.saskatoon.ca
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> From: January
> 08, 2018 1:09 PMTo: Lanning, Chelsea (TU - Transportation)
> <Chelsea.Lanning@Saskatoon.ca>Subject: RE: Neighbourhood Traffic
> Review - Nutana Suburban Centre
>
>
>
> It's too bad, Chelsea, that a social media commercial site such as
> facebook is the favoured mode of communication for the city.
>
> Neither my wife or I are "on" social media. Our lives are not for
> public display.
>
> Thank you for allowing us to email you, or to attend the meeting. At
> least we can have input even though we cannot follow the process.
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> From: Lanning, Chelsea(TU - Transportation)
> [mailto:Chelsea.Lanning@Saskatoon.ca]Sent: January 8, 2018 12:57
> PMTo: January: RE: Neighbourhood Traffic Review - Nutana
> Suburban Centre
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> Hello !
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>
> Thank you for providing your comments regarding neighbourhood traffic
> in the Eastview-Nutana Suburban Centre neighbourhoods. Your
> comments have been noted and added to the project file. We will
> continue to receive comments through emails,phone calls, and Facebook
> posts and at the upcoming public meeting on January 16th. All
> comments received will be compiled and used to identify locations for
> data collection such as traffic volume, speed and pedestrian studies

> and site observations. A second meeting will then be held to discuss
> the draft traffic plan for the neighbourhood.

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> If you would like to stay involved in this project throughout the
> process you can do so by following the online Facebook group, or
> subscribing for Neighbourhood Traffic Review updates at
> Saskatoon.ca/NTR. Instructions on how to join the Facebook group are
> below:

>

> 1. Login to Facebook

>

> 2. Enter this in the Facebook search field:

> Neighbourhood Traffic Review – Eastview-Nutana Suburban Centre

>

> 3. Choose Groups from menu choices across top

>

> 4. Click Join beside our Group

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> Thank you again for your email,

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> Chelsea Lanning, P. Eng. | tel 306.975.2483

> Transportation Engineer

>

> Transportation

>

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

> chelsea.lanning@saskatoon.ca

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> www.saskatoon.ca

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> From: [REDACTED]
> January 06, 2018 2:48 PM To: Lanning, Chelsea (IU - Transportation)
> <Chelsea.Lanning@Saskatoon.ca> Subject: Neighbourhood Traffic Review -
> Nutana Suburban Centre

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>
> Hi, Chelsea.
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> We have only one suggestion that we consider very important:traffic
> lights at the corner of Adelaide St E and Preston Ave.
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> Reasons:
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> · many pedestrians attempting to cross north-south
> and east-west.
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> · Heavy traffic on Preston and significant
> neighbourhood traffic accessing Market Mall, the seniors' homes and
> the high rises.
>
> · Young walkers and drivers from the high schools who
> could be more cautious, and senior (old) walkers and drivers from the
> neighbourhood who are sometimes too cautious.
>
> Thanks for considering our suggestion, and adding it to the pile.J
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Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 24, 2018 5:57 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: RE: Traffic Review

Hi Chelsea,

Thank you for the response. I forgot to mention that there is a problem on Arlington Avenue at the dismissal time for Holy Cross Collegiate in the afternoon. The number of students leaving the school and entering Arlington causes the traffic to be backed up for 1 to 2 blocks. As there is only one lane and it becomes quite congested. A solution might be to restrict parking on the east side of Arlington Avenue from 3 to 4 in the afternoon.

I am sure that there may be other solutions as well. Trying to enter Arlington from Louise Street is almost impossible.

Sorry that I didn't include this in my first email.

Thanks again,

From: Lanning, Chelsea (TU - Transportation) [mailto:Chelsea.Lanning@Saskatoon.ca]
Sent: Wednesday, January 24, 2018 8:27 AM
To:
Subject: RE: Traffic Review

Hello ,

Thank you for providing your comments regarding neighbourhood traffic in the Eastview-Nutana Suburban Centre neighbourhoods. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Facebook posts and at the upcoming public meeting on January 16th. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. A second meeting will then be held to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by following the online Facebook group, or subscribing for Neighbourhood Traffic Review updates at Saskatoon.ca/NTR. Instructions on how to join the Facebook group are below:

1. Login to Facebook
2. Enter this in the Facebook search field: **Neighbourhood Traffic Review – Eastview-Nutana Suburban Centre**
3. Choose **Groups** from menu choices across top
4. Click **Join** beside our Group

Thank you again for your email,

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation

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

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

From: .

Sent: Wednesday, January 10, 2018 9:14 AM

To: Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca>

Subject: Traffic Review

Chelsea Lanning:

My name is _____ Unfortunately I am not able to attend the public meeting on January 16th as I will be out of the city.

_____ I have lived in the Eastview neighbourhood since 1969 and I have observed numerous changes over past 48 years.

The most obvious change has been the increase in the number of seniors and seniors' residences in the area. This is greatly influenced the need to look at pedestrian safety within the area. As Market Mall has become the major destination for most of these seniors, I would suggest we need to improve ways of safety for all the pedestrians who use the mall. Adelaide Street between Preston and McEown Avenues is especially important for pedestrians. I would suggest that vehicle traffic, except for emergency vehicles, between the two mall entrances from Adelaide be eliminated so that pedestrians could cross safely at all times.

Another problem area is during the before and after school rushes, traffic on Arlington Avenue between Taylor and Louise Streets almost at a standstill especially for those travelling north on Arlington. One solution might be to remove parking on the east side of Arlington from 8 to 9 am and 3 to 4 pm.

With the bus mall on the south side of the mall pedestrians crossing Taylor are not always visible because of buses turning in and out of the mall.

I hope that the meeting on the 18th is well attended and I wish that I could be there. Hopefully I will be available for the fall meeting.

Best wishes,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Thursday, January 25, 2018 3:36 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview-Nutana Traffic Review

Was unable to stay for the entire meeting on Jan.16, so there were a couple of problem areas I didn't get to mention ...

1) There was some talk at my table re: the intersection of McEown Ave. and Louise St. I believe it would help greatly if there was a longer "No parking from here to corner" designation on the east side of the street in front of the Scott-Forget Tower. Buses have a very hard time turning there: it was tight before the centre curbing and sign were placed there: it is even more difficult now. I find it a "crowded" turn with my car, and have noticed large trucks and the various buses have trouble with it. Adding a full car length more to the "no parking" zone from the corner would be a big help.

2) Mention was made of the pedestrian-activated cross-walk lights in the neighbourhood. Another location that could use one might be Porter Street at Arlington Ave. There is a low-cost housing development with lots of children in Sturby Place. People don't want to stop for pedestrians at that location, and if, as a driver, you want to stop, you are too afraid of being rear-ended. I have nearly been hit on several occasions when I've stopped for pedestrians at that crossing.

Perhaps these suggestions were made after I left? I think I was able to address all the other concerns at the meeting, and when I spoke with you over the phone.

Thank you,

Lanning, Chelsea (TU - Transportation)

From: Microsoft Outlook on behalf of
Sent: Friday, January 26, 2018 11:04 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Voice Mail from
Attachments: (30 seconds) Voice Mail.mp3

Voice Mail Preview:

I just like to report my opinion on the street from the we.

And they're very I see in slippery -- and also but there is a V yet sidewalk agincourt condition and floundered which makes it difficult to use walkers -- and so on.

Thank you bye.

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

You received a voice mail from

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From: Microsoft Outlook on behalf of (e-mail address available)
Sent: Friday, January 26, 2018 12:33 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Voice Mail from [REDACTED]
Attachments: [REDACTED] seconds) Voice Mail.mp3

Voice Mail Preview:

Hello Chelsea I would like to report I have this letter from city it's after two and regarding.

Transportation and utilities department making changes -- I would like to report on when you're coming from press firm will send your on Wilson and you're going east and turning next on pressed and that is a very very dangerous corner -- 180 or for us I was trying to turn left this other person who would turn -- left onto my main and all that he -- he or she turned on to the next onto the passenger side it means -- like nobody seems to know what is going on and that corner we should have my Tu there or.

I think like something is it's very very bad could you check that out bye.

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

You received a voice mail from [REDACTED]

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 31, 2018 9:50 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic Concerns Eastview-Nutana

Hello Chelsea,

As a belated reply to your letter regarding Traffic Concerns in the Eastview-Nutana Suburban Centre, I have the following comment:

----- intersection of Preston Avenue and Louise Street / Louise Avenue -- it is most difficult to make a left hand turn in either direction

Perhaps some left hand turning signals would be considered to improve this intersection.

Thank you for considering this.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, January 31, 2018 3:29 PM
To: Lanning, Chelsea (TU - Transportation)
Cc: Loewen, Mairin (City Councillor)
Subject: Neighbourhood traffic review Eastview Nutana Suburban Centre
Attachments: School #1.jpg; School #2.jpg; School #3.jpg

Hello,

I recently attended the public meeting at Holy Cross High School for the Eastview Nutana Suburban Centre traffic review. I found the meeting to be very informative and am extremely pleased the City of Saskatoon is willing to engage the residents as part of this review.

Attached are some recent photos of the school zone at Ecole Alvin Buckwold school. I neglected to include this issue at the information gathering with my group at the meeting. As they say "a picture tells a thousand words" and these photos are a typical day when school is in session. We live on the corner a and have some ongoing issues with the school traffic and parking. Recently there has been some changes and additions to signage on East Dr which has helped with parking and traffic flow (new stop sign on the corner and no parking/stopping to corner across the street beside the pedestrian crosswalk). I will outline issues and concerns from the photos.

1. Parking too close to the corners creates visibility issues for oncoming vehicle and pedestrian traffic. This is an ongoing and dangerous problem.
2. U turns in the school zone. Again very dangerous.
3. Pedestrian signs directing foot traffic to the next corner. These signs do not direct foot traffic as intended. People cross at both corners. The placement of sign on the corner has actually created more problems by narrowing the foot path for pedestrians walking along East Dr. It was installed with only school traffic as a consideration for only a few hours per day and when school is in session. There are challenges for pedestrians, strollers, young cyclists on the sidewalk and any type of mobility vehicle for the handicapped trying to navigate this corner. Residents of Eastview use this sidewalk 24/7 365 days a year and should have been part of the conversation. I personally view this sign as an obstacle to enjoying a pedestrian sidewalk.
4. Enforcement of traffic and parking issues at the school. Usually a challenge to have someone attend the scene.

I look forward the results of the study and the actions plans for outstanding issues. Please feel free to contact me is the information provided is confusing or not clear. I am proud to say that I have been a resident of Eastview since 1988, raised my family here and seen things change hopefully for a better community.

Regards,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Monday, February 05, 2018 8:13 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Comment on Eastview-Nutana Suburban Centre Neighbourhood Traffic Review

Follow Up Flag:
Flag Status:

Hello Ms. Lanning,

I attended the public meeting for the Eastview-Nutana Suburban Centre Neighbourhood Traffic Review on January 16/2017, and would like to provide the following input.

I, among others, voiced concerns regarding the danger posed to pedestrians crossing Preston Avenue at East Drive, although it had been explained in the presentation that these traffic reviews are mainly concerned with the collector streets in the neighbourhood, rather than the main thoroughfares. It was also mentioned during the presentation that this intersection did not meet the current criteria for any additional safety features, but that this may change due to a recent pedestrian fatality at that location.

I had crossed the same intersection in the same direction on my way to her house, and had something happen to me that I have endured frequently at crosswalks in Saskatoon: After reaching the median, an approaching vehicle stopped for me, but the following vehicle went around it and drove right past me.

, this is a dangerous intersection. There is a stretch of three long blocks from Louise Street to Arlington Street where pedestrians must cross Preston Avenue without the protection of a signalized intersection, and traffic is heavier than ever since the development of the Stonebridge neighbourhood.

Ideally, there should be an active pedestrian corridor installed to provide a safer crossing at that location, because drivers often simply refuse to stop for pedestrians, even after they have reached the median. This happened to me at that same location just over a week ago, in mid-afternoon..

At the very minimum, I want to see curb extensions installed at that crosswalk as soon as possible to prevent the action that nearly caused me to be struck there in November. There is absolutely no excuse for allowing drivers to go around vehicles that are stopped at a marked crosswalk for ANY REASON.

I would appreciate a reply at your earliest convenience.

If it would assist in the process of mitigating the danger at that location, I would also appreciate it if you would advise me of anyone else at the City of Saskatoon to whom I should direct my concerns.

Sincerely,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, February 07, 2018 1:44 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Traffic Concerns for Eastview-Nutana

Follow Up Flag:
Flag Status:

Categories:

Good afternoon. I was unable to attend the meeting in January and I do not have Facebook but I'm hoping this email will suffice to pass along my concerns.

I have lived at [REDACTED] for 13 years. My house is right around a bend travelling East along Arlington and I have a number of concerns based on my experiences in over a decade of living there.

First is that, due to the distance from the stop sign at Louise, and the bend in the road, everyone accelerates greatly right at my driveway and on past my house travelling east. This is especially noticeable when motorcycles travel around the corner and my windows shake from the noise, often waking my children up.

Secondly, I have personally been first or second on the scene of over a dozen serious accidents right outside my house. Most of these accidents are the result of excessive speed and only once were road conditions to blame.

But third and most importantly, one of those accidents was fatal, the brother of a friend of mine. This is easy enough to look up if you choose. The city responded by placing rocks on the front of their lawn, hardly an appropriate fix for this issue. I have spent 5 years looking at the place that he died, right across the street, hoping something could be done to address this corner.

I noted that the city placed a radar sign just before the corner for about 2 or 3 days at the beginning of February. I again propose that there is another way to address the issue of excessive speeding.

I recall that SGI had proposed the use of so-called SNARE traps to catch noisy motorcycles. I would be happy to volunteer my lawn to set one of these devices up.

As for the speeding, I believe a permanent barricade of some sort, possibly like one at Preston Ave. S and 14th St. might work to slow down motorists. As a last resort, some sort of speed bump might be appropriate leading into the corner from Louise going east.

I am desperately hoping that you or someone in your department looks at the traffic collisions and this fatality and decides that enough damage has been done.

Many thanks for your time.

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

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

From:
Sent: Monday, January 15, 2018 3:54 PM
To: Web E-mail - Mayor's Office <Mayors.Office@Saskatoon.ca>
Subject: Form: Contact the Mayor from

Submitted on Monday, January 15, 2018 - 15:54
Submitted by user: Anonymous

Submitted values are:

First Name:
Last Name:
Organization: resident
Street Address: |
City: Saskatoon
Province: Saskatchewan
Postal Code:
Phone:
Fax Number:
Email:
Confirm Email: (

Comments:

Dear Mayor Clark

In 2013 you were our Councillor for Ward 6, at that time you promised us signal lights at Preston Avenue & Adelaide Street. This intersection has gotten much more busier since then, and to date still no signal lights. Yes, at one time, the owners of Market Mall had intentions of building condos on their property, but now that it has new owners that will not come about, therefore the signal lights have been postponed again! You take your life in your hands walking or driving across this intersection! Will you please follow through with your promise. You got your bicycle lanes, now can we have signal lights, PLEASE!

Attachment:

The results of this submission may be viewed at:
<https://www.saskatoon.ca/node/395/submission/209383>

Lanning, Chelsea (TU - Transportation)

From: Baudais, Nathalie (TU - Transportation)
Sent: Thursday, September 06, 2018 10:27 AM
To:
Cc: Lanning, Chelsea (TU - Transportation); Web E-mail - Walking
Subject: RE: Busy street crosswalk not marked well

Hello

Thank you for raising your concerns with us! Although the intersection of Jarvis Drive and Preston Avenue is a legal crossing location, it does not have a marked crosswalk (no signs or pavement markings).

We are currently considering a change to the way we decide where pedestrian crossings are located and the appropriate traffic control treatment for these locations. A report summarizing the new proposed process will be presented to the Standing Policy Committee on Transportation on Monday, September 10, agenda can be found at the link below:

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=eccbfffc-983a-4549-8438-d2d9ab47df2e&Agenda=Agenda&lang=English#24>

The Preston Avenue corridor between Arlington Avenue and Louise Street was reviewed as a test for the new decision process. The review found that the intersection of East Drive and Preston Avenue would be the most appropriate pedestrian crossing location for this stretch of Preston Avenue. With a crossing at this location, there would be a protected crossing for all of the schools in the area. Rather than crossing at Preston and Jarvis, students would cross at Preston and East to get to Ecole Alvin Buckwold School or at Preston and Arlington to get to John Dolan, Pope John Paul II School or Prince Philip School.

Although Preston Avenue and Guppy Street is an intersection and as such a legal crossing, it would not be the best choice for pedestrians to cross Preston Avenue. Drivers would not be expecting pedestrians at this location (no median opening or ramp for pedestrians).

Regards,
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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-----Original Message-----

From: _____
Sent: Tuesday, September 04, 2018 1:23 PM
To: Web E-mail - Walking <walking@saskatoon.ca>
Subject: Busy street crosswalk not marked well

Hello,

I wish to voice a concern about a crosswalk used for young children going to school on Preston Ave that is not well marked after experiencing a concerning situation with it on the first day of school.

The closest crosswalk to cross Preston Ave. from our location to get to the school my children attend is at Jarvis Drive and Preston. It is marked with a sign on the boulevard and sidewalk, but there are no white lines on the pavement and the signs are easy to miss by drivers (I personally never noticed it as a driver until I was a pedestrian due to the lack of white pavement lines marking it).

We experienced multiple cars in the rush hour traffic not stopping at all, and once they did, a driver who clearly couldn't see the crosswalk or us crossing the street from multiple cars back, swerved around the stopped line of vehicles which was an alarming situation until they saw us at the front of the traffic stopped.

I believe simply putting the white painted crosswalk indicators at this busy intersection would improve things greatly, with possibly more visible signage as well.

I also had a question regarding an intersection. I'm aware any intersection is considered an unmarked crosswalk. Would Preston and Guppy street be considered as one, or not? I'm actually just curious as it's such an odd intersection being 3 ways and with a boulevard separating the middle, and can't determine if that would be considered a legit crosswalk across Preston or not?

Thank you for your time,

Sent from my iPhone

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, September 12, 2018 3:11 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighbourhood traffic review-eastview-nutana suburban centre

Hello Chelsea. Received your letter in the mailbox today. I am puzzled that a draft traffic plan has been made. The only thru streets running east and west are Taylor and 8th st other than College and Circle drive. The latest construction that has occurred on Taylor St. east of Arlington that is in its 6th week and still has not been completed. Taylor street runs past two high schools with speed limits. I live right alongside Taylor street and it seems it is the only route in the city; traffic volumes never stop although it is immaterial to me. I am concerned with the amount of time that has taken place on Taylor street. Construction has been lucky with the dry summer we had. Thank You.

I am pleased that Arlington Avenue north of Taylor street has been paved but Preston avenue, Louise st, Cumberland avenue need attention. Bye

Lanning, Chelsea (TU - Transportation)

From: _____
Sent: Friday, September 14, 2018 11:36 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Eastview and Nutana Suburban Centre Traffic Concerns

Two Concerns 1) The backlog of vehicles at Taylor and Arlington when the two High Schools are dismissed at 3:30 pm on school days is very time consuming especially with only one lane for east and south bound traffic coming from the west.

2) Better signage(?) that Louise Place is part of a through street. Sometimes vehicles coming from the south on Louise street will turn left onto the west Louise street right in front of a vehicle coming out of Louise place intending to go straight south on Louise street.

Two Thank You's: 1) The many street, sidewalk and driveway repairs are much appreciated and have been needed for some time.

2) The extended corner at Taylor and Preston has improved the traffic flow in that area very effectively.

Submitted by:

Lanning, Chelsea (TU - Transportation)

From: City of Saskatoon - Neighbourhood Traffic Reviews
Sent: Monday, September 17, 2018 10:19 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: FW: Eastview and Nutana Suburban Centre Traffic Concerns

FYI.

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:
Sent: Friday, September 14, 2018 11:36 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Eastview and Nutana Suburban Centre Traffic Concerns

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Two Thank You's: 1) The many street, sidewalk and driveway repairs are much appreciated and have been needed for some time.

2) The extended corner at Taylor and Preston has improved the traffic flow in that area very effectively.

Submitted by:

Saskatoon, Sk.

Lanning, Chelsea (TU - Transportation)

From: Microsoft Outlook on behalf of
Sent: Monday, September 17, 2018 10:37 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Voice Mail (50 seconds)
Attachments: 50 seconds) Voice Mail.mp3

Follow Up Flag: Follow up
Flag Status: Completed

Good morning I'm concerned about the bus stop that at one arlington's fancy turn off on to east arise it's ready it's a corner.

So that if you're coming behind the box to you pull around which is dangerous II really think it should be on the other side of the street and also I live on k and I are back alley between arlington's down the 1300 block has a blind curves there's a lot of foot traffic and someone's gonna get hurt because there should be S feed land much would it be possible to have a speed limit posted.

Anyway thank you bye.

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

You received a voice message from

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From: Lanning, Chelsea (TU - Transportation)
Sent: Wednesday, September 19, 2018 10:48 AM
To: Lanning, Chelsea (TU - Transportation)
Cc: Baudais, Nathalie (TU - Transportation)
Subject: FW: TASK: Return Call re Preston & East
Attachments: (1 minute and 2 seconds) Voice Mail.mp3

Phone call notes:

She is happy that the report is going through Council on Monday.

If it isn't approved for some reason then I need to call her back. If not, she has been informed of the process to get the location on the list for installation as funding becomes available.

From: Baudais, Nathalie (TU - Transportation)
Sent: Monday, September 17, 2018 3:52 PM
To: Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca>
Subject: TASK: Return Call re Preston & East

Hi Chelsea,
Can you please follow up with this message about Preston & East?

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: Monday, September 17, 2018 11:32 AM
To: 'U - Transportation) <
Subject: Voice Mail (1 minute and 2 seconds)

Hello this is . I'm calling I'm calling because there's a place that my daughter nine across you actually school they have pressed an and it's a place where there are signs and usually painted ones which are gonna be redone that'd be mean things have one of those lights that you crash cause there's a lot of near misses especially when I see.

Kids crossing without out also because people will going both claims -- so that is on crossed and where you striving for socks any striving for school over ma calls on I'm not fiery process -- and my phone number is -- so I would be great to hear for you and guys from you and I'd be curious to know if there's any possibility lights being put in there that would be really helpful.

Okay thank you so much bye.

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

You received a voice message from CITY SASKATOON at

Caller-Id:

Lanning, Chelsea (TU - Transportation)

From:
Sent: Wednesday, September 19, 2018 2:15 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Neighbourhood Traffic

Categories: Eastview

Hello Ms Lanning, Since I am fairly new in Saskatchewan and visually impaired I am concerned about the pedestrian crossing at the corner of Preston Av S and Adelaide. The cars are driving too fast and probably don't see the markings of the cross walk, I think a flashing light would help. I mainly use this crosswalk to attend church on Sundays, and I would appreciate giving this matter your attention. Thank you.

Saskatoon

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, September 21, 2018 6:11 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: East view traffic study

Categories: Eastview

I have just seen the sidewalk/bike path on Victoria Ave. It looks great!
I suggest something similar should be developed on Louise St. from Arlington to Market Mall to provide for the wheelchair and electric scooter traffic from Cheshire Homes and the seniors residences at the east end of Louise Sf. Now they use the road and, I suggest ,this is a serious accident waiting to happen.

Sent from my iPad

Lanning, Chelsea (TU - Transportation)

From: Lanning, Chelsea (TU - Transportation)
Sent: Monday, September 24, 2018 9:27 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: FW: Voice Mail (1 minute and 25 seconds)
Attachments: 1 minute and 25 seconds) Voice Mail.mp3

Phone call:

PH:
Requesting an improvement to the north/south crossing of Adelaide St at Preston Ave on the east crosswalk.

Call back (September 24, 2018):

Wants the crossing painted. I said I would add it to the list of items to look into/consider.

From: Microsoft Outlook **On Behalf Of**
Sent: Thursday, September 20, 2018 9:12 AM
To: Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca>
Subject: Voice Mail (1 minute and 25 seconds)

You received a voice message from _____

Caller-Id:

Voice Mail Preview isn't available for this message.

The message is too long.

Lanning, Chelsea (TU - Transportation)

From: :
Sent: Friday, September 28, 2018 11:11 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview traffic plan

I don't use any of the social media groups to engage on the website so have decided to email you with my concerns.

I wonder who has suggested all those concrete median islands in this area. That is not a "viable" solution for some of the areas of concern. Installing them at the two intersections into Eastview at the 2700 and 3100 blocks may have a negative effect. Has anyone discussed with the maintenance crews the hindrance to them doing a good job, or the street sweepers, or the City Transit drivers trying to make a turn, or the large school buses or the Elmwood buses who also make that turn? I understand the concern for making it safe for the children in a school zone. Let's start with addressing the actual problem. The parents need to be educated to let the children in and out of the vehicle on the curbside. Why would someone let a child exit a vehicle into traffic? The parents need to be educated to not jay walk their kids across the street. It doesn't matter what speed the vehicles are travelling, jay walking is illegal and yet you see parents teaching their children to do just that. Have your planners ever sat and watched what happens in school zones at the beginning and end of each school day? I don't see the connection between medians and following the safest methods of educating children to stay safe in traffic. This is all surrounding distracted drivers. I pass through those school zones regularly and have no problem with decreasing my speed. If you have flashing speed signs to remind distracted drivers, at least they won't be running into the medians and those signs are more visible than a median, especially in winter. Maybe a flashing crosswalk sign would also be a viable choice. Many people don't treat the whole area from John Dolan to Pope John Paul II as a school zone. If it isn't full length, it should be instead of increasing speed for half a block and then slowing down again.

Changing some yield signs to stop signs is a good idea. I'm not sure people will actually stop but it is a safer situation with a stop sign. Louise and MeEown has a busy hour in the morning and a busy 2 hours in the afternoon but the rest of the day is okay. Maybe stop signs would be helpful there. Their pedestrian ramps are all in place and look in good condition except for the street where it meets one of them. I'm not sure what you would do to improve them.

It doesn't seem realistic to add median islands all the way down Arlington. That is the main thoroughfare for this area. The street is not that wide especially in winter with the snow ridges and parking along the curb. I think the islands would just make it less safe especially in winter months. The people who use Arlington for the most part, use it frequently and know where the curves are and how much their speed needs to be reduced. I don't hear of a lot of collisions on that street though their have been major ones in the past. I don't think medians would have prevented them. Either the drivers hit a median or a light standard when driving unsafely. This is all trying to address distracted driving and that responsibility is up to each driver. You can't make them pay attention.

Pedestrian corridor on Preston Ave. a good idea. Many drivers there just seem to ignore pedestrians waiting to cross.

My personal view is that it's a waste of "my tax money" in some of these suggestions for median

islands because I don't think they are effective in accomplishing what we are striving for. I think more ideas need to be suggested and considered. I hope you will pass on my opinion to whomever needs to hear it.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, September 28, 2018 11:36 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Please read: Eastview Traffic Information

Hello!

I live at : which is the only house on one of the busiest corners (at the 4-way STOP) in the Eastview neighbourhood.

(I was unable to speak at the meeting on Tues. evening for the revealing of Eastview Traffic Plan recommendations)

It is imperative that I share with you some info that happens at this 4-way (corner of Arlington Ave & Louise St), since I am a chronic witness/observer of the traffic here.

Please know that many people do not notice that this is a 4-way, and NOT a 2-way stop. The vehicles will often squeal on their brakes through, HONK their way through, or expect others to let them through this intersection.

I believe that in most cases, it is unintentional and that they think Arlington Ave. is a straight-through main street.

I offer the following serious, least costly, + least intrusive suggestion to solve this:

Please consider strongly adding flashing red lights around the perimeter of the octagonal Stop sign shape. This will make the signs MUCH more apparent and noticeable from a proper stopping distance.

Thank you so very much for making our neighbourhood a safe place!!!

This is so important and the engagement and listening process is appreciated!!

Take care,

Lanning, Chelsea (TU - Transportation)

From:
Sent: Friday, September 28, 2018 4:21 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview traffic flow

Hello Chelsea,

May I suggest installing a few curb extensions at the intersection of Arlington and Louise Street (by the Teacher's Credit Union Bldg). Both streets are relatively wide and on the SE-side is a mailbox and on the N-side quite a few people (w/disabilities and seniors) in scooters cross there every day to go to or come from Cheshire Home, Canadian Legion, Eastview Bowl, Market Mall, etc ...

In my humble opinion extensions would be feasible on the Credit Union side and the St-Anne's side, for both streets. In general, I think that Saskatoon could use a lot more roundabouts than traffic lights. They reduce speed at all times of the day, keep traffic flowing and save grand on gasoline and road rage. But you knew that already, I guess. Anyway, please have your colleagues look at the European experience on this matter.

Lanning, Chelsea (TU - Transportation)

From:
Sent: Thursday, October 11, 2018 8:53 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Engage Comments for Traffic Plans

Categories: Eastview

I was unable to find a comment section for Engage Traffic Plans for the Eastview-Nutana Suburban Centre other than the Facebook discussion link. I do not wish to post my comments, but wish to have them heard. Though it may already be in the planning stages, I have concerns that are specific to signage at the Preston and Taylor intersection in front of Walter Murray.

My concerns are related to both safety and the use of photo radar. I consider myself to be a law-abiding driver. I believe in the promotion of safety especially in public spaces and more so where children are present.

I do not look forward to the day when I am driving southbound on Preston and receive an expensive speeding fine either from the photo radar or the police officers who park in the alley near the end of the school zone. 19 times out of 20, when I am the first in line to start after the red light, I will not speed in this area. However, once every few months I find that I approach the 50 km/h mark in the 30 km/h zone. This is unintentional. I believe the cause of this is due to the repetitive nature of getting up to speed after sitting at a red light.

The reason behind this is not simply do to lack of attention. Rather, it is due to lack of appropriate signage after the intersection. True, there is a speed zone sign well before the intersection, but if you have already passed this sign and are waiting for a minute or two at the red light it is easy to forget it once you accelerate from being stopped. Again, there is no signage after the intersection to remind the driver who passed the school zone sign one or two minutes prior to stopping.

Especially since this is a speed radar zone where both virtual (I'm assuming) and actual police actively ticket offenders, I believe better warnings should be in place to remind the driver of the safety required for these zones. Two options that come to mind include a flashing amber light that is actually in the school zone but past the southbound intersection or a flashing amber speed indicator as you see present in so many other areas of the city. This would serve as an adequate reminder to drivers that they are in a school zone and that speeds are being monitored. Also, there is no reason that this should not be placed in a position to be observed by north-bound traffic on Preston as well.

If safety is genuinely the city's concern for reducing speed limits, please install these reminders for drivers. An active flashing light is far more visible than a passive yellow sign regardless of how bright the yellow is. If, by unfortunate and maybe unethical planning, this is actually done as a cash grab for the city then I believe it is unfair to the driver with good intentions who accidentally speeds from time to time but wouldn't if better indicators were in place.

Please consider options that are fair and safe for everyone.

If I have sent this email to the incorrect address, would you please either forward it to the appropriate department or provide me with the correct address. Thank you.

Sincerely,

Lanning, Chelsea (TU - Transportation)

From: Lanning, Chelsea (TU - Transportation)
Sent: Tuesday, October 16, 2018 1:51 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: FW: Voice Mail (27 seconds)
Attachments: (27 seconds) Voice Mail.mp3

There is increased traffic noise on Preston Avenue because of increased traffic on both Preston Avenue and on Circle Drive. Increased noise for Eastview neighbourhood. Preston Avenue is way busier and noisier due to Stonebridge neighbourhood. People are getting routed past Eastview from all directions.

Request that traffic noise in the neighbourhood be looked into. Traffic on Circle Drive has been increased (due to development). Increased traffic from Boychuk Drive. It's affecting quality of life for the neighbourhood.

I explained that Preston Avenue is part of the City-wide arterial road network and should be carrying high volumes of traffic. We also don't do sound attenuation for these arterial roadways. Circle Drive has a soundwall and berm already (she says it doesn't do anything – maybe only for people right behind it). I explained that sound attenuation is done for our Freeway system, but there is already sound attenuation along Eastview and there is no plan to build anything additional there.

From: Microsoft Outlook **On Behalf Of** Anonymous Caller
Sent: Tuesday, October 09, 2018 10:33 AM
To: Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca>
Subject: Voice Mail (27 seconds)

Hi Chelsea hey we could you please give me a call at [redacted] and it's regarding the ECU.

Traffic plans okay.

The community alright thank you [redacted] 'C new tenants and bourbon center bye.

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

You received a voice message from Anonymous Caller

Caller-Id: Anonymous Caller

Lanning, Chelsea (TU - Transportation)

From: Lanning, Chelsea (TU - Transportation)
Sent: Friday, October 19, 2018 3:41 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Eastview phone call - Oct 19

St. Anne's Residence
Corner of Arlington Ave and Louise St.

I expect an accident any day on Louise St near Arlington. The road in front of St. Anne's residence is packed with cars and to see east or west is nearly impossible. Cars coming from the south come to the stop at too fast a speed (don't stop at 4-way or they hit the gas from there). Coming around the curve.

30km/h speed limit street of seniors and disabled people mainly. People coming in and out of teachers federation lot all the time. People park too close to the driveway of St. Anne's residence.

Had a few near misses turning west out of the St. Anne's parking lot.

Busier during the week.

Chelsea Lanning, P. Eng. | tel 306.975.2483

Transportation Engineer

Transportation

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

chelsea.lanning@saskatoon.ca

www.saskatoon.ca

Lanning, Chelsea (TU - Transportation)

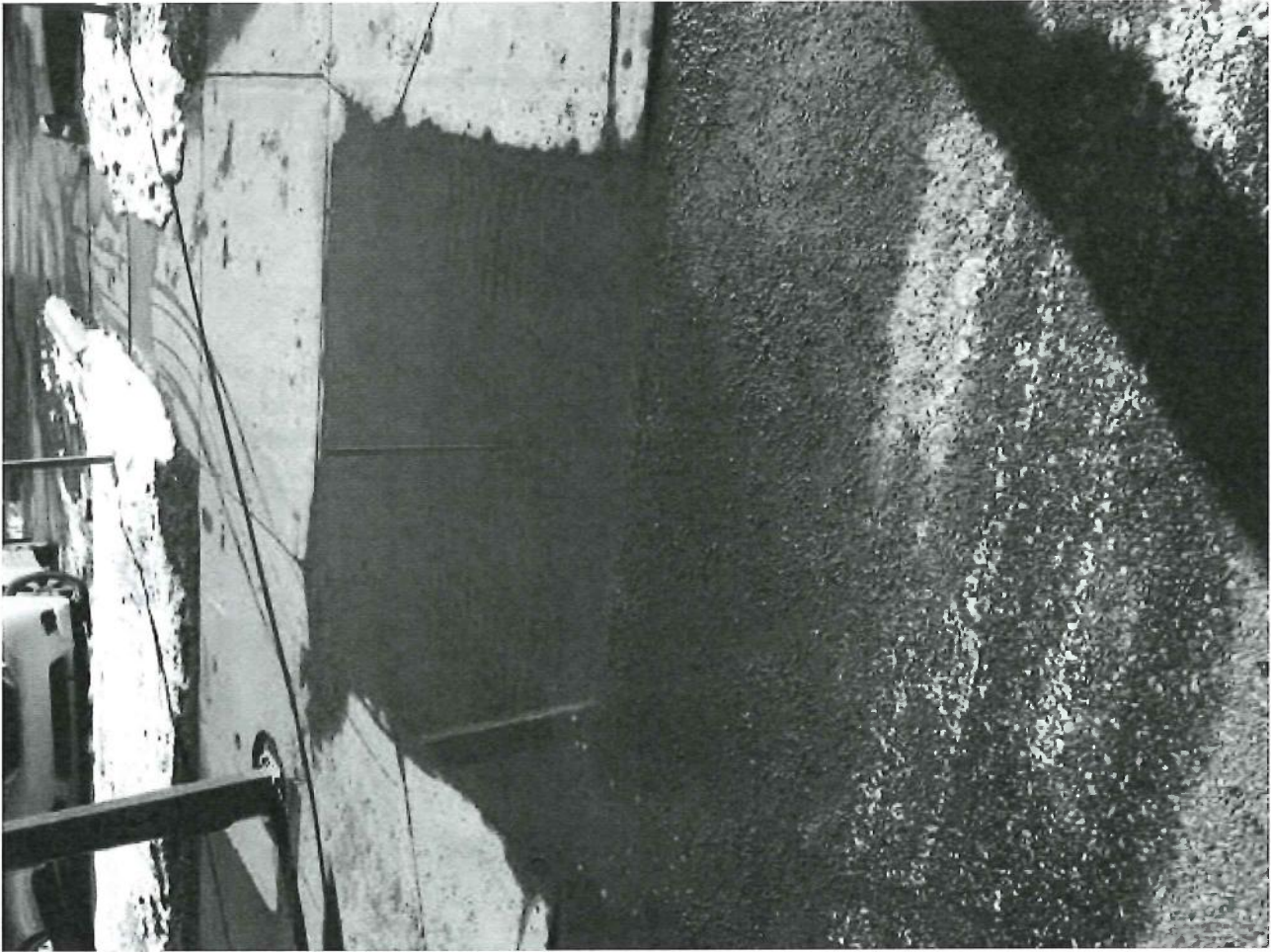
From:
Sent: Sunday, November 04, 2018 8:33 PM
To: Lanning, Chelsea (TU - Transportation)
Subject: Crosswalk concern

Chelsea,

I received your traffic change letter and would like to bring concerns with the crosswalk on Adelaide St East between Chalet Gardens and Market Mall to your attention. As you can see from the photos, the handicap accessible sidewalk fills with water or slush depending on the season. As the area has a large number of residents with walkers or mobility issues, it is a challenge for them to get on the sidewalk without going through the puddles. Possibly a raised crossing would solve this issue as well as slowing down drivers and make it safer for the residents on Adelaide.

Respectfully,





Sent from my iPhone

Lanning, Chelsea (TU - Transportation)

From:
Sent: Monday, November 05, 2018 11:20 AM
To: Lanning, Chelsea (TU - Transportation)
Subject: Re: Crosswalk concern

Thanks for responding. Hopefully there will be a solution to the problem. I feel sorry for the little ladies with walkers who struggle in winter to find a way around the puddles in the crosswalk and snow banks on the sidewalk.

Sent from my iPhone

On Nov 5, 2018, at 8:08 AM, Lanning, Chelsea (TU - Transportation) <Chelsea.Lanning@Saskatoon.ca> wrote:

Hello

Thank-you for your email. Your comments and concerns will be taken into consideration with all other comments received from the neighbourhood as the recommendations are finalized for Eastview/Nutana Suburban Centre.

I will also be sure to share your concerns about the water pooling in the crosswalk with our Roadways and Construction groups. Those groups are in charge of road maintenance and building streets and may have some insight into the issue.

Regards,

Chelsea Lanning, P. Eng. | tel 306.975.2483
Transportation Engineer
Transportation
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
chelsea.lanning@saskatoon.ca
www.saskatoon.ca

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Respectfully,

<image001.jpg>

<image002.jpg>

Sent from my iPhone

>

>

>

>

> -----Original Message-----

> From: " " < >

> Sent: Tuesday, November 20, 2018 1:24 PM

> To: Simpson, Tom (TU - Transportation) <Tom.Simpson@Saskatoon.ca>

> Subject: Death trap for next accident...

>

>

> Please fix the ongoing problem on street at 2715 where yearly (sometimes twice in winter) street light is hit and has fallen on lawns, driveways. Fortunately so far has missed vehicles in driveways, and children walking. Summer month continues to be a racetrack. Drivers don't care what sign you put up, they continue to speed. We have already had 1 death / rollover. Your concrete block has made these ongoing accidents worse because to drivers trying to avoid them and drive into streetlight , soon to fall on someone. You replace this streetlight yearly (sometimes 2 x a year).

> Last evening another miracle has happened where street-light fell onto lawn Instead of cars or people. These constant calls to city to put speed bumps to prevent next death has fallen on deaf ears...when will city act to prevent next disaster?

> Sent from my iPad

Saskatoon City Hall.

* Eastview & Nutana S.C Traffic Plan *

222 3rd Ave N

Saskatoon Sk.

S7K 0J5

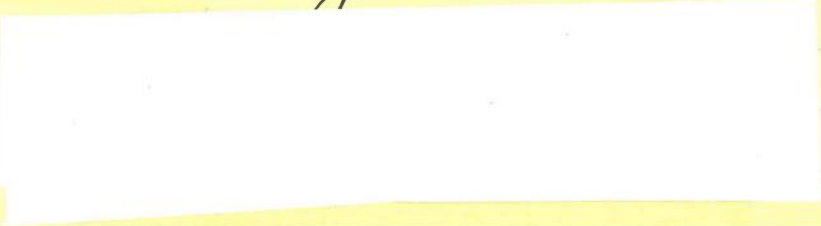
To Whom It May Concern.

Two weeks ago I attended the traffic planning meeting at Pope John Paul II School. This was my first meeting and knowledge of the traffic review. Since that meeting I have paid closer attention driving along Delington Avenue, particularly the proposed recommendations.

What comes to mind as a main concern is the students needing to cross Delington Avenue safely. I think what has been missed in the proposals is the crossing at East Drive, Delington and 100 East Heights. This crossing is a natural and busy crossing as it is straight down the street from the school. I feel median islands or curb extensions should be placed on both sides of this intersection. (on Delington)

As well the existing cross walks at this intersection need repainting as they are very faint right now; and I feel they should be repainted in the "Zebra Crosswalk" pattern which would make them more visible and prominent.

Sincerely



Neighbourhood Traffic Review - Eastview-Nutana Suburban Centre

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Traffic Review shared a link. 23 October at 12:44 · Add topics

CLOSED

The deadline to submit comments on the draft Eastview – Nutana Suburban Centre Traffic Plan was October 18, 2018. City staff can no longer incorporate feedback received after this date.

For questions about the Eastview – Nutana Suburban Centre NTR, please contact NTR@saskatoon.ca.

City staff are proceeding with the next steps to finalize the plan and submit it as information to the Standing Policy Committee on Transportation. Once the report is added to the public agenda, we'll share the final Traffic Plan on this page. If you wish to speak to Committee about the final Traffic Plan, you can submit a letter or request to speak at the Committee meeting.

Information about this process can be found at saskatoon.ca/meetings > Write a Letter to Council/Committees.

Thank you for joining this conversation and for helping us improve traffic safety in your neighbourhood.



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The City of Saskatoon started a Neighbourhood Traffic Review (NT... [See more](#)

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OLDER

14 September · Add topics

I feel like I'm a little late to the party here, but my concern for several years is that the school zones by Alvin Buckwold should be longer. Also, I believe there should be a 4 way stop to the East of Alvin Buckwold School (at the intersection of East Drive and East Centre). We have kids that walk to school every day and people often don't even stop before they continue through the intersection on East Centre. I have also noticed that people have a tendency to speed up dramatically as soon as they leave the school zones where there is a big concentration of kids walking to and from school.



Red Table Talk Group 420,028 members [Join]



GOOD MORNING LORD 964,844 members [Join]



NewBee Baking and Cooking International 403,426 members [Join]



Quilt Along with Pat Sloan 150,678 members [Join]



Parents Of Eastview/ Nutana Saskatoon Saskatchewan 57 members [Join]

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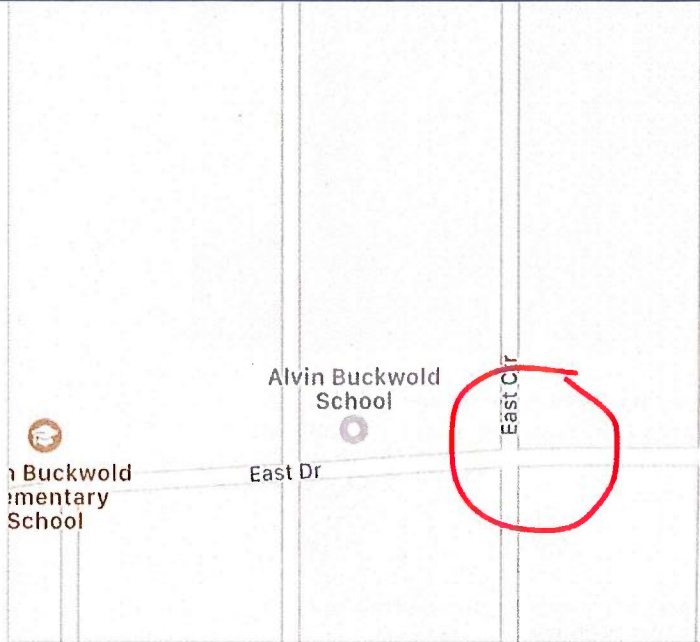
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6 2 Comments Seen by 101

Like Comment Share

had been mentioned in another post crosswalk lights need to be there. Especially with the corner coming from the south on Arlington. Bu council is too busy banning fire pits, plastic bags and glass from recycling and how to reinvent garbage collection to make a few extra bucks.

Like · Reply · 7w

1

Correction to my above post. I thought that was the corner of East and Arlington. But agree they need to do something along that stretch.

Like · Reply · 7w

lo amount of lite crosswalks yield and stop signs and speed limits are going to take the place of common sense. It will be a costly waste of time. Taking licence plate numbers and reporting will probably do more good.

Like · Reply · 2w

Write a reply...

I live on that corner and the way people ignore the stop signs or simply blow through them altogether is TERRIFYING. My wife and I have witnessed more than one accident there, and seen countless near misses. I believe that larger stop signs may also help.

Like · Reply · 7w

1

Write a comment...

shared a link.
5 October · Add topics

Im just curious why the administration in city hall is proposing this 30 or 40kmph limit, yet there has been no discussion or requests within our process to lower the speed limits? The speed limits aren't the issue, the speeders are the problem. Have they proposed a map of what roadways would be getting this speed limit change? Or would it be a blanket for all roadways within a residential area? Would Arlington and Preston remain at 50, and just the smaller offshoots lowered?

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SASKATOON.CTVNEWS.CA

City considers dropping speed limits on residential streets

City administration want councillors to consider lowering speed limits in...

3 Comments Seen by 93

Like

Comment

Share

Exactly if people speed through streets now they'll continue to speed nothing changes.

Like · Reply · 4w

1

My understanding it does not include main arteries, just the "side" streets, so I doubt the Preston speedway nor the Arlington issues would fall under this new limit reduction. I hope Charlie and Mairim do realize that when re-election time comes.

Like · Reply · 4w

In a city where they can't afford garbage collection, but can afford a state of the art gallery, an over build police station along with all the toys, astro turf ball diamonds, bike lanes to hold up traffic, mowers unnecessarily going out every second day to mow weed infested parks, plus excessive watering and fertilizing of the weeds, over priced help in city hall and other employees....I could go on.... All I can say it don't expect too much from this crew of councilors or bike lane Charlie. I can't wait to move the hell out of here.

Like · Reply · 2w

Write a comment...

Traffic Review shared a link.

18 October at 14:37 · Add topics

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Eastview-Nutana Suburban Centre is midnight Sunday, Oct. 21st. The plan, which was released for comment on September 25, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review > Eastview-Nutana Suburban Centre > September 25, 2018 materials).

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (including comments provided on this page) as well as traffic data and analysis.

After Oct. 21st, the Traffic Plan will undergo any final adjustments and then be presented as information to the City's Standing Policy Committee on Transportation. The City will then proceed to implement the recommended traffic adjustments (subject to budgetary approvals).

If you would like to provide any final comments on the draft plan, this is your last chance! We want to hear from you.

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Neighbourhood Traffic Reviews

Parents, caregivers... register your children ages 10-14 for FREE active...

2 Comments Seen by 72

Like	Comment	Share
------	---------	-------

Can we submit comments on areas of traffic/roadways that haven't been considered in the draft plan?

[Like](#) · [Reply](#) · 2w

Traffic Review Yes! Provided they are within the defined neighbourhood limits: bound by Taylor St (north), Circle Dr (east & south), and Preston Ave (west).

[Like](#) · [Reply](#) · 2w

Ok, perfect. I noticed that there isn't any changes being made to the pedestrian crossing area on the corner of Arlington and east Heights. This is a high traffic area, and it is extremely difficult to cross if there is any traffic. In my experience with the corner (which is daily), most vehicles travelling towards Louise on Arlington are going fast around the corner, and can't slow down in time for pedestrians. Its a very blind corner. I know there is a lot of concern about this corner amongst the neighbourhood and there has been some discussion on this page. I would appreciate knowing if this corner was considered for increased pedestrian crossing implements, such as a lighted cross walk area. Thanks!

[Like](#) · [Reply](#) · 2w

1

Write a reply...

I would like to see some clarity to the many T-intersections in the area. Though the right of way should go to the right at many intersection the common usage is the opposite and it is confusing and sometimes dangerous. I would like to see yield signs in those places. Some of the most obvious ones I have noted are 2700 Eastview (on the number six bus route traveling towards downtown) and along Jarvis between Preston and Ruth. Thanks.

[Like](#) · [Reply](#) · 2w

Write a comment...

Traffic Review shared a link.
22 October at 08:48 · [Add topics](#)

The deadline to submit comments on the draft Eastview-Nutana Suburban Centre Traffic Plan was Oct. 21, 2018. City staff can no longer incorporate feedback received after this date.

For questions about the Eastview-Nutana Suburban Centre NTR, please contact NTR@saskatoon.ca.

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

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Seen by 62

Like

Comment

Share

Write a comment...

17 September · Add topics

I live on Arlington. I'm a few houses from the start of the school zone and right on one of the 30k curves. Once again this morning as I leave to take my kids to school I witness a near miss as a driver coming around the corner, turning left onto Easthill almost hit a kid crossing the road. Getting in and out of my vehicle parked on Arlington is a real test of faith. Drivers are doing an excess of 50km and barely miss me as I strap kids into the back of my van and climb in. I'm literally two houses from the start of the school zone. Yet they don't start braking until they see the cross walk and the strip mall. Please do something about the speeders on Arlington.

10

2 Comments 1 share Seen by 100

Like

Comment

Share

One thing I would like to see is parents and kids crossing the street at cross walks and not where ever they want. This is not teaching the kids anything.

[Like](#) · [Reply](#) · 7w

fair enough. Still doesn't solve this problem.

[Like](#) · [Reply](#) · 6w

Perhaps put signs in the middle of the street further away. It doesn't matter what you do for some people. Saskatoon is a terrible city for pedestrians of all kinds and the police don't enforce the laws for pedestrians.. Why they build schools on busy streets is beyond me.

[Like](#) · [Reply](#) · 6w

Write a reply...

Out of control is being conservative. Living in this area for 25 years, I have never seen anything like it.

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Like · Reply · 4w

Write a comment...

Traffic Review shared a link. 26 September · Add topics

On January 8, 2018, a community meeting was held in Eastview-Nurana SC to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Thanks to all the community residents who joined us at Pope John Paul II School on September 25, 2018 to discuss the draft traffic plan. To review the meeting materials, please visit the Eastview-Nutana SC Engage page!



SASKATOON.CA

Eastview-Nutana Suburban Centre

Engage On January 8, 2018, a community meeting was held in Eastview-...

Seen by 85

Like Comment Share

Write a comment...

17 September · Add topics

Where to start

Ok traffic volume between Stonebridge Preston and 8th street is out of control.

2-Wilson drive heading up to the junction of Preston South well if you're attempting to turn left forget it....it clearly needs traffic lights.

3-Driving up Arlington onto Preston vehicles are now driving in the turn only lane jumping through the intersection to get back into the Preston road up to 8th almost been hit a number of times.

4-speeding through all the school zones

I think we can agree the entire area is swamped with traffic all the way from 8th street down Preston and into the shopping area and all roads leading off. Yet again whoever "Designed" the Stonebridge area should be fired.

Really do not see how the City will now rectify this gong show, the words "Horse" "bolt" "gate" spring to mind.

The City is being designed backwards developing areas then trying to fix issues afterwards.

7

5 Comments Seen by 99

Like Comment Share

I agree with you, 100%. I've lived in the Eastview area for a long time and cannot believe the amount of

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[See more](#)

Sorry, but I do not agree. My wife and I drive between Stonebridge and 8th Street 2-3 times a week at different times and find the traffic to be light to very light. Also, I'm quite impressed with how traffic slows down in school zones. You may get the... [See more](#)

[Like](#) · [Reply](#) · 7w

2

[Hide 11 Replies](#)

I would suggest driving those routes 2-3 times a week not a real world view of the current road scenario

[Like](#) · [Reply](#) · 7w

1

I see, you drive that route at least a dozen times a day??

[Like](#) · [Reply](#) · 7w

today I drove through there 6 times

[Like](#) · [Reply](#) · 7w

so around 35-40 times a week driving through there....how about yourself?

[Like](#) · [Reply](#) · 7w

4 times a day

[Like](#) · [Reply](#) · 7w

well how do you see it?

[Like](#) · [Reply](#) · 7w

Traffic is heavy in the morning as people go to work. It is heavy in the late afternoon as people head home. "heavy" is a relative term: if you lived in a small town it's unbearable, if you have done any amount of driving in a real city such as Vancouver - then what we call heavy really isn't.

[Like](#) · [Reply](#) · 7w

...sure but traffic can always run smoother, I'm from the UK so I know traffic current traffic is as you say peak hours but also school pick up evenings 9-10 in fact there's plenty of times I've sat at Wilson for 5+ minutes trying to turn left.

[Like](#) · [Reply](#) · 7w

1

...not really sure what's to disagree here, if they stick lights in to help and reduce speeds what's the issue?

[Like](#) · [Reply](#) · 7w

...turn right on Preston and make a u turn.

[Like](#) · [Reply](#) · 7w

Ah yes. Let's have lights at every intersection. That's the smart thing to do.

[Like](#) · [Reply](#) · 7w

...Fully agree with ... and ... the speeding is out of control in Eastview, particularly on Arlington, and it's not a small minority of cars. Many cars are maintaining near-freeway speeds as they bridge the gap between the Preston freeway exit to the Taylor freeway ramp. This is all hours, but most keenly noticed during morning and evening commute times.

[Like](#) · [Reply](#) · 7w

1

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During peak times cars are using the parking lanes to... See more

Like · Reply · 7w

5

I made these same comments months ago and was told these roadways weren't part of this review . Yet all the issues are originating because of traffic patterns to and from Stonebridge.

Like · Reply · 7w · Edited

4

Write a comment...

18 September · Add topics

I am concerned about the 2900 block of Eastview being used as a speedway to circumvent the school zone on Arlington by a few repeat offenders. It's just senseless how fast they gun it down a residential street with so many small children. Whatever gains they're making with the increase in speed for one block they must be losing with the additional two corners, so it's dangerous and dumb.

I agree with everyone who says the left from Wilson to Preston needs to be fixed, I don't even attempt it anymore. It's also dangerous for kids to cross there without a pedestrian light, there is too much traffic going too fast, and many clearly not paying attention.



4

1 Comment Seen by 90

Like Comment Share

Is one a Toyota Posao? He lives at the corner of Arlington and East Drive and has passed me and others going 70+ on Arlington by John Dolan. Keep an eye out for the car to be safe.

Like · Reply · 7w

1

Was it while school zones were in effect? That happened to me not too long ago. It was a car, it passed me going WAY too fast when she speed limit was 30km/h

Like · Reply · 7w

It was about 8:10-8:15 and it was middle of winter and icy. So extremely irresponsible. This driver is always impatient and tails super close.

Like · Reply · 6w

1

Chat (Off)

Neighbourhood Traffic Review - Eastview-Nutana Suburban Centre

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Write a comment...

17 September · Add topics

- There needs to be Pediatritian blinking lights at Preston and East Drive. It's impossible to get across with bike or walking due to the amount of traffic at peek times.

- turning left from Wilson onto Preston: some sort of traffic circle or lights needs to be implemented there.

4

1 Comment Seen by 95

Like

Comment

Share

I agree that there needs to be a lighted crosswalk at Preston and East Drive. I have witnessed many near misses at that intersection for pedestrians-most importantly there was a pedestrian fatality there within the last year.

[Like](#) · [Reply](#) · 7w

Write a comment...

17 September · Add topics

The 30 km speed limit on Arlington is a joke.... Maybe a speeding ticket camera is needed.

3

Seen by 95

Like

Comment

Share

Write a comment...

17 September · Add topics

I live in the east heights crescent and sent my kids to walk to school, crossing at the corner of Arlington and east heights towards Alvin buckwald....one car stopped so my youngest crossed (of course running) when the car in the opposite direction layed on the horn and swerved around him narrowly missing him . As much as I teach them the rules, their kids. I would love to see crossing lights at that intersection!!!!

7

Seen by 96

Like

Comment

Share

Write a comment...

14 September · Add topics

The two 30km/h bends on Arlington Ave. between EHeights and strip mall are a big concern for us. People still fly through there and/or take bends very sharp getting very close to pedestrians on the sidewalks. A car flew past us 60+ km/h getting approximately 1.5-2 feet from my arm. I don't feel comfortable walking down Arlington on the right side heading to and from the strip mall anymore.

School zone speeding is really bad on Arlington as well as East Dr. I had a guy pass me in the middle of winter between PJP2 and John Dolan at about 8:15am going 70+ km/h.

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streets in the winter.

5

2 Comments Seen by 102

Like

Comment

Share

I live on one of these corners and have personally witnessed two accidents from excessive speed, and many near misses at the crosswalks. It's dangerous to the point we give our kids extra coaching on crossing roads when they walk to school but I prefer to drive them in order to avoid crossing the road on foot. Even on my own I've had a few near misses with drivers.

Like · Reply · 7w

2

We also live in the area and I also drive my kids to school because of the dangerous traffic on the way to school. I have almost been hit several times and don't expect that a child could predict what these drivers will do.

Like · Reply · 7w

2



Write a comment...

17 September · Add topics

Traffic in general is too fast...am certain exceeds limits most of the time. The intersection at Taylor and Preston needs left turn signals.

3

1 Comment Seen by 99

Like

Comment

Share

I agree, I see speeding constantly in front of our house and have mentioned it at numerous meetings but have yet to see any police cars doing radar.

Like · Reply · 7w



Write a comment...



Traffic Review

10 September · Add topics

On January 16, 2018, a community meeting was held in Eastview-Nutana SC to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at Pope John Paul II School on Tuesday, September 25 at 7pm to review the draft plan.

Before you participate in the traffic discussions, we ask that you review the presentation which contains valuable information about the traffic review process and various traffic calming devices. Your participation in the group is encouraged and gladly accepted. If you would like to invite others from your neighbourhood to join the discussion, you are welcome to do so. Subscribe to get traffic review update email notifications at bit.ly/NeighbourhoodUpdates

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saskatoon.ca/engage

September 10, 2018

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

The City is undertaking a Neighbourhood Traffic Review for Eastview and Nutana Suburban Centre and inviting your input. These neighbourhoods are bound by Taylor Street (north), Preston Avenue (west), Circle Drive (south), and Circle Drive (east).

This review was initiated in January 2018. Thank you to everyone that has offered us input so far. We received your feedback via the Facebook Group page, email, phone calls and in-person at the first meeting held on January 16, 2018.

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. There are three ways to participate and provide us with your feedback:

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Tuesday, Sept. 25 th 7:00 pm – 9:00 pm Pope John Paul II School 3035 Arlington Ave.	<ol style="list-style-type: none"> 1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Eastview-Nutana Suburban Centre 3. Choose Groups from menu choices across top 4. Click Join beside our Group 	Find the tile for Neighbourhood Traffic Review – Eastview-Nutana Suburban Centre

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received.
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Implementation of recommendations expected to begin.

Contact Us:

You may also submit your comments directly:
Email: Chelsea.Lanning@Saskatoon.ca
Phone: 306-975-2483

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

4

Seen by 102

Like Comment Share

Traffic Review shared a link.
16 February · Add topics

Thank you for sending in your transportation concerns for the Eastview-Nutana Suburban Centre Neighbourhood Traffic Review! We are moving onto the data collection stage of the neighbourhood traffic review process. A data collection program will be developed for your neighbourhood, particularly at the location identified as concerns. This program will include traffic counts, pedestrian counts, speed studies and field observations. Data collection will be cognizant of statutory holidays, school breaks, construction projects, etc. to ensure that the data collected reflects an average day of operations. Subscribe to get traffic review update email notifications at:

SASKATOON.CA

Traffic Review Update Email Notification

Traffic Review Update Email Notification I would like to: (required) Subscribe Unsubscribe Area (required) Area (required) Email Address (required)...

Seen by 108

Like Comment Share

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17 January · Add topics

I attended the Tuesday night meeting NTR for Eastview/Nutana Suburban held at the Holy Cross High School, but was disappointed when the intended discussion was focused only on East View. So the question to ask is "Why were the homes in South Nutana Park provided with a flyer notice of this traffic review? I looked thru the previous NTR's by the City & could find none for South Nutana Park, I may have missed it, so I will look once more.

I asked our City Rep about the possibility of having left turning bays added to all the existing median openings on Preston Avenue, & there was no positive answer, very disappointing. Since the reports from most of the individual table discussions did not mention Preston Avenue as a traffic problem, I will assume that that Preston Avenue shall not be on the City's traffic improvement list.

3 2 Comments Seen by 111

Like	Comment	Share
	Traffic Review Hi · The flyer notice is sent out to homes through Canada Post and unfortunately, there is some overlap with postal codes. The Nutana Park neighbourhood is on the list of neighbourhoods waiting to be scheduled for their Neighbourhood Traffic Review. The neighbourhoods are reviewed and prioritized each year, based on the following criteria: Number of outstanding concerns, number of collisions, number of existing temporary traffic calming devices, regional representation throughout the City and stage of development of the neighbourhood. The Eastview-Nutana Suburban Centre Neighbourhood Traffic Review process will focus primarily on the local and collector streets in those neighbourhoods. The arterial corridors and intersections are reviewed through separate processes. The Preston Avenue corridor was reviewed a few years ago and the report can be found on the City's website at: bit.ly/traffic_studies (scroll down to "Preston Avenue Corridor").	
<p>SASKATOON.CA Traffic Studies</p> <p>Like · Reply · Remove Preview · 41w</p>		
	When issues originating from traffic patterns in one area cause spillover into adjacent neighbourhoods, IMHO it's asinine to not look at them collectively.	
<p>Like · Reply · 40w</p>		
<p> Write a comment...</p>		

19 January · Add topics

I believe that there should be a 3way stop sign at the corner of Taylor St and Mceown Ave. It is very hard to get onto Taylor while waiting for traffic and people crossing.

1 Seen by 109

Like	Comment	Share
<p> Write a comment...</p>		

Traffic Review shared a link.
17 January · Add topics

Thank you for attending the Eastview-Nutana Suburban Centre Neighbourhood Traffic Review public meeting last night! If you were unable to attend or would like to revisit what was discussed, the presentation is available online at saskatoon.ca/NTR.

Before you participate in the traffic discussions, we ask that you review the presentation which contains valuable information about the traffic review process and various traffic calming devices. Your participation in the group is

Traffic Home Find Friends

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Subscribe to get traffic review update email notifications at bit.ly/NeighbourhoodUpdates

SASKATOON.CA

Neighbourhood Traffic Reviews

The City of Saskatoon started undertaking Neighbourhood Traffic Reviews in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood holistically. Prior to 2014, neighbourhood transportation issues were addressed on a less effective case-by-case basis.

1 Comment · Seen by 110

Like · Comment · Share

Hi there! The presentation link appears to be incorrect. Instead of Eastview, it opens the Erindale/Arbor Creek presentation.

Like · Reply · 41w

If you click on the last letter of the link, it will take you to the Eastview Presentation.

Like · Reply · 41w

Traffic Review Hi I Thank you for your feedback. The link to the presentation has been updated online at saskatoon.ca/NTR.

SASKATOON.CA

Neighbourhood Traffic Reviews

Like · Reply · Remove Preview · 41w

Write a reply...

Write a comment...

16 January · Add topics

Thank-you City of Saskatoon for opening up this discussion to the residents of Eastview and Nutana.

I have three concerns regarding traffic in the Eastview neighborhood:

1. Intersection of Arlington Avenue and East Drive

Concern: Poor visibility of pedestrian cross-walk at Arlington/East Drive. High traffic area for school children.

Due to the poor sight lines at the curve on 1800 block of East Hill, pedestrian traffic at the designated cross-walk is very dangerous. Vehicles have difficulty viewing this intersection if travelling north bound, and vehicles travelling southbound are typically speeding!

Recommendation: Install signalized cross-walk at this intersection.

2. Intersection of Preston Avenue and Louise Street

Concern: Poor traffic flow for vehicles in turning lanes

Optimization of the signalized intersection (similar to Arlington Ave/Taylor Street) would ease the flow of vehicle travelling westward on Louise to southbound on Preston. Daily backups have caused angry residents to speed around vehicles.

Recommendation: Install dedicated left turn signal for vehicles WB on Louise to SB on Preston. Install right turn only in parking lane of Eastbound Louise. Storage lanes for vehicles can also be optimized if lanes are dedicated for specific turning movements.

3. Mall access on Louise Avenue

Concern: Too many access points from the mall/gas bar parking lots onto Louise Avenue.

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These access points are poorly signaled, and traffic is compounded by the poor flow of traffic on Louise during peak times. Additionally, the gas bar parking lot has two access points at the intersection, which causes some vehicular traffic to "bypass" other vehicles waiting to clear the intersection. This is extremely unsafe for pedestrians, other vehicles, and people at the gas bar.

Recommendation: Reduce entrances into the mall and gas bar, install signage that is clear, and optimize the flow of traffic on Louise to reduce backups at peak times.

Thank-you to everyone for sharing your concerns! Nothing will ever change if we don't speak up and voice our concerns.

6 Seen by 112

Like Comment Share

 Write a comment...

15 January · Saskatoon · Add topics

Traffic on Clinkskill drive has increased over the years many don't obey the school zone sign. Then at Christmas time with the neon light show traffic gets ridiculous. People stop in the middle of the street and block the road. A number of families on Bell have complained because they can't get off of Bell. Last year an ambulance couldn't get to Bell crescent. When the police are called to direct traffic, no one comes. This gong show makes Christmas time a very ugly time

1 1 Comment Seen by 112

Like Comment Share

Yes, you do have a problem during Xmas with your neighbour & his display, but the real problem is the drivers & the school zone. I have found that the drivers that live near a school zone do not have a problem. Those that do not are not used to obeying the 30 km speed limit.

[Like](#) · [Reply](#) · 42w

 Write a comment...

8 January · Add topics

-I think it has been stated already but the intersection of Louise and McEown/East Place requires a 4 way stop. Currently it is quite dangerous trying to either cross or turn onto Louise.

-Also the intersection of Preston and Wilson needs to be fixed/changed. It is often impossible to turn left from Wilson to head north on Preston as there is continual traffic heading both north and south on Preston.

-And finally the freeway traffic noise for the top of the 2500 block is louder than ever. One stretch of sound retention wall does not overlap the other stretch. Also the most recently added stretch of wall was built in the ditch so while it may be a 12 foot wall it is essentially only effective as a 6 or 8 foot wall and does not stop or redirect any noise. When travelling west on Circle Drive it is wide open between the 2 stretches of walls and that is exactly where all the traffic noise is directed e.g. right to the top of the 2500 block of Eastview. Another stretch of wall needs to be added there to provide adequate overlap and better sound retention for the residential area.

10 3 Comments Seen by 112

Like Comment Share

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a decibel reading again but was told that the engineers who designed the wall know what they are doing and the wall is fine.

Like · Reply · 43w

1

Lol. If they won't do a decibel reading you might try one of the decibel apps and do a bunch of your own readings and send them in or compare them to what they were previously.

Like · Reply · 43w

I live on the same block.....its noisier with a sound wall up than what it was without. I've tried to talk with the city in different departments....they won't listen to you. lol

Like · Reply · 43w · Edited

1

Yes that spot is terrible

Like · Reply · 42w

Preston & Wilson has a cross walk across Preston that should be moved, eliminated or enhanced with cross wk lights

Like · Reply · 42w

15 January · Add topics

I would like to see the school zone signs at Alvin Buckwold School moved. Right now they are after the crosswalks. They should be before the crosswalks. Kids use these to cross before and after school and it gets busy. Cars should slow down before they reach these crosswalks.

10

Seen by 112

Like

Comment

Share

4 January · Add topics

Cross walk lights need to be installed at the corner of Arlington and East Drive/East Heights with a warning light around the corner on Arlington. This is a major crossing for kids going to school and parks. Which is more now since school bussing has been reduced in the area. Plus with the corner there on Arlington drivers do not stop for people crossing.

12

5 Comments · Seen by 112

Like

Comment

Share

I agree! We cross here all the time and a lighted crosswalk would be so beneficial.

Like · Reply · 43w

2

Yes! We live just up the street and constantly see vehicles that don't stop for that crosswalk even when another vehicle is stopped in the other direction. They come flying around that corner and don't pay attention. So many don't follow the 30k posted around that corner either.

Like · Reply · 43w

1

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Like · Reply · 42w

Yes!! 1

Like · Reply · 42w

100% agree! 1

Like · Reply · 42w

Would love to see Cross walk lights here!

Like · Reply · 42w

Write a comment...

created a poll.

11 January · Add topics

The biggest problem is Preston Avenue which is a major divided arterial built probably in the 50s.

There were likely only two left turning bays in the original construction, both at 8th street. A large power line was installed in the median from 14th Street to Taylor Street. South of Taylor the power line was diverted to a 30 foot lane west side of Preston. Left turn bays were added to Preston but often only in one direction.

Preston Avenue is a divided two lane major arterial with residential parking on both sides.

Preston Avenue needs to be redesigned to accommodate the increased traffic it now carries. North of Taylor the power line may prohibit any major reconstruction.

Left turn bays need to be added where ever there is a median opening. South of Taylor the removal of the median is one option and rebuild Preston similar to 51st Street west of Warman Road.

Another option south of Taylor may be to narrow the median to have two north bound and two south bound lanes and keep the residential parking. What are your thoughts?

Add option

3

1 Comment Seen by 112

Like

Comment

Share

As a partial solution, on the Taylor south section, replacing the existing median with a low barrier might make it possible to create 2 lanes each way while retaining the much needed parking.

Like · Reply · 42w

Write a comment...

10 January · Add topics

Since Preston was turned into two lanes from the overpass to Arlington (heading north) there has been a lot of aggressive fast driving. People go into the left lane to cut off the people in the right lane which causes excessive speeds and cutting people off to get back into the right lane before the Wilson turn off. It's a residential area where I've seen some crazy driving. No idea how to fix this but it's turned that part of Preston into a raceway.

9

5 Comments Seen by 112

Like

Comment

Share

Those same people cut me off when I'm in the left lane to turn onto Wilson, then brake or totally stop in front of me when no one will let them back into the right lane!

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...res exactly you are saying right.

Like · Reply · 42w · Edited

Yes. Maybe if they fix that intersection at Wilson then they can get rid of the 2 lanes going north bound. As I agree there are some crazy lane changes happening there.

Like · Reply · 42w

100% agree with this. It can be very crazy sometimes.

Like · Reply · 42w

The street is not the problem. Poor driving planning is the problem at Wilson north bound, people will not get into their proper lane well in advance of their turn, so they will race to get ahead to the proper lane when all they have to do is slow down and wait for an openin so that they may change lanes.

Like · Reply · 42w

I've seen people deliberately get out of the right lane, from the back, to get in the left lane wait at the light till it's green and speed past to get back into the right lane. They need to be first. It's not poor driving planning. It's I wanna be first.

Like · Reply · 42w

Write a reply...

Write a comment...

10 January · Saskatoon · Add topics

Jarvis between Paul and Estey. There is a curve in the road and it's posted with reduced speed however many vehicles including school buses come around this curve to fast. I live at the Paul end of Jarvis and have had two cars end up on my lawn and one car smashed into my vehicle that was parked on the road and totalled it off.

4

1 Comment Seen by 112

Like

Comment

Share

I grew up on Paul Cres. I can attest to the stupidity of drivers trying to make that curve at 50kph.

Like · Reply · 42w

Write a comment...

10 January · Saskatoon · Add topics

Corner of Preston and Adelaide needs a four way stop

I would like to see elderly person zone signs in our neighbourhood. Similar to school zones. To reduce traffic speed We have a large number of seniors in this area and many of them walk for exercise or to Market Mall. Please watch for pedestrians.

3

1 Comment Seen by 112

Like

Comment

Share

The elderly already have a set of crosswalk light on Adelaide and on McEown. I drive through crossings at 9am and 4pm 5 days a week. I have never seen the lights on Adelaide activated; the seniors just cross whenever. The lights on McEown are used, but sparingly. Crosswalk lights anywhere on Preston will probably suffer the same fate.

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Write a comment...

10 January · Add topics

I would echo the concerns about the high speeds at which motorists are traveling on Arlington Avenue. Many motorists are using Arlington Avenue as a 'bridge' between Circle Drive exits, and are maintaining their freeway speed as they travel from the Preston exit to the Taylor Street exit.

My suggestion would be a roadside digital display to let drivers know the speed they are traveling.

Other options would be an increased police presence (ie, speed traps) or even speed bumps.

Eastview is a community with numerous elderly citizens, elementary school students, and young families, but too often Arlington Avenue is treated as an extension of the freeway.

10

1 Comment 1 share Seen by 112

Like

Comment

Share

I agree! People fly down Arlington, even when they are in a school zone. I have witnessed many pedestrians almost get clipped when crossing Arlington from the park onto Eastview. Cars don't want to stop for them.

If there were overhead blinking lights for pedestrians, and speed bumps added in front of John Dolan and Pope John Paul 2 school.

Like · Reply · 42w

2

Write a comment...

10 January · Add topics

2300 Easthill is very bad for speeding almost everyone does it including the buses my house shakes every time they go by to fast maybe a digital speed clock to show how fast they are going would help remind them to slow down

2

2 Comments Seen by 112

Like

Comment

Share

I'll second this - especially with the paths in and out of the park, and the alleys down that stretch. There's always people crossing the street, and cars are often driving way to fast.

Like · Reply · 42w

The speed limit is 50 for these areas and I think that's crazy with kids playing.

Like · Reply · 42w

1

Write a comment...

9 January · Saskatoon · Add topics

If possible, I think posting 20 km/h signs on both ends of the back alley behind Alvin Buckwold School would be a good idea. Parents often use this alley as a shortcut to drop off/pick up their children, but don't seem to realize that it has an even slower speed limit than the school zone in front of the school.

9

Seen by 111

Like

Comment

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9 January · Add topics

I have a couple area of concern with the traffic in our area.

The first one being the South end of Preston (I know this it right at the edge of our neighbourhood.) but the speed limit change from 50 to 60 right around the over pass seems to cause issues. This makes it harder for people trying to merge off circle and go North on Preston. It also usually means that traffic hasn't slowed down to 50 by the sign making it so that people are travelling 60 for a ways down Preston past the overpass. I personally think this is also adding to difficulty of turning North onto Preston of Wilson. As there is a wide variety in how fast traffic is moving.

My next concern is the intersection of Preston and Arlington. I'm not sure what can be done to improve it but people seem to not notice there are lights at that intersection on a regular bases. I have in multiple occasions avoided getting into accidents while trying to turn South onto Preston from Arlington. (One time not so lucky and was t boned.) I also find this interaction crazy sometimes with speeds. Some from people still going 60, some people slow down for the school zone in Arlington in front of John Dolan and some people don't.

3

1 Comment · Seen by 112

Like

Comment

Share

I agree 100%

Like · Reply · 42w

9 January · Saskatoon · Add topics

I would suggest putting lights put at the intersection of East Drive and Preston, however, they need to be coordinated (timed) with the other controlled intersections on Preston to allow a consistent flow of traffic, not just allow a few vehicles through at each light change.

200 East Place turning onto Louise Street is a real challenge due to the traffic from Market Mall and the bus mall exit directly across the street. Lights would be a good addition here to allow the buses easier access to the street, as well as allowing traffic to turn right or left onto Louise. These lights should also be timed properly to coordinate with the lights already at Preston and Louise Street.

1

1 Comment · Seen by 112

Like

Comment

Share

So you really want lights on Preston at Arlington, East Drive and Louise? Lights at East Drive will vastly increase the traffic on East Drive.

Like · Reply · 42w

9 January · Add topics

In order to really assess the issues and solution, we need information on actual traffic flow pattern and counts. Has a traffic study been done to provide that data? Preston Ave was a quiet residential street when I lived in this area in the late 70s until 1990. The creation of the Stonebridge neighbourhood has changed it to a major throughfare while Arlington is carrying traffic diverting from Taylor through Eastview to Preston to avoid the

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2

Seen by 111

Like

Comment

Share



Write a comment...

9 January · Add topics

I agree with all the posts that everyone has posted. But definitely one in particular. I'd like to see flashing pedestrian lights to cross Arlington Ave by East Centre near Pope John School and strip mall. Not everyone stops and kids use that everyday for both of the schools in the neighbourhood. Very dangerous when only one side stops and kids start crossing.

7

Seen by 112

Like

Comment

Share



Write a comment...

9 January · Saskatoon · Add topics

I am so amazed by the response of so many fellow Eastview citizens. I see myself saying exactly the same thing as everyone else. I've lived on Easthill for 35 years and the past 5 years have to be the worst for traffic issues.

My number 1 issue is the intersection of Easthill and Eastview. A resident made this intersection worse by planting a pine tree on his corner lot. Now we can't see traffic thru a tree in order to say its safe to proceed.. Anyways, I think we need a stop sign put on Eastview side.

Other issues are the concrete barrier on the corner of Arlington and Easthill. I know someone was killed in a car accident because of speeding not because of the curve and they want to slow people down....well you would have to put another barrier up just down the street. This roadway and many others in the area are used like a raceway! Put speed bumps before and after the curves.

But it does create another problem of winter driving and residents sliding into this barrier in the middle of a curved roadway.

There has to be some other way of preventive measures to take. I do agree with everyone's issues that have posted on this site.

4

Seen by 112

Like

Comment

Share



Write a comment...

9 January · Add topics

It's not unusual to have to wait 10 min to make a left turn from Wilson Cres onto Preston...and longer during full rush hour. This situation is diverting traffic onto nearby residential roads adjacent to the school making those zones more hazardous, especially with a lot of drivers ignoring the 30 kph zone on Wilson. It's also dangerous to be making a left turn from Preston northbound onto Wilson. I've had several close encounters where drivers wanting to make a left onto Preston would make a dash for a small break in southbound traffic only to almost hit me. No one is tracking all these near misses.

7

1 Comment Seen by 112

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between Clarence and Preston! Everybody is always speeding around there and there are lots of children with the schools walking on the street. The city buses are the worst for flying down that road.

Like · Reply · 43w

Write a comment...

January · Add topics

Major concerns with the speed of traffic on Arlington between Louise Street and East Drive. It is not uncommon for drivers to reach speeds well over 80km/hr. Many pedestrians, school children and elderly in the area. This concern has been informally addressed with a member of the police service however, action has yet to be taken.

7

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8 January · Add topics

During Monday to Friday when schools are in. The buses coming down our street are going to fast. We are on the 1100 block of East Centre. The street is rough and have big dips. With the buses going down the street it rattles our houses. Also could you fix our sidewalk cracks on 1100 block. Thanks.

2

1 Comment Seen by 112

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Exactly what I was thinking.....those buses sure make our home shake, too. And yes, they travel down our street way too fast.....how quick can you stop one of those extra big school buses??

Like · Reply · 43w

1

Write a comment...

8 January · Add topics

Some eastbound traffic is avoiding the 30km/h zone on Arlington by John Dolan School and travelling instead through the 3000 block Eastview. Even the legal 50km/h limit down our much narrower street, with cars parked on both sides, seems much too fast with child safety in mind.

4

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3 January · Add topics

Delayed or advanced left turn signals should be installed at the corner of Preston & Louise as this area is extremely busy (especially during school hours) with a very high volume of vehicle and foot traffic from Market Mall, the bus mall, a number of high schools and elementary schools in the area and includes high traffic volumes from the Stonebridge/Circle Drive overpass area. There could also be traffic signals or at least a lighted controlled crosswalk (similar to the corner at Preston /3rd St E) installed at the corner

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difficult for pedestrians to cross; this would also reduce the speeding on Preston Avenue between Louise and Circle Drive.

Any traffic lights presently equipped with advanced or delayed left turn signals should be used for longer periods of time –suggest 6:00 AM to 6:00 PM or longer, at any intersection within the city not only the Eastview-Nutana neighbourhood.

4 1 Comment Seen by 112

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I agree, a lighted crosswalk is needed at Preston Ave and East Drive. Between the high level of traffic and the speed that some drivers are going it is a dangerous crosswalk. The majority of drivers do not seem to realize that there is a crosswalk there and therefore fail to stop for pedestrians waiting to cross.

Like · Reply · 43w

1

Write a comment...

8 January · Add topics

The blocks south of Taylor between Preston and McEown are high density with two high schools and a shopping centre combined with several condominiums. Traffic, by and large, moves reasonably well, but requires an extra measure of attention at certain times of the day. However, a few areas could use some work:

- 1) McEown, between Adelaide and Porter, curves. This curve — particularly in winter — presents a potential issue because of vehicles parked on both sides of the curve and the driving lanes becoming increasingly narrow with each snowfall. This is a bus route and provides parking for students and the adjacent recreation centre. A solution might be enhanced snow clearing or restricting parking to one side of the street.
- 2) Adelaide at Preston is a dangerous uncontrolled intersection, made even more dangerous by people attempting left turns from Adelaide. A solution might be a circle.
- 3) McEown and Louise might benefit from a four-way stop in place of the current two-way.

2 Seen by 113

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Write a comment...

Traffic Review shared a link.
28 December 2017 · Add topics

Welcome! We're pleased that you've joined our Group and want to participate in discussions about area traffic concerns. We'd ask that you please read the following post and 'LIKE' it to confirm.

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in Eastview - Nutana Suburban Centre. This page is for residents of these neighbourhoods inclusively, bound by Taylor St (north), Circle Dr (east & south), and Preston Ave (west).

The award-winning Neighbourhood Traffic Review process works like this:

1. The City gathers input from residents.
2. City traffic engineers investigate the issues identified by residents, including gathering traffic counts and observing traffic behaviours.
3. A comprehensive traffic plan is developed to address concerns.
4. The traffic plan is shared at a public meeting and on this Group page.
5. The traffic plan is adopted and the City proceeds to implementing the measures identified within the plan (subject to budgetary approvals).

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between 7-9 p.m. on January 16, 2018. If you're able, please join us at the meeting!

You are encouraged to use this space to speak your mind on area traffic concerns, but to do so respectfully. The City reserves the right to block, ban, or remove anyone from the Group who is threatening or abusive to others, or leaves inappropriate posts.

We look forward to great discussions in this space. Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic Review process.

SASKATOON.CA

Neighbourhood Traffic Reviews

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

37

1 Comment Seen by 111

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The intersection of East Dr 100 block and Preston Ave has become extremely busy with increased traffic. If there is no consideration for traffic lights then a Pedestrian crossing light is highly recommended. Sadly, there was a recent fatality at that crossing. I personally walk that corridor and traffic rarely stops for pedestrians when crossing in the marked corridor.

Like · Reply · 43w

Write a comment...

7 January · Add topics

The intersection of Louise Street and East Place/McEown Avenue. Currently a two-way stop, but should be a four-way stop. Because of street parking along Louise Street, it is difficult to see pedestrians approaching the crosswalk while driving east on Louise. Many children use those crosswalks to get to/from the schools nearby and aren't always vigilant about checking that the uncontrolled oncoming traffic is stopping. Many elderly people also use the crosswalk and aren't able to move out of the way quickly if needed. Also due to street parking, it is difficult to see oncoming traffic while turning left (west) from East Place—it makes for a long wait at the stop sign during peak traffic times.

7

Seen by 112

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Comment

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Write a comment...

Traffic Review shared a link.
4 January · Add topics

Thank you for joining the Eastview – Nutana Suburban Centre Neighbourhood Traffic Group! Please feel free to invite others from your neighbourhood (neighbours, friends, etc.) that should be included in this group. Your participation in the group is encouraged and gladly accepted. Please note that this page will refrain from responding to comments until after the first neighbourhood meeting, which will be held at Holy Cross High School between 7-9 p.m. on Tuesday, January 16, 2018. Also, we ask that you all please 'LIKE' the pinned post so we know you understand the process and terms of this page. We hope to see you on January 16! Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic Review process.

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Neighbourhood Traffic Reviews

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Seen by 112

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Write a comment...

2 January · Add topics

Traffic areas of my concern:

- East Drive - many vehicles speed through this road as it's a main road between Preston & Arlington.
- East Drive & Preston: This intersection should have pedestrian lights set up and or a round-about. Preston is such a busy road. It's almost impossible to turn left during peek times and very hard to see pedestrians at night or even during the day due to the amount of parking on Preston Ave.
- More street lights along Preston Ave: very dark at night
- Preston & Wilson left-turn: a round-about should be installed. This intersection is also almost impossible to turn left at during peek times in the day, especially for city & school buses.

3

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Some eastbound traffic is avoiding the 30km/h zone on Arlington by John Dolan School and travelling instead through the 3000 block Eastview. Even the legal 50km/h limit down our much narrower street, with cars parked on both sides, seems much too fast with child safety in mind.

Like · Reply · 43w · Edited



Write a comment...



Traffic Review updated the group photo.

28 December 2017 · Add topics



Seen by 111

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Write a comment...



created the group Neighbourhood Traffic Review

- Eastview-Nutana Suburban Centre.

20 December 2017 · Add topics

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Neighbourhood Traffic Review - Eastview-Nutana Suburban Centre

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