

Riversdale Neighbourhood Traffic Review



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Riversdale Neighbourhood Traffic Review

Authorization

Prepared By:



Lanre Akindipe, P.Eng.
Transportation Engineer



Nathalie Baudais, P.Eng.
Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.
Acting Engineering Manager Transportation

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Executive Summary

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

A public meeting was held in April 2018 to identify traffic concerns and potential solutions within the Riversdale neighbourhood. 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 October 2018.

A summary of recommended improvements for the Riversdale neighbourhood 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 Riversdale Traffic Plan is illustrated in Exhibit ES-1.

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Table ES-1: Riversdale Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Spadina Crescent & Avenue C	Make curb extension on the northwest corner permanent	Improve pedestrian safety
2	Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Reduce speeds and improve pedestrian safety
3	Spadina Crescent & Avenue E	Install curb extension on the northeast corner	Improve pedestrian safety
4	Spadina Crescent & 17 th Street	Intersection realignment	Reduce speeds and improve pedestrian safety
5	Back lane behind Avenue H between 18 th Street and 19 th Street	Install 20 kph speed signs (both directions)	Reduce speeds
6	19 th Street & Avenue F	Median island (east and west leg)	Reduce speeds
7	20 th Street & Avenue K	Active Pedestrian Corridor (APC) (west leg)	Improve pedestrian safety
8	20 th Street Avenue H - Avenue K	Speed display board on 20 th Street between Avenue I and Avenue J (facing westbound)	Reduce speeds
		Forward speed data to Saskatoon Police Service	
9	20 th Street and Avenue I	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
10	20 th Street & Avenue H	Install a "No Parking" sign 15 m from the intersection on the northeast corner	Improve sightlines
11	Avenue H 20 th Street - 22 nd Street	Relocate existing school sign (northbound) approximately 45 m further north	Enhance the visibility of the school and reduce speeds
		Make curb extensions in front of Princess Alexandra School permanent	
		Speed display board (both directions)	
		Forward speed data to Saskatoon Police Service	
		Tree trimming for overhead pedestrian crossing signs	
12	21 st Street & Avenue F	Make curb extensions permanent	Improve pedestrian safety and traffic delays
		4-way stop	
13	20 th Street & Avenue F	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
14	20 th Street & Avenue E	Active pedestrian corridor (east leg)	Improve pedestrian safety
15	20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld project)	Improve traffic signal efficiency and reduce pedestrian wait time

Riversdale Neighbourhood Traffic Review

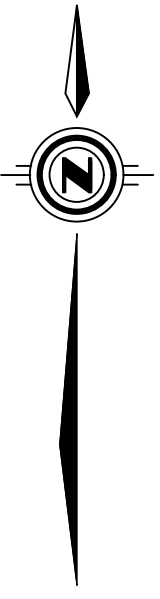
Table ES-1: Riversdale Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification	
16	18 th Street 400 block Avenue E to Avenue D	Sidewalk on north side	Improve pedestrian safety	
17	18 th Street 600 block Avenue G to Avenue F	Sidewalk on north side		
18	18 th Street 700 block Avenue H to Avenue G	Sidewalk on north side		
19	18 th Street 800 block Avenue I to Avenue H	Sidewalk on north side		
20	18 th Street 1000 block Avenue K to Avenue J	Sidewalk on north side		
21	18 th Street 1100 block Avenue L to Avenue K	Sidewalk on north side		
22	Avenue J 200 block 20 th Street to north end	Sidewalk on west side		
23	Avenue J 200 block 20 th Street to north end	Sidewalk on east side		
24	Avenue J 400 block 18 th Street to 19 th Street	Sidewalk on west side		
25	21 st Street 600 block Avenue G to Avenue F	Sidewalk on south side		
26	21 st Street 500 block Avenue F to Avenue E	Sidewalk on south side		
27	17 th Street & Avenue G	Install pedestrian accessible ramps		Improve pedestrian accessibility
28	17 th Street & Avenue H			
29	18 th Street & Avenue F			
30	18 th Street & Avenue G			
31	17 th Street & Avenue J			
32	19 th Street & Avenue I			
33	19 th Street & Avenue K			
34	21 st Street & Avenue B			
35	21 st Street & Avenue D			
36	21 st Street & Avenue E			
37	21 st Street & Avenue F			

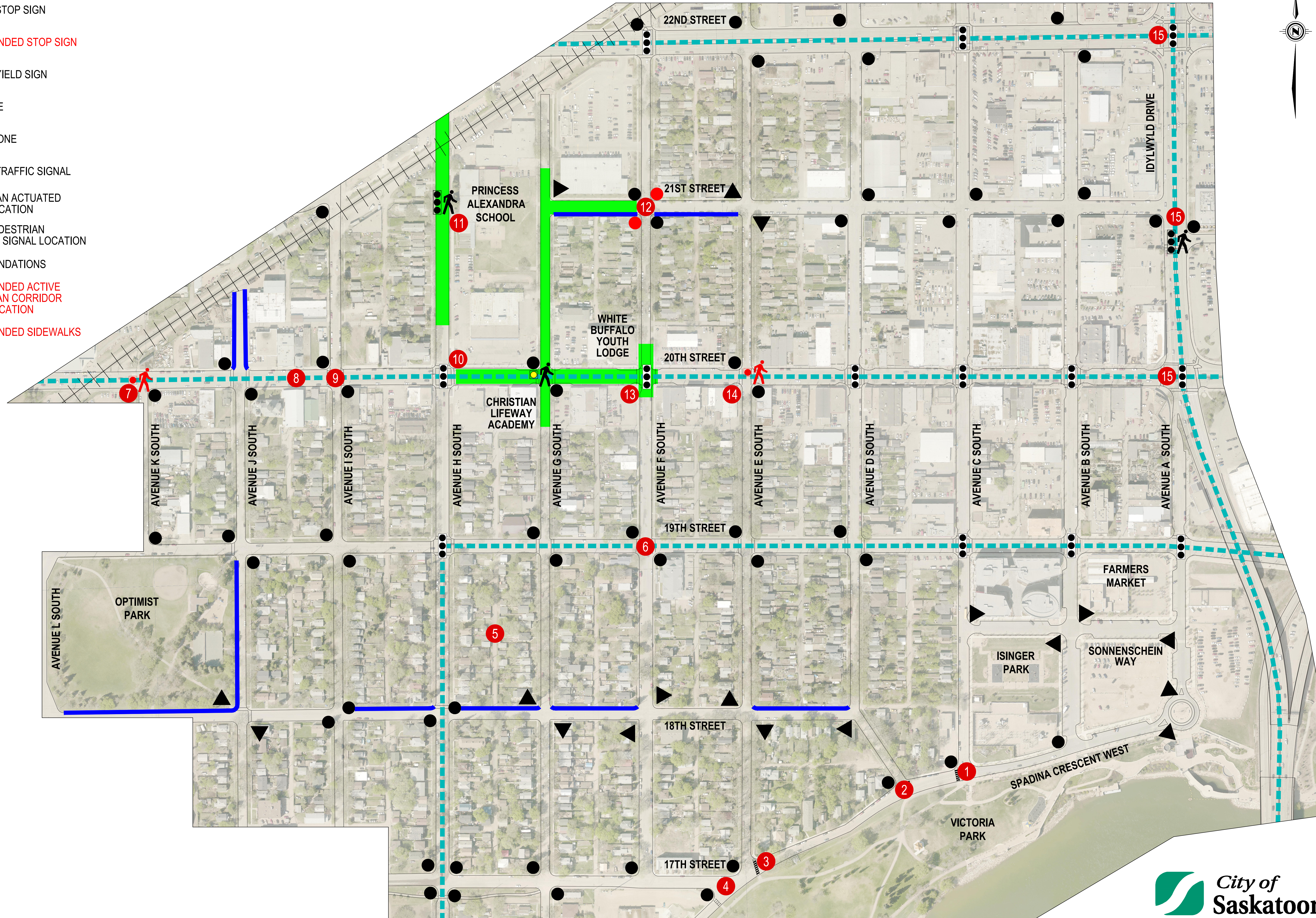
LEGEND

RIVERSDALE TRAFFIC PLAN

Exhibit ES - 1: Riversdale Traffic Plan



- EXISTING STOP SIGN
- RECOMMENDED STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⬆️ EXISTING TRAFFIC SIGNAL
- ⬆️ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬆️ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS
- ⬆️ RECOMMENDED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- █ RECOMMENDED SIDEWALKS



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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 Riversdale neighbourhood.

The Riversdale neighbourhood is bounded by 17th Street and Spadina Crescent to the south, Idylwyld Drive to the east, Avenue K South to the west and 22nd Street to the north. The Riversdale neighbourhood is a mix of residential and commercial land uses. Riversdale also includes one elementary school.

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 April 2018 to identify traffic concerns within the Riversdale 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 with the residents including all correspondence, Facebook discussion comments and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. Speeding and Shortcutting

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

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

- Spadina Crescent
- 17th Street
- Back lane behind Avenue H (between 18th Street and 19th Street)
- 20th Street
- 19th Street
- Avenue H
- Avenue F
- Avenue K
- Avenue I
- Avenue B
- 21st Street

The residents proposed the following solutions:

- Police enforcement
- Curb extensions
- Speed display board
- Speed reduction to 30 kph or 40 kph
- Photo radar enforcement

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 25, 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*.”

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

- 17th Street & Spadina Crescent
- Avenue E & Spadina Crescent
- 20th Street & Avenue K
- 20th Street & Avenue E
- 20th Street & Idylwyld Drive
- 22nd Street & Idylwyld Drive
- Avenue C & Spadina Crescent
- Avenue D & Spadina Crescent
- Midblock crossing of 20th Street West between Avenue B and Avenue C
- Missing sidewalks and pedestrian ramps in the neighbourhood

The residents proposed the following solutions:

- Zebra crosswalk
- Curb extensions
- Active Pedestrian Corridor (APC)
- Pedestrian Actuated Signal (PAS)
- Speed reduction

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.

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

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

- Avenue F & 21st Street
- 17th Street & Spadina Crescent
- 17th Street & Avenue H
- 22nd Street & Avenue C
- 19th Street & Avenue C

Proposed solution identified by residents:

- Four-way stop signs
- Pedestrian crossing safety devices

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 metres of an intersection and one metre from a driveway or lane.

Neighbourhood concerns regarding parking were identified at the following locations:

- 20th Street & Avenue H
- 20th Street & Avenue I
- 20th Street & Avenue F
- 19th Street
- 17th Street (between Avenue I and Avenue K)
- Spadina Crescent (between Avenue C and Avenue D)

Proposed solutions identified by residents:

- Parking restrictions
- Parking enforcement

2.5. 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:

- Idylwyld Drive & 20th Street
- Idylwyld Drive & 22nd Street

2.6. 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:

- Trees obstructing signs
 - Avenue D & 19th Street
- Snow clearing issues
 - 19th Street close to Optimus Park
- Damaged concrete curbs
 - 20th Street
- Potholes & grading issues
 - 21st Street and Avenue F

2.7. Other Concerns

The Riversdale neighbourhood residents also raised the following concerns:

- City Centre Church south driveway on the northeast corner of 20th Street & Avenue H should be closed. It's too close to the intersection.
- Supportive of rail relocation since trains cause significant delays.
- Drivers should not use space along the rail corridor for parking.
- 17th Street extension project should include pedestrian crossings across 17th Street.
- Improve street lighting at Avenue G and Avenue H. Lighting used in Stonebridge is way brighter.
- There should be routes for cyclists that are not so car centric but still have traffic signals at major streets.
- Traffic concerns on Avenue F (20th Street to 21st Street). Specifically, the accommodation of two way traffic on Avenue F considering the width of the roadway with on street parking.

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review includes 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, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

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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 typically classified as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in Table 3-1.

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

Characteristic	Classifications							
	Back Lanes		Locals		Collectors		Arterials	
	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 Riversdale neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

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

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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)
17 th Street	Avenue H and Spadina Crescent	Local	1,413	45
18 th Street	Avenue I and Avenue N	Local	293	43
19 th Street	Avenue H and Avenue K	Arterial	1,015	48
19 th Street	Avenue D and Avenue H	Arterial	6,230	57
20 th Street	Avenue D and Avenue G	Arterial	9,103	51
20 th Street	Avenue A and Avenue D	Arterial	8,215	48
20 th Street	Avenue G and Avenue K	Arterial	9,873	53
Avenue B South	Spadina Crescent and 19 th Street	Local	972	39
Avenue F	17 th Street and 19 th Street	Local	609	43
Avenue H	20 th Street and 22 nd Street	Arterial	4,758	50 (non – school) 39 (school)
Avenue I	17 th Street and 20 th Street	Local	484	33
Avenue I	20 th Street and 22 nd Street	Local	696	40
Avenue J	17 th Street and 19 th Street	Local	155	36
Avenue K	19 th Street and 20 th Street	Local	394	38
Spadina Crescent	Avenue A and 16 th Street	Local	3,106	55
Spadina Crescent	17 th Street and 18 th Street	Local	4,326	48
East-west lane	Idylwyld Drive and Avenue B	Lane	51	25
North-south lane	Idylwyld Drive and Avenue B	Lane	105	29

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:

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
21 st Street & Avenue F	232 – Condition NOT met	2,470 – Condition NOT met	0 – Condition NOT met	All-Way Stop NOT warranted

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: All-way stop or traffic signals within 200 metres	Results
21 st Street & Avenue F	34% - Condition NOT met	Yes – Condition NOT met	All-way stop NOT warranted

Although the intersection of 21st Street & Avenue F does not meet the warrant criteria for traffic volumes entering the intersection, an all-way stop is recommended based on nearly balanced traffic volumes entering the intersection, site observations, community input, and engineering judgement. 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*, 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 details are provided in **Appendix D**.

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Table 3-5: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
20 th Street & Avenue E	Confirmed	Distance from nearest control < 200 m Active pedestrian corridor appropriate (east leg)
20 th Street & Avenue K	Confirmed	Distance from nearest control < 200 m Active pedestrian corridor appropriate (west leg)
20 th Street & Avenue L	Confirmed	Distance from nearest control < 200 m No crossing is recommended Network connectivity provided by pedestrian devices at nearby intersections
20 th Street Midblock crossing between Avenue B and Avenue C	Low	Distance from nearest control < 200 m No crossing is recommended Network connectivity provided by traffic signals at nearby intersection (~40 m)
Spadina Crescent & 17 th Street	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain
Spadina Crescent & Avenue D	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain
Spadina Crescent & Avenue E	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain
Spadina Crescent & Avenue C	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing zebra crosswalk to remain

3.5. Collision Analysis

The most recently available five-year collision data (2013 to 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 and arterial streets 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 two intersections that had two or more collisions per year within Riversdale were:

- 21st Street & Avenue C
- 18th Street & Avenue F

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
Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Reduce speeds
Spadina Crescent & 17 th Street	Intersection realignment	Reduce speeds
Back lane behind Avenue H (between 18 th Street and 19 th Street)	Install 20 kph speed signs (both directions)	Reduce speeds
19 th Street & Avenue F	Median island (east and west leg)	Reduce speeds
20 th Street (Avenue H – Avenue K)	Speed display board on 20 th Street between Avenue I and Avenue J (facing westbound)	Reduce speeds
	Forward speed data to Saskatoon Police Service	
Avenue H (20 th Street - 22 nd Street)	Relocate the existing school sign (northbound) approximately 45 m further north	Reduce speeds
	Make curb extensions in front of Princess Alexandra School permanent	
	Speed display board (both directions)	

Details on the analysis for the modifications at Spadina Crescent & 17th Street are included in **Appendix F**.

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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
Spadina Crescent & Avenue C	Make curb extension on the northwest corner permanent	Shorten pedestrian crossing distance and improve pedestrian visibility
Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Shorten pedestrian crossing distance and improve pedestrian visibility
Spadina Crescent & Avenue E	Curb extension on the northeast corner	Shorten pedestrian crossing distance and improve pedestrian visibility
Spadina Crescent & 17 th Street	Intersection realignment	Shorten pedestrian crossing distance and improve pedestrian visibility
20 th Street & Avenue K	Active Pedestrian Corridor (APC) (west leg)	Improve pedestrian safety
Avenue H 20 th Street to 22 nd Street	Relocate the existing school sign (northbound) approximately 45 m further north	Shorten pedestrian crossing distance and improve pedestrian visibility
	Make curb extensions in front of Princess Alexandra School permanent	
	Tree trimming for overhead pedestrian crossing signs	
20 th Street & Avenue E	Active pedestrian corridor (east leg)	Improve pedestrian safety
21 st Street & Avenue F	Make curb extensions permanent	Shorten pedestrian crossing distance and improve pedestrian visibility
18 th Street 400 block Avenue E to Avenue D	Sidewalk on north side	Improve pedestrian safety
18 th Street 600 block Avenue G to Avenue F	Sidewalk on north side	
18 th Street 700 block Avenue H to Avenue G	Sidewalk on north side	
18 th Street 800 block Avenue I to Avenue H	Sidewalk on north side	

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Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
18 th Street 1000 block Avenue K to Avenue J	Sidewalk on north side	Improve pedestrian safety
18 th Street 1100 block Avenue L to Avenue K	Sidewalk on north side	
Avenue J 200 block 20 th Street to north end	Sidewalk on west side	
Avenue J 200 block 20 th Street to north end	Sidewalk on east side	
Avenue J South 400 block 18 th Street to 19 th Street	Sidewalk on west side	
21 st Street 600 block Avenue G to Avenue F	Sidewalk on south side	
21 st Street 500 block Avenue F to Avenue E	Sidewalk on south side	
17 th Street & Avenue G	Install pedestrian accessible ramps	Improve pedestrian accessibility
17 th Street & Avenue H		
18 th Street & Avenue F		
18 th Street & Avenue G		
17 th Street & Avenue J		
19 th Street & Avenue I		
19 th Street & Avenue K		
21 st Street & Avenue B		
21 st Street & Avenue D		
21 st Street & Avenue E		
21 st Street & Avenue F		

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
21 st Street & Avenue F	4-way stop	Improve traffic delays
20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld Drive project)	Improve traffic signal efficiency and reduce pedestrian wait time

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
20 th Street & Avenue H	Install a "No Parking" sign 15 m from the intersection on the northeast corner	Improve sightlines
20 th Street & Avenue I	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
20 th Street & Avenue F	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines

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 October 2018. The meeting minutes and presentation are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix H**. Additional issues raised during and after the follow-up

Riversdale Neighbourhood Traffic Review

meeting were assessed and outlined **Appendix I**. 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, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

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

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 24, 2018 Princess Alexandra School Gym 19 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 23, 2018 Princess Alexandra School Gym 15 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix G

Residents and stakeholders in Riversdale 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);
- billboards placed on the corner of 20th Street W and Avenue J;
- community posters placed at high traffic zones and community gathering places;
- 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 62 members in the Facebook group for the Riversdale Neighbourhood Traffic Review.

There are 10 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

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

- The saskatoon.ca/engage webpage;
- 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.

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 website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix J**.

Photo 1: Meeting #1 Presentation



Photo 2: 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 Riversdale 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: Sidewalks & Pedestrian Ramps Cost Estimate
- Table 5-6: Total Cost Estimate

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

Location	Device	Cost Estimate	Time Frame
Back lane behind Ave H between 18 th Street and 19 th Street	Speed signs (2)	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
19 th Street & Avenue F	Median islands (2)	\$1,000	
20 th Street & Avenue H	No parking signs (1)	\$250	
20 th Street & Avenue I	No parking signs (8)	\$2,000	
20 th Street & Avenue F	No parking signs (8)	\$2,000	
Spadina Crescent & 17 th Street	Median islands (4) Curb extensions (3)	\$5,000	
Spadina Crescent & Avenue E	Curb extension (1)	\$500	
21 st Street & Avenue F	Stop signs (2)	\$500	
	Total	\$8,500	

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Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
20 th Street	Forward speed data to Saskatoon Police Service	\$0 (funded by Saskatoon Police Service)	1 to 2 years
Avenue H	Forward speed data to Saskatoon Police Service	\$0 (funded by Saskatoon Police Service)	
20 th Street Avenue H - Avenue K	Speed display board (facing westbound)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Avenue H 20 th Street - 22 nd Street	Speed display board (both directions)	\$0 (Ten devices purchased in 2017 are relocated annually)	
Total		\$0	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
20 th Street & Avenue K	Active Pedestrian Corridor (APC)	\$45,000	3 to 5 years
20 th Street & Avenue E	Active Pedestrian Corridor (APC)	\$45,000	
Total		\$90,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Spadina Crescent & Avenue C	Curb extension (1)	\$45,000	3 to 5 years
Spadina Crescent & Avenue D	Curb extension (1)	\$45,000	
Spadina Crescent & Avenue E	Curb extension (1)	\$45,000	
Spadina Crescent & 17 th Street	Modified islands (4) Curb extensions (3)	\$200,000	
19 th Street & Avenue F	Median Islands (2)	\$10,000	
Avenue H (20 th Street - 22 nd Street)	Curb extensions (2)	\$90,000	
21 st Street & Avenue F	Curb extensions (2)	\$90,000	
Total		\$525,000	

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Table 5-5: Sidewalks & Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
18 th Street 400 block Avenue E to Avenue D	Sidewalk north side (99.6 m)	\$49,800	5 years plus
18 th Street 600 block Avenue G to Avenue F	Sidewalk north side (89.9 m)	\$44,950	
18 th Street 700 block Avenue H to Avenue G	Sidewalk north side (92.8 m)	\$46,400	
18 th Street 800 block Avenue I to Avenue H	Sidewalk north side (93.4 m)	\$46,700	
18 th Street 1000 block Avenue K to Avenue J	Sidewalk north side (86.8 m)	\$43,400	
18 th Street 1100 block Avenue L to Avenue K	Sidewalk north side (95.2 m)	\$47,600	
Avenue J South 200 block 20 th Street to the north end	Sidewalk west side (57.7 m)	\$28,850	
Avenue J South 200 block 20 th Street to the north end	Sidewalk east side (82.8 m)	\$41,400	
Avenue J South 400 block 18 th Street to 19 th Street	Sidewalk west side (155.8 m)	\$77,900	
21 st Street 600 block Avenue G to Avenue F	Sidewalk south side (92.7 m)	\$46,350	
21 st Street 500 block Avenue F to Avenue E	Sidewalk south side (93.0 m)	\$46,500	
17 th Street & Avenue G	Pedestrian Ramp (1)	\$3,500	
17 th Street & Avenue H	Pedestrian Ramp (2)	\$7,000	
18 th Street & Avenue F	Pedestrian Ramp (4)	\$14,000	
18 th Street & Avenue G	Pedestrian Ramp (4)	\$14,000	
17 th Street & Avenue J	Pedestrian Ramp (1)	\$3,500	
19 th Street & Avenue I	Pedestrian Ramp (2)	\$7,000	
19 th Street & Avenue K	Pedestrian Ramp (2)	\$7,000	
21 st Street & Avenue B	Pedestrian Ramp (3)	\$10,500	
21 st & Avenue D	Pedestrian Ramp (2)	\$7,000	
21 st & Avenue E	Pedestrian Ramp (3)	\$10,500	
21 st & Avenue F	Pedestrian Ramp (4)	\$14,000	
Total		\$617,850	

Riversdale Neighbourhood Traffic Review

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	\$8,500	-	-
Speed Enforcement	\$0	-	-
Pedestrian Safety Devices	-	\$90,000	-
Permanent Traffic Calming	-	\$525,000	-
Sidewalks & Pedestrian Ramps			\$617,850
Total	\$8,500	\$615,000	\$617,850

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$8,500. The total cost estimate for medium and long-term improvements (permanent traffic calming and pedestrian safety devices) is \$1,232,850.

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 Riversdale Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

Riversdale Neighbourhood Traffic Review

Table 5-7: Riversdale Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Spadina Crescent & Avenue C	Make curb extension on the northwest corner permanent	Improve pedestrian safety
2	Spadina Crescent & Avenue D	Make curb extension on the northwest corner permanent	Reduce speeds and improve pedestrian safety
3	Spadina Crescent & Avenue E	Install curb extension on the northeast corner	Improve pedestrian safety
4	Spadina Crescent & 17 th Street	Intersection realignment	Reduce speeds and improve pedestrian safety
5	Back lane behind Avenue H between 18 th Street and 19 th Street	Install 20 kph speed signs (both directions)	Reduce speeds
6	19 th Street & Avenue F	Median island (east and west leg)	Reduce speeds
7	20 th Street & Avenue K	Active Pedestrian Corridor (APC) (west leg)	Improve pedestrian safety
8	20 th Street Avenue H - Avenue K	Speed display board on 20 th Street between Avenue I and Avenue J (facing westbound)	Reduce speeds
		Forward speed data to Saskatoon Police Service	
9	20 th Street and Avenue I	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
10	20 th Street & Avenue H	Install a "No Parking" sign 15 m from the intersection on the northeast corner	Improve sightlines
11	Avenue H 20 th Street - 22 nd Street	Relocate existing school sign (northbound) approximately 45 m further north	Enhance the visibility of the school and reduce speeds
		Make curb extensions in front of Princess Alexandra School permanent	
		Speed display board (both directions)	
		Forward speed data to Saskatoon Police Service	
		Tree trimming for overhead pedestrian crossing signs	
12	21 st Street & Avenue F	Make curb extensions permanent	Improve pedestrian safety and traffic delays
		4-way stop	
13	20 th Street & Avenue F	Install a "No Parking" sign 10 m from all corners of the intersection	Improve sightlines
14	20 th Street & Avenue E	Active pedestrian corridor (east leg)	Improve pedestrian safety
15	20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review traffic signal timing (part of the Imagine Idylwyld project)	Improve traffic signal efficiency and reduce pedestrian wait time

Riversdale Neighbourhood Traffic Review

Table 5-7: Riversdale Neighbourhood Recommended Improvements

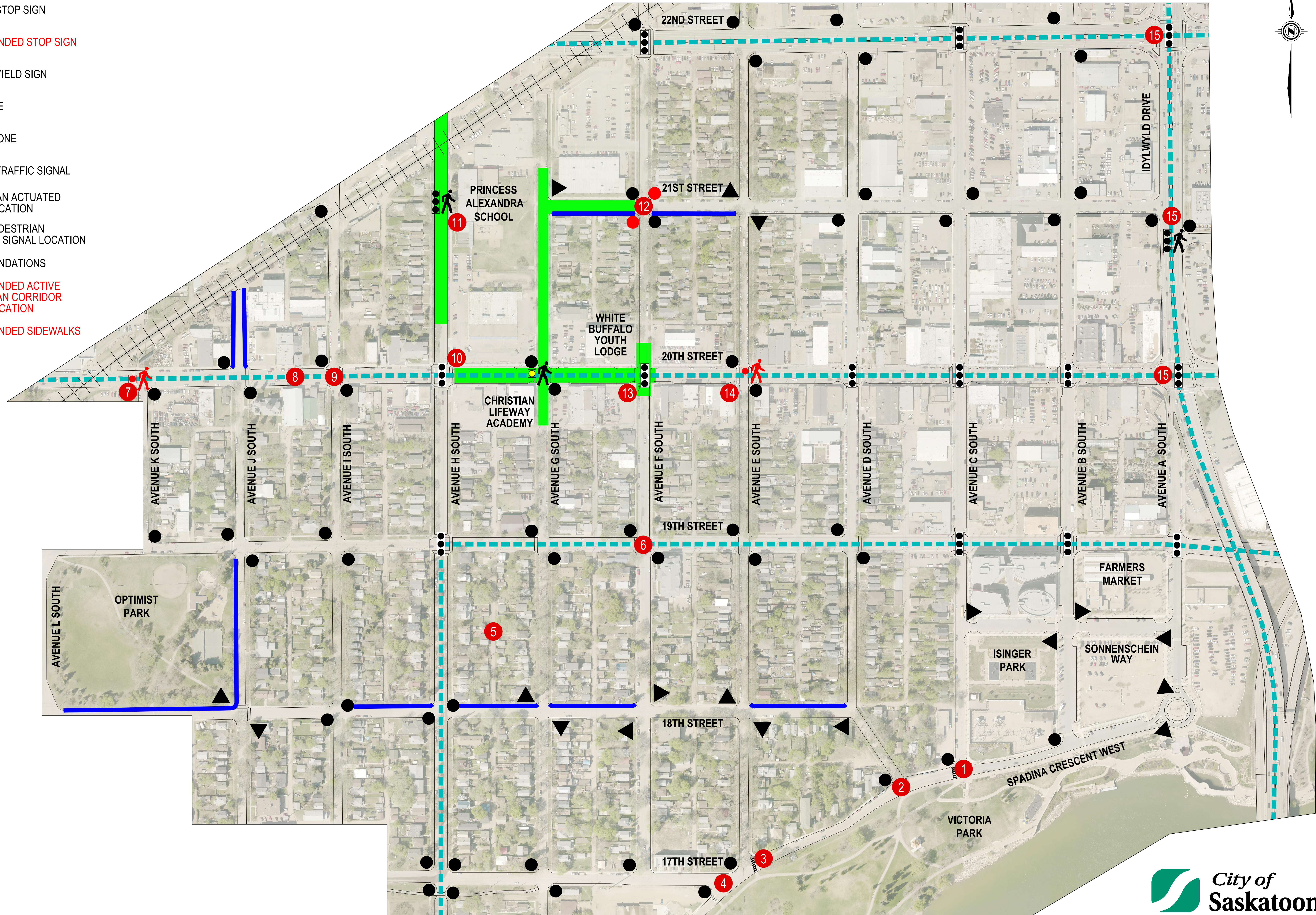
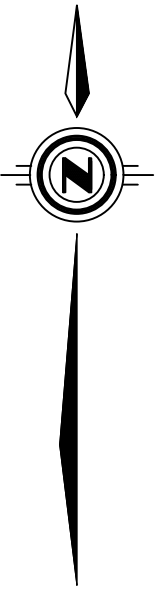
Item	Location	Recommended Improvement	Justification	
16	18 th Street 400 block Avenue E to Avenue D	Sidewalk on north side	Improve pedestrian safety	
17	18 th Street 600 block Avenue G to Avenue F	Sidewalk on north side		
18	18 th Street 700 block Avenue H to Avenue G	Sidewalk on north side		
19	18 th Street 800 block Avenue I to Avenue H	Sidewalk on north side		
20	18 th Street 1000 block Avenue K to Avenue J	Sidewalk on north side		
21	18 th Street 1100 block Avenue L to Avenue K	Sidewalk on north side		
22	Avenue J 200 block 20 th Street to north end	Sidewalk on west side		
23	Avenue J 200 block 20 th Street to north end	Sidewalk on east side		
24	Avenue J 400 block 18 th Street to 19 th Street	Sidewalk on west side		
25	21 st Street 600 block Avenue G to Avenue F	Sidewalk on south side		
26	21 st Street 500 block Avenue F to Avenue E	Sidewalk on south side		
27	17 th Street & Avenue G	Install pedestrian accessible ramps		Improve pedestrian accessibility
28	17 th Street & Avenue H			
29	18 th Street & Avenue F			
30	18 th Street & Avenue G			
31	17 th Street & Avenue J			
32	19 th Street & Avenue I			
33	19 th Street & Avenue K			
34	21 st Street & Avenue B			
35	21 st Street & Avenue D			
36	21 st Street & Avenue E			
37	21 st Street & Avenue F			

LEGEND

RIVERSDALE TRAFFIC PLAN

Exhibit 5 - 1: Riversdale Traffic Plan

- EXISTING STOP SIGN
- RECOMMENDED STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶 ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS
- 🚶 RECOMMENDED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- RECOMMENDED SIDEWALKS



Appendix A
Public Meeting #1
April 24, 2018

CITY OF SASKATOON

Riversdale Neighbourhood Traffic Review Minutes

Date: Tuesday, April 24, 2018

Time: 6:00 – 8:00 pm

Location: Princess Alexandra School (210 Avenue H South, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Lanre Akindipe	City of Saskatoon Transportation Engineer Riversdale Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Minqing Deng	City of Saskatoon Transportation Engineer
Goran Lazic	City of Saskatoon Transportation Engineer
Staff Sergeant Patrick Barbar	Saskatoon Police Service, Traffic Unit
Councillor Hilary Gough	Ward 2 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Lanre Akindipe – Transportation Engineer)

See Attachment: Presentation – April 24, 2018

Saskatoon Police Service

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 Riversdale and potential solutions

Small group reports to large group

Group 1: Mariniel Flores

- Idylwyld Drive is a barrier leaving and entering the neighbourhood.
- Idylwyld Drive and 20th Street should be more inclusive. This intersection should provide more time for pedestrian crossing.
- Idylwyld Drive at 20th, 21st and 22nd Streets.
 - Difficult to cross by pedestrians
 - There are dips on the roads
 - Would like to see raised crosswalks across Idylwyld Drive at 20th, 21st and 22nd Streets.
- Avenue D, E and F (19th Street to Spadina Crescent)
 - Increased parking demand in front of homes due to farmers market and workers from downtown.
 - Want to see something like a residential parking permit program
 - 18th Street should be included in the Riversdale RPP
- 20th Street and Clancy Drive / Circle Drive
 - Why was it closed? Lots of traffic on 22nd Street and speeding
 - Mixed thoughts about this. Another resident wants it opened up to reduce traffic off 22nd Street and to reduce speeding.
- 19th Street
 - Pedestrian signs obstructed by trees at Avenue D and 19th Street
- 20th Street
 - There are many locations in the neighbourhood where snow plows damage concrete curbs. The concrete curbs should be fixed.
- Spadina and 17th Street
 - Temporary curbing is damaged. It needs to be fixed.
- Avenue G and 20th Street
 - Support recommendation for a pedestrian device.
- At Princess Alexandra School
 - Speeding.
 - People don't know that it is a school. It is hidden by trees.
 - Trees obstruct pedestrian device.
- Avenue H and 17th Street
 - Keep the 4 way stop or install a roundabout.
 - People don't stop here. They just roll their cars.
- Avenue P and 17th Street

- Keep the 3 way stop
- Along Spadina Crescent and 17th Street
 - The direction of stop signs makes it a speedway.
 - More enforcement needed. Speed radar?
 - Roundabouts? Raised crosswalks?
- Avenue B (Sonnenschein way to Spadina Crescent W)
 - Speeding.
 - Vehicles come off Spadina Crescent and Speed along Avenue B.
- Avenue P
 - Speeding
 - Enforcement needed.
 - Roundabouts suggested.
 - Raised crosswalks suggested.
- Avenue E and 17th Street
 - All way stop suggested.
- Avenue G and Avenue H (415 Avenue H)
 - Stonebridge is way brighter.
 - Different type of lightning that illuminates better. Not stadium lightning.
- Avenue C (20th Street to Spadina)
 - Has new lights (decorative lightning) and it illuminates well. Very well lit.
- Fix pot holes
- Avenue I and 21st Street
 - Vehicles turn off on 22nd Street and speed down Avenue I southbound.
- Speed Corner around optimist Park at 19th Street and Avenue K.
- Thank you for the stop and yield infill program. It has helped.
- Thank you for providing accessibility ramps or curb cuts (red curb cuts) look forward to more.

Group 2: Nathalie Baudais

- 20th Street and Avenue G
 - Pedestrian safety crossing concerns at 20th Street. Traffic doesn't stop.
 - Actuated pedestrian device is recommended for installation.
 - Actuated pedestrian device is preferred over pedestrian actuated signal. Traffic seems to obey that better since it is a shorter

- timeframe than a full traffic signal cycle. There are lots of kids crossing at this location.
- Enforcement is needed in the school zone for speeding and compliance with crosswalk.
- People aren't using crosswalks. Jaywalking throughout 20th Street
- Avenue I
 - School buses using Avenue I when there are no pickups on that street.
 - Buses are going faster than 30 km/hr
 - There are no traffic signals between 19th Street and 17th Street.
 - Speeding.
 - In the past, no buses on this Street.
 - Tearing up the street, causing damage.
- 22nd Street
 - Avenue G should have a pedestrian crossing
 - 22nd Street is very busy since 20th street got closed on the west side.
 - Pedestrian overpass over the train tracks and 22nd Street would be the best.
 - If 20th Street was open or had a roundabout, then there would be less traffic on 22nd Street.
- Rail relocation would be great
 - Trains are very long and cause significant delays
 - Emergency response times are delayed.
- Cycling through Riversdale
 - It would be nice to see some progress on the safety pathway.
 - Lots of people cycle in Riversdale.
 - There is no place for cyclists to be separate from car traffic.
 - Cyclists want to be separated from traffic for safety concerns.
 - There should be routes for cyclists that are not so car centric but still have traffic signals at major streets. The traffic signals should be convenient for cyclists with push buttons that can be reached from the cycling lane (or bicycle detection).
 - Need to designate the AAA network.
 - Cars pass on the right when bikes move to the middle. Drivers, tex, etc Cyclists do not feel safe in mixed traffic.
- 17th Street and Spadina Crescent
 - Bollards may be needed to protect the pathway
 - Cars are ramping the curb and hitting the MADD memorial.
- 20th Street

- There has been more traffic since Circle Drive South opened.

Group 3: Goran Lazic

- Parking along D, E, F and 21st Street.
 - People park vehicles and walk to work (downtown) and some businesses on 20th Street. Maybe even south of 20th Street. Parking restrictions or neighbourhood permits would help.
- Tim Horton's traffic affects adjoining streets Avenue F, Avenue G and 21st Street.
- 17th Street doesn't have a sidewalk west of Avenue H. People walk on the street. 17th Street extension is not favoured.
- 17th Street
 - Speeding between Avenue H and Avenue P.
 - Kids walking to school, buses, etc.
 - Traffic calming measures should be installed at Avenue K and Avenue J.
 - We want it to be a safe route to school for kids getting off the bus.
- Marked crosswalk (zebra) on 19th Street at Avenue E or Avenue F.
- Bike lanes on 19th Street is a good idea. How would it affect on street parking?
- Inland company park large vehicles on 17th Street. It narrows the streets.
- 17th Street corridor
 - Pretty bare.
 - Build a centre median and plant trees to enhance streetscaping.
- Active Pedestrian Corridor (message) needed at Princess Alexandra school
- Avenue H and 20th Street should have cameras to monitor traffic violations
- Pedestrian device (Active Pedestrian Corridor preferably) on 20th Street at Avenue J, Avenue K and station 20 (a lot of pedestrian traffic)
- Prairie Auto House on 17th Street and Avenue J sticks out. No sidewalks, big loraas bins, nose in parking where the sidewalk would be.
- Snow maintenance
 - Meewasin cleared first, then Optimus park and 2 days later 17th Street trail
- 17th Street trail has no status
 - It should be named.

Group 4: Minqing Deng

- 20th Street & Avenue G,
 - Active Pedestrian Corridor is needed, very pleased to see this device recommended.

- Traffic volume is very high, both vehicles and pedestrian or bike traffic makes crossings difficult.
- Suggest making this red light in one direction and amber flashing in the other direction and making this intersection a 4-way stop, since drivers have stopped at every blocks anyway.
- 20th Street & Avenue H
 - Traffic has to turn right on Avenue H to get into the church parking lot. Suggest adding a no-parking zone on the northeast corner of Avenue H.
- There is a no loading zone in front of the Christian Lifeway Academy church but parking metres were installed.
 - No one uses the parking metres.
 - Suggest adding in a loading zone, or pick up and drop off zones to this school.
 - The curb extension is good there.
- All curb parking on 19th Street from Avenue A to Avenue D should be restricted so the two lane traffic could flow better.
- Near the Farmers Market, the exit from the underground parking lot is surprising to traffic on Avenue B and 19th Street, as well as in different parts of the City. Question: How did they get a permit to exit on the roadway like this?
- Spadina Crescent West.
From and including 19th St to Spadina Cres West, from and including Avenue C, Avenue B and Avenue A south, this whole zone should eliminate vehicle traffic completely, and encourage foot and bike traffic overall.
- Ave F is a wide roadway, suggest speed humps or other measures to calm the traffic.
- Suggest to use overpasses for pedestrian and cyclists for all crossings in the City, or as many as possible; or adopt what the states have been using, double bridges overpass for vehicles, and pedestrian crossings on the ground underneath.
- Speeding on 20th Street by nurses and hospital staff, suggest an exclusive traffic way for them that is separated from regular traffic. This would also provide passage for Emergency services.
- Gravel roads, pot holes, especially after construction, make it difficult for people to walk or use the pathway
 - Sidewalks break down by big tree roots from underground.
 - Avenue G, near the 500 block; There are three disabled person parking zones, in the winter bad grades of the concrete pads make ice pads and almost impossible to get from car to the house.
 - Avenue H, pot holes and poor construction create poor driving and walking conditions.
 - Suggest to do pavement overlay instead of thin overlay (microsurface) so the product lasts longer than patching pot holes every year.

- During construction time, if Avenue H is in construction, suggest to detour to Avenue F instead of Avenue G because Avenue F is wider. This is suggested only for the construction detour period.
- Parking
 - People from other parts of the City are parking for so long the resident is not able to plug in his/her own car. Is there any way to limit the time of parking on the curb?
- What is the long term development for 19th Street through to Avenue P (to Pleasant Hill)?
- Have not seen snow clearing in this neighbourhood for years. Ask the City please pay attention to snow clearing in Riversdale.
- Avenue F
 - Concrete curbs are in poor condition. Asked city year after year, each year some kind of review and assessment was done, and nothing happened to them. Concerned that such comments got ignored. Facilitator explained that due to funding constraints, certain areas did not get new sidewalks/curbs, it does not mean concerns from the public are ignored. Facilitator asks residents to repeatedly raise the issue.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 28, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than May 28, 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 and Answer

Q: We never discussed the concept of building a fence in the middle of 22nd Street. We don't think this is a good idea.

A (Lanre): We will have your comment documented. Thanks.

Q: No stop along 17th Street and along Spadina Crescent. With the extension of 17th Street; it will make the road unsafe especially for children crossing. Also, the extension of 17th Street will kill the businesses on 11th Street. We don't need an extension of 17th Street.

A(Lanre): One of the recommendations of the Southwest transportation study is to install some traffic calming devices along 17th Street.

Q: What is the plan for traffic flow due to the closure of the water treatment plant? Are the narrow streets going to handle the traffic flow? Will there be access at 12th Street?

A(Lanre): Traffic will still flow on Avenue I and 12th Street. Traffic will be advised to also use Avenue P and the proposed 17th street extension.

A (Councillor Gough): There will be a signage for drivers to take 17th Street at Avenue H and also modification to the traffic signal and geometry at 11th Street and Avenue P to divert traffic towards 17th Street. An eastbound left turn arrow will be provided at Avenue P and 11th Street. Pedestrian traffic calming on 17th Street will be important too.

Comment: We would like to see a pedestrian activated crosswalk along 17th street or turn it into a school zone.

Q: Will the Southwest transportation study kill businesses on 11th street because of the reduction in traffic due to the 17th Street extension?

A (Councillor Gough): Businesses were consulted during the process and they raised their concerns. 17th street extension will provide an alternate route for businesses. Transportation plan to keep traffic moving in an efficient and safe manner.

Q: What is the width of the proposed 17th Street extension? Will it have two lanes in each direction or one?

A(Lanre): The proposed 17th Street extension will have two lanes in each direction but the lanes will be reduced to a single lane in each direction at 17th Street and Avenue P.

Q: Parking in residential areas. Everyone has a car. Would the City consider providing driveways for residents to get a guaranteed parking through a certain program?

A (Councillor Gough): We have the residential parking permit. Not aware of the driveway program. A broader look at the visitor parking and policy is needed. Driveways need to be permitted and the guidelines need to be followed to reduce conflicts.

A(Nathalie): Issue hasn't been raised in the past with the Transportation Division. Certain zones are allowed driveways. We will talk with our colleagues to get more information.

Comment: There are narrow lots in the residential areas.

A(Goran): Homes with back alleys wouldn't typically get driveways according to zoning bylaws.

Comment: Vehicles park too close and it makes it challenging for garbage trucks to pick up garbage.

A (Councillor Gough): There are constraints in the area but we will try to find a solution.

Comment: Avenue D and 19th Street - City did measurements of curb from trees to watch for tree roots when driveways were installed back when my mum lived here. Driveways cannot be installed if they are too close to tree roots.

Comment: The Residential parking permit program only applies to one car per property not for all cars based on my experience.

Additional

- Councillor Gough: Ward 2 Town Hall Meeting will be held on May 24th at Station 20 West.
- Will fire and Saskatoon Police service be there?
A (Councillor Gough): No.
- Community Association: Community clean – up will be on May 26th.

Riversdale

Neighbourhood Traffic Review

Tuesday, April 24, 2018

6:00pm - 8:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation
3. Traffic Issues Discussion - Your Ideas/Solutions
4. Next Steps
5. Question/Answers - what else do you need to know?

Having a Productive Discussion

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

Outline

- Neighbourhood Traffic Review (NTR) Process
- Riversdale Schedule
- Sources of Information
- Sample 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**

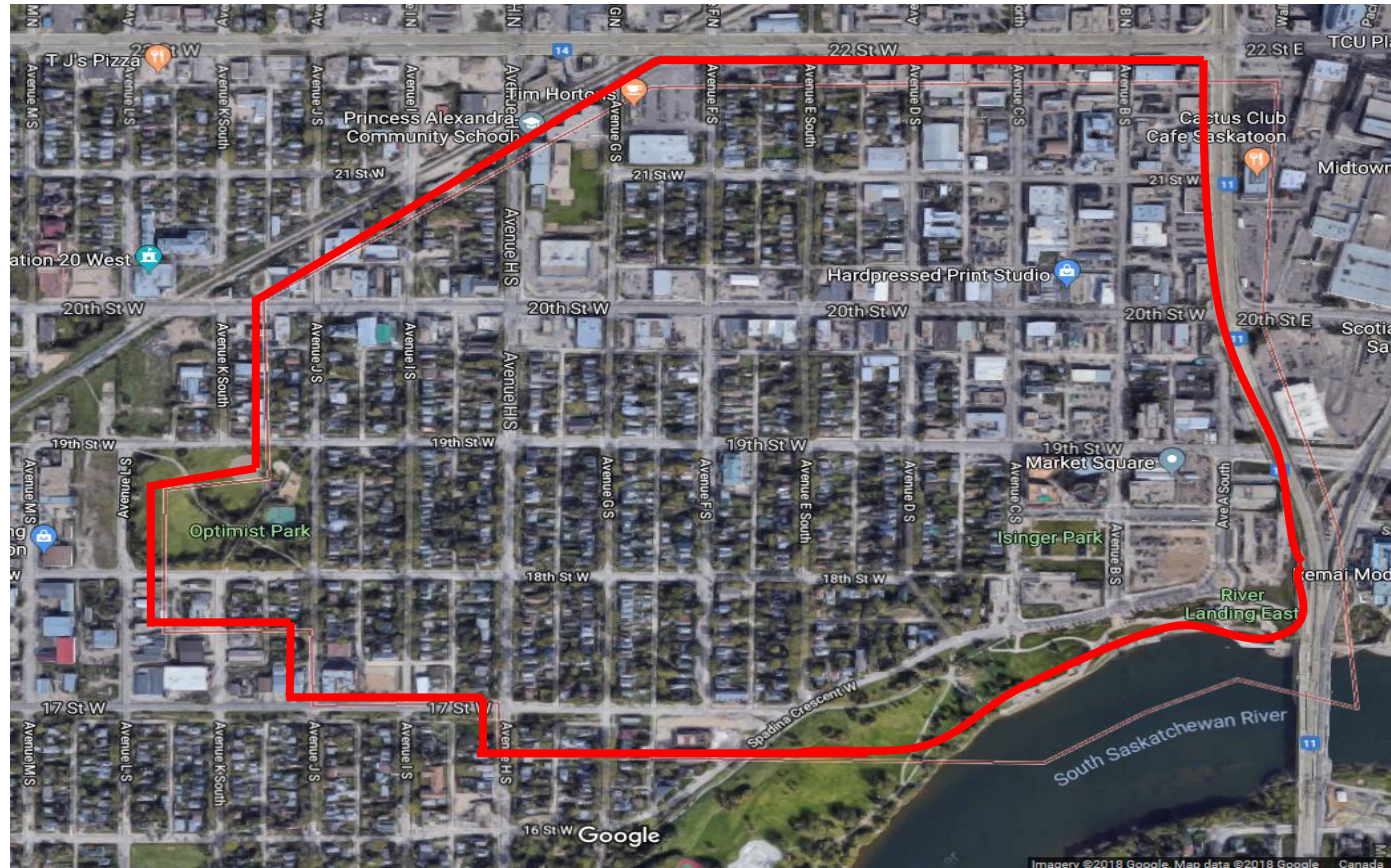
- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

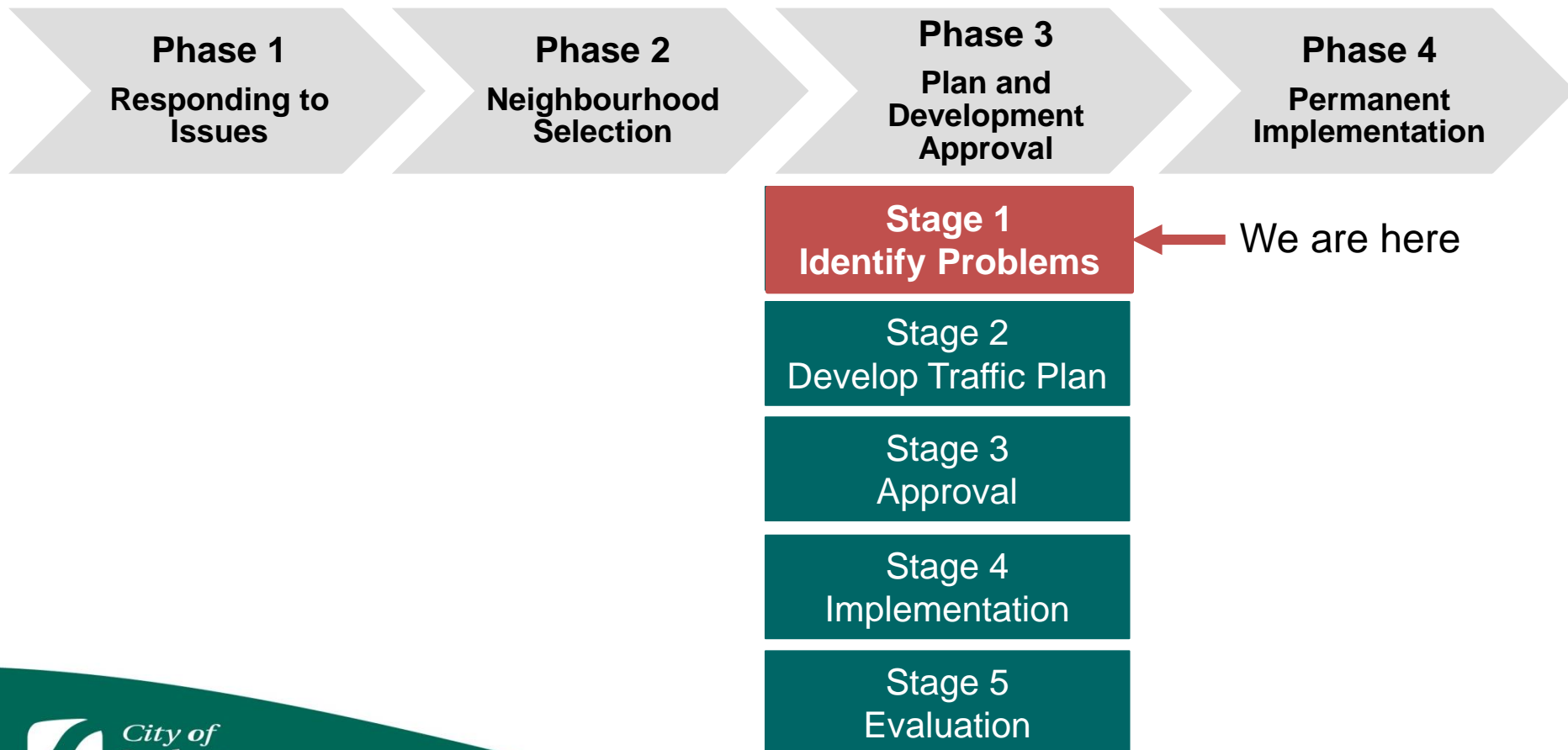
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - **Riversdale**
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana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

Riversdale Study Area

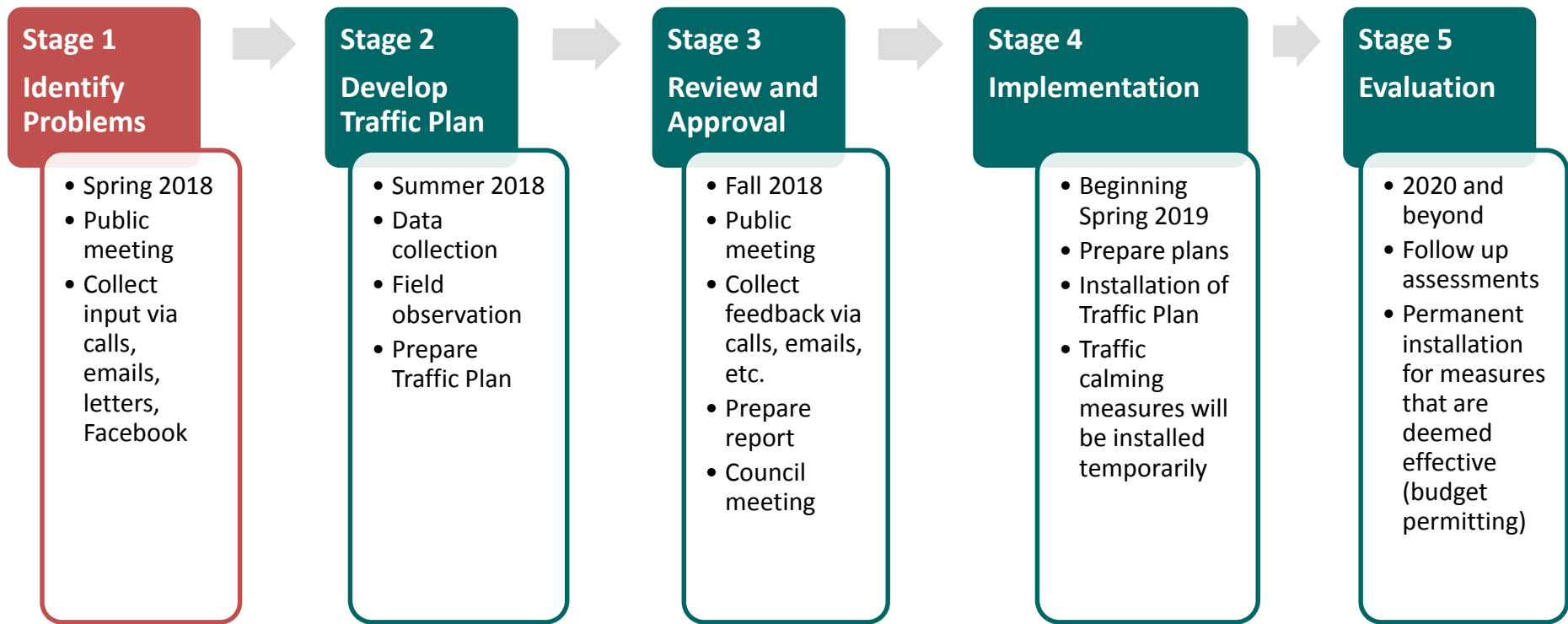
- Study Limits
 - Idylwyld Drive
 - 22nd Street
 - 17th Street / Spadina Crescent West
 - Avenue K South
- Local and collector roads



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

Sample Concerns Received

- **Speeding, Shortcutting:**
 - Avenue F
 - 20th Street
 - Spadina Crescent
 - 17th Street
- **Pedestrian crossings:**
 - 17th Street
 - 19th Street
 - 20th Street
 - 21st Street
 - 22nd Street
 - Spadina Crescent
 - Avenue F
- **Traffic operations:**
 - 17th Street & Spadina Crescent
 - Avenue F & 21st Street
 - Avenue F between 20th Street and 22nd Street
 - Back Alley (Idylwyld Drive and Avenue B)
 - Idylwyld Drive & 22nd Street
- **Parking:**
 - 20th Street & Avenue I
 - 20th Street & Avenue F

Additional Studies / Projects

- Riversdale Local Area Plan
 - Recommended a redesign of 20th Street West
 - The 20th Street West streetscape improvement project included:
 - corner bulbs to improve pedestrian safety
 - paved amenity sidewalk strip
 - street trees
 - new sidewalk furniture
 - unique artistic features
 - Substantially completed in 2014
- 20th Street & Avenue G
 - Active pedestrian corridor approved and funded

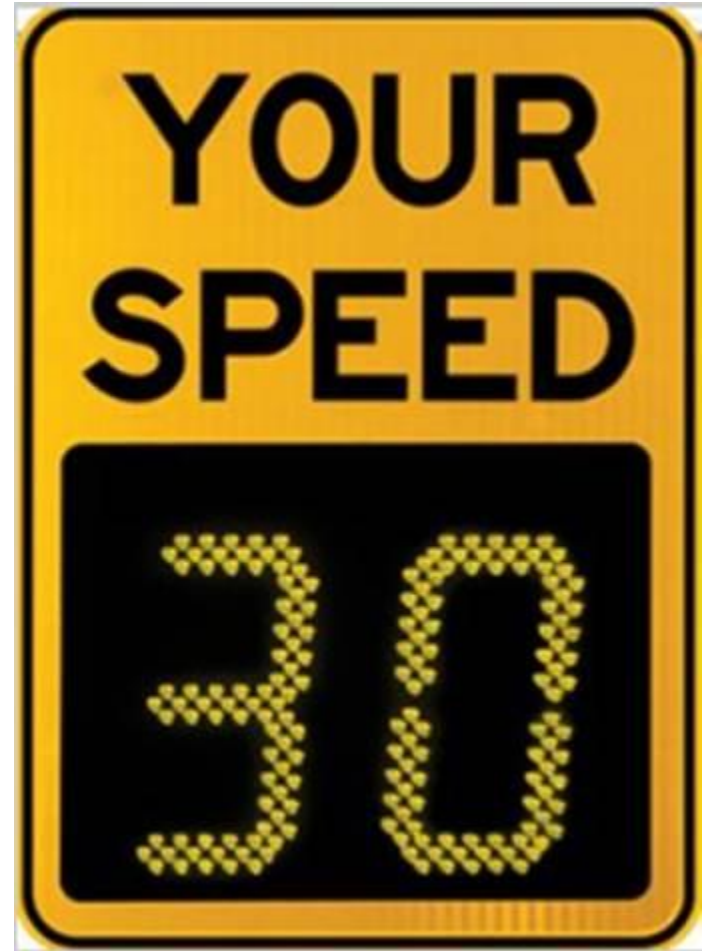
Traffic Calming Measures

Examples



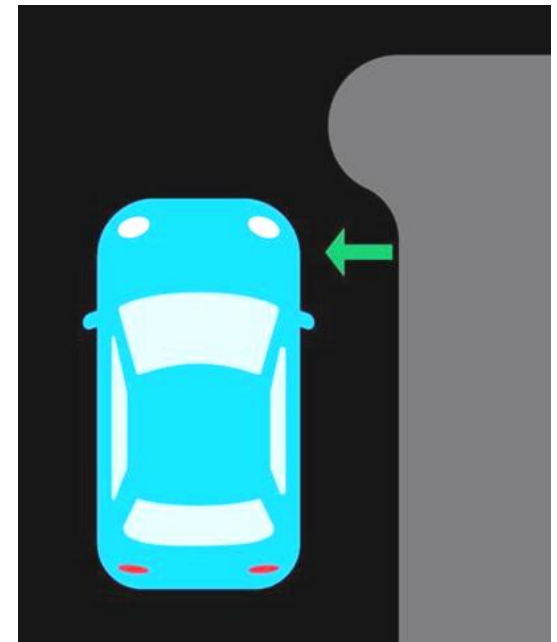
Speed Display Devices

- 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

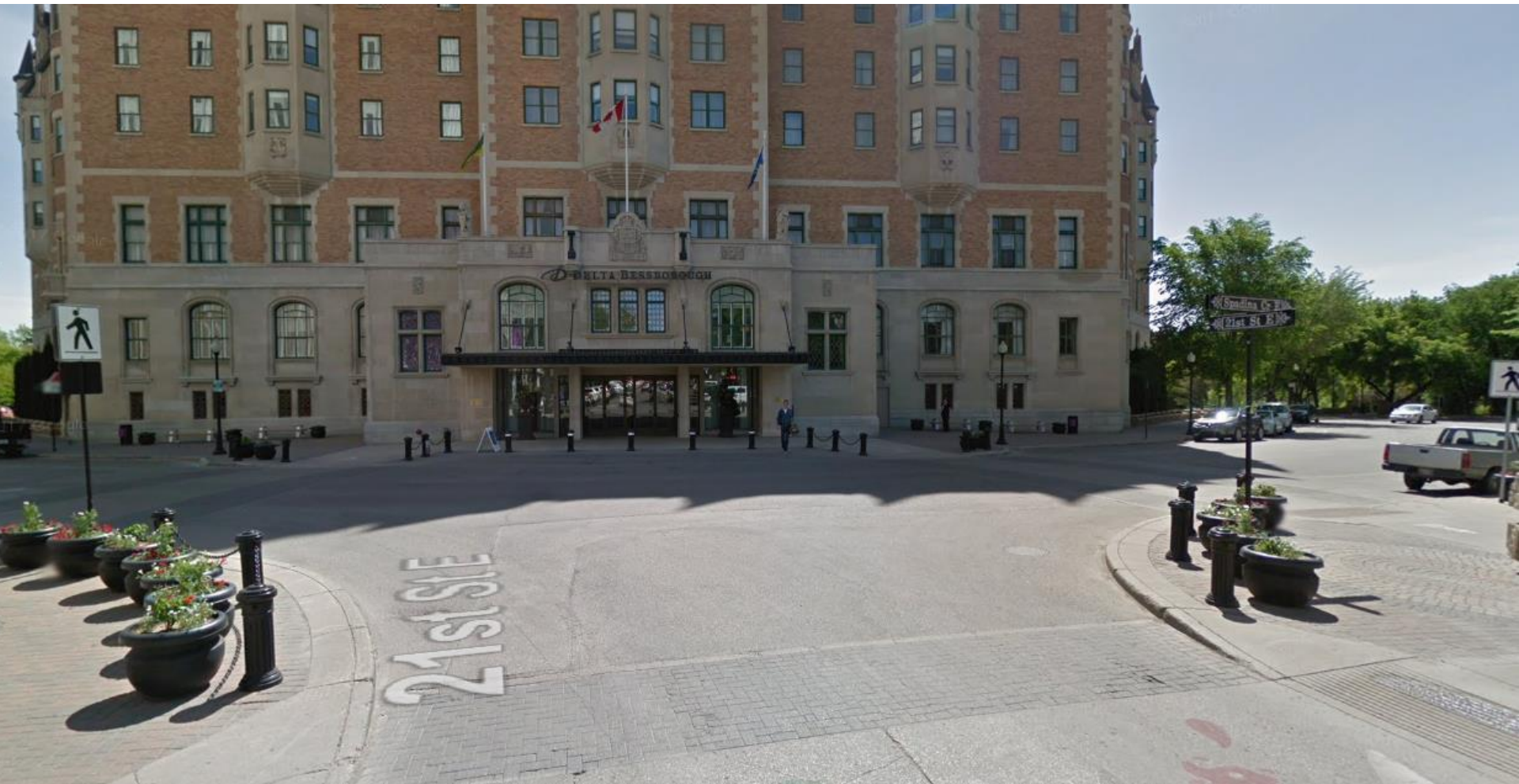
- Physical measure that requires motorists to drive over them.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.



Raised Crosswalk



Raised Intersection



Speed Humps



- Pilot project underway for 2018
- Temporary speed humps at four pre-selected 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 Riversdale

Seeking Your Ideas and Solutions!

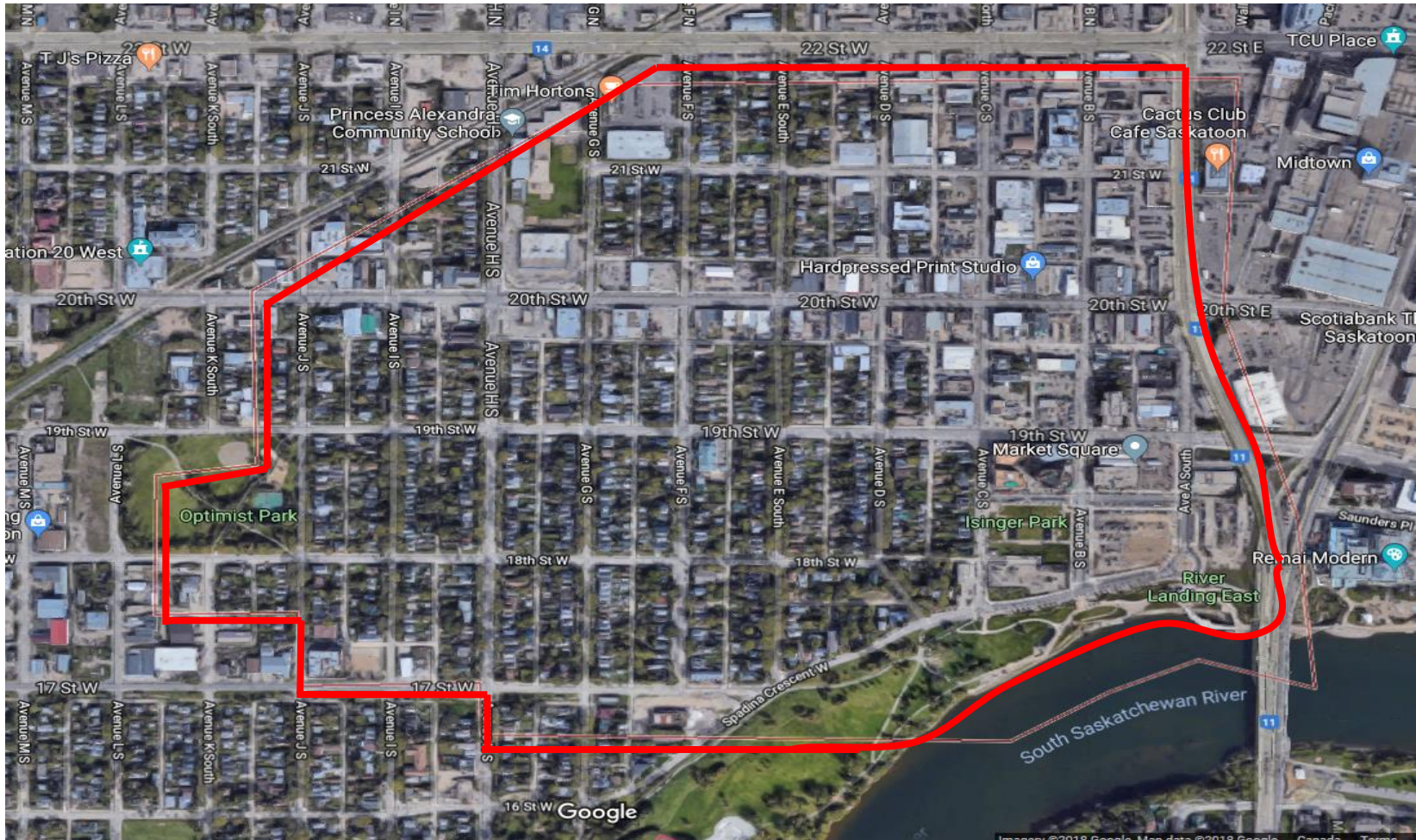
Table Group Discussions

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 Riversdale.

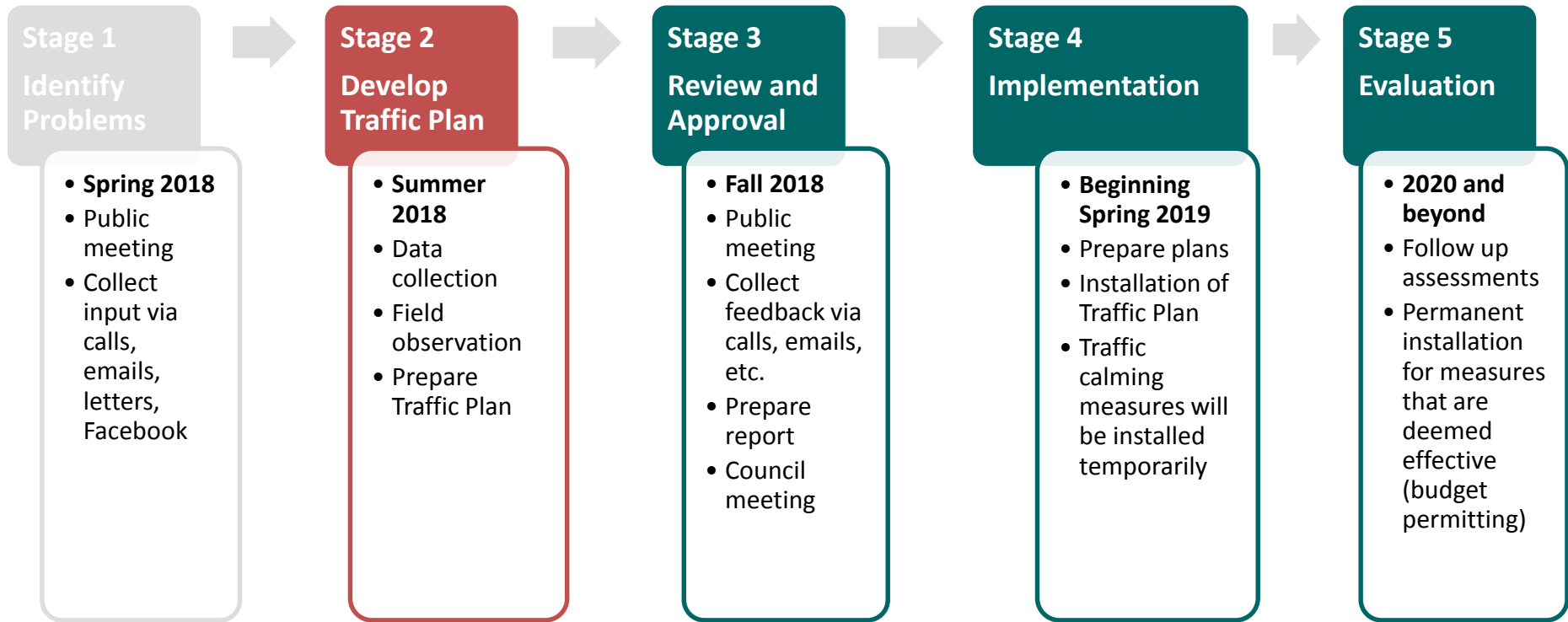
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Riversdale Study Area



Next Steps

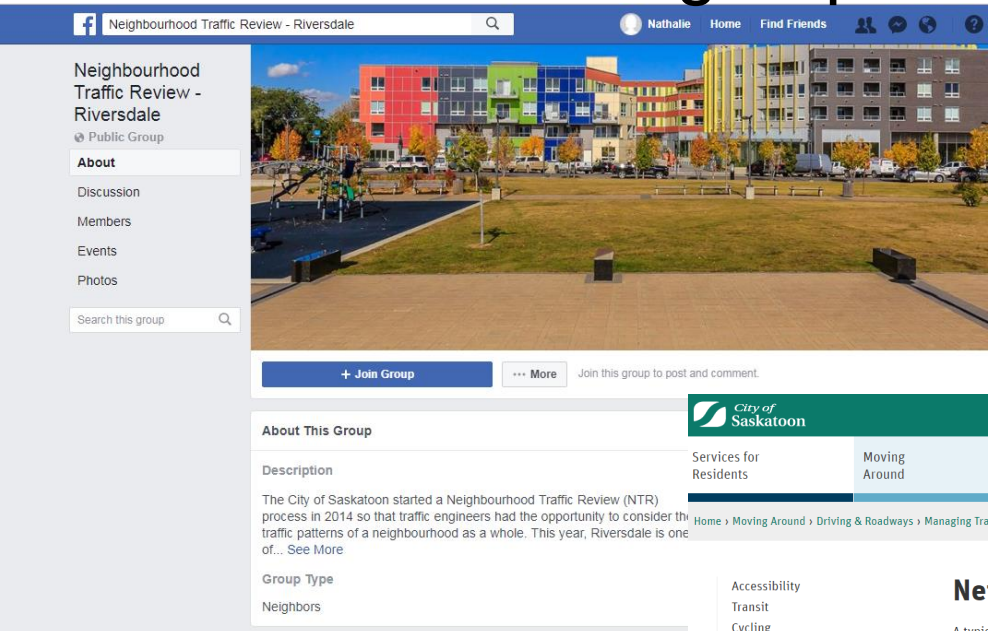


Join the Discussion

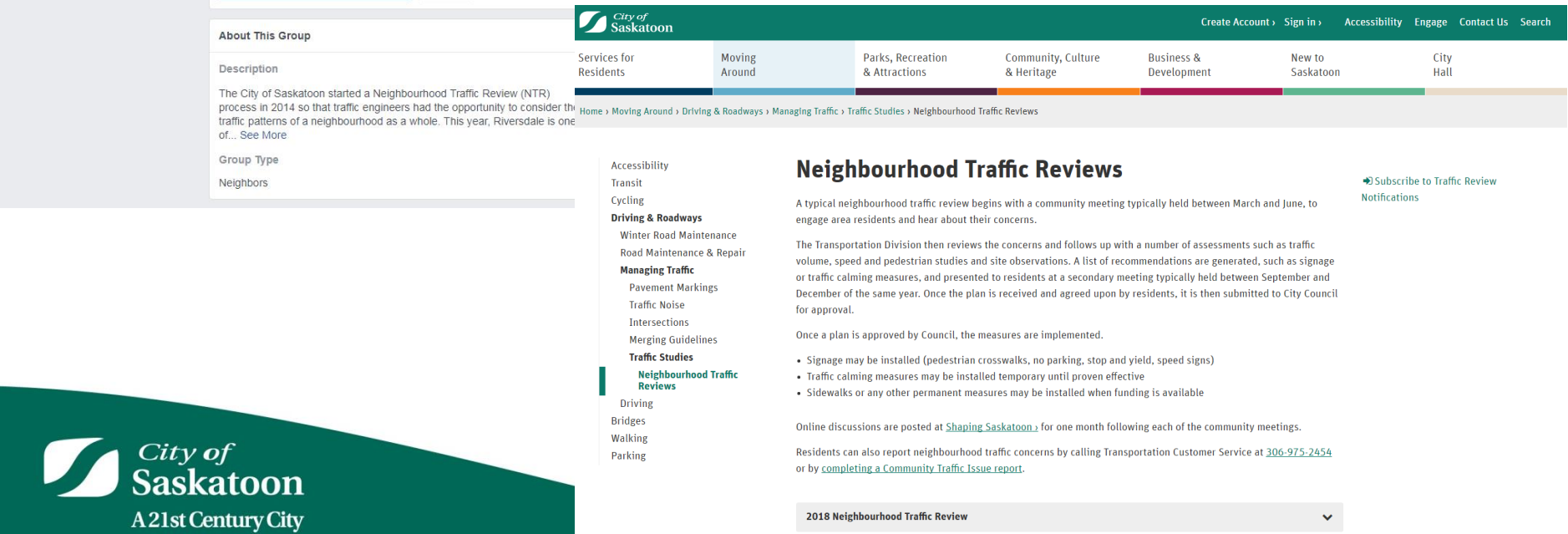
- Visit saskatoon.ca/NTR
 - Get updates
 - Sign up for subscriber updates
- Visit saskatoon.ca/engage
 - Join the discussion
- Provide comments by:
Monday, May 28, 2018

Stay Engaged

Join our Facebook group



Subscribe for updates at
www.saskatoon.ca/NTR



City of Saskatoon
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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](#).

2018 Neighbourhood Traffic Review

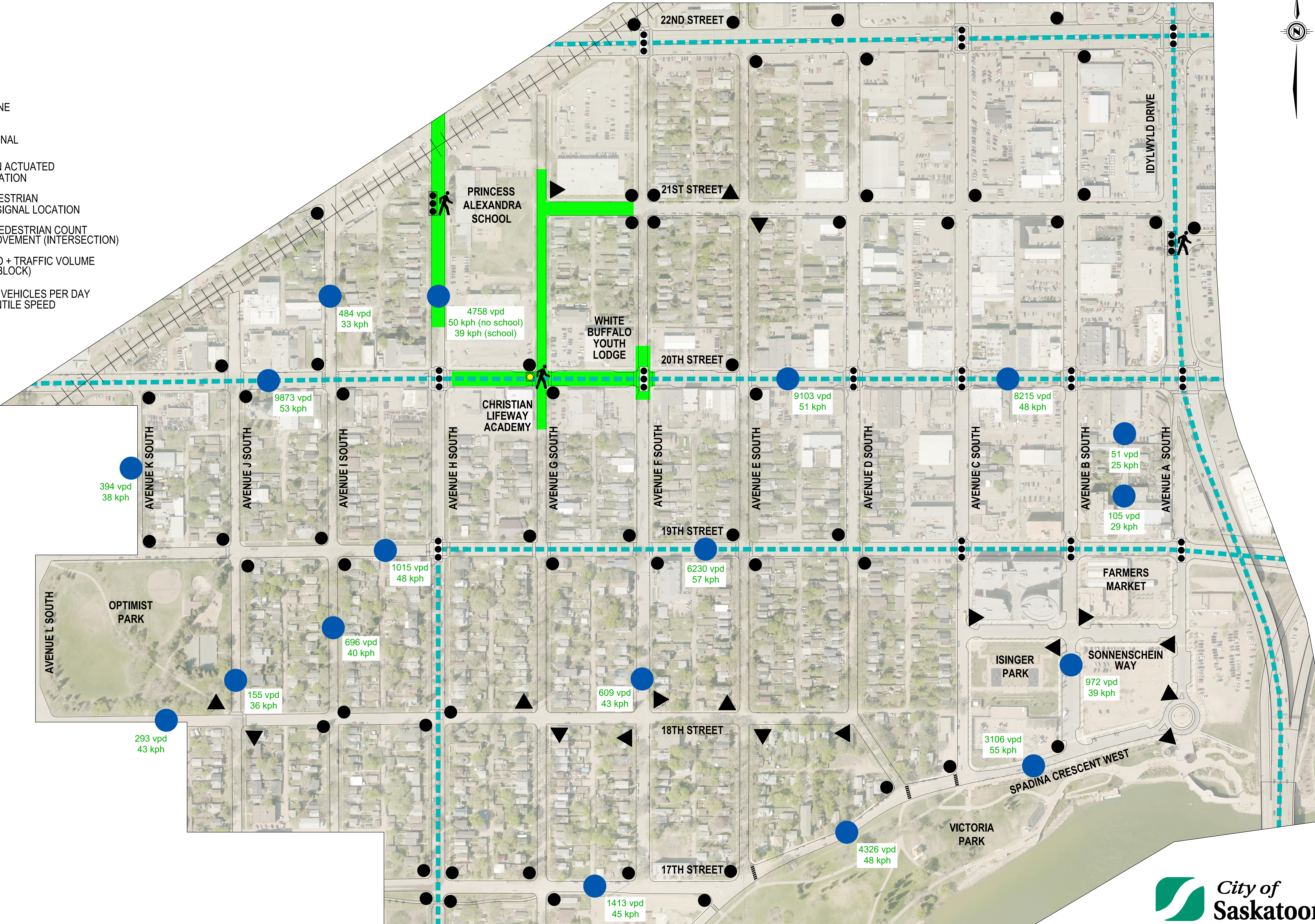
Appendix B

Traffic Data Collection

LEGEND

- STOP SIGN
- ▼ YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⬆ TRAFFIC SIGNAL
- ⬆ PEDESTRIAN ACTUATED SIGNAL LOCATION
- ⬆ ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- TRAFFIC + PEDESTRIAN COUNT TURNING MOVEMENT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- 786 vpd — NUMBER OF VEHICLES PER DAY
47 kph — 85th PERCENTILE SPEED
(School kph)

RIVERSDALE TRAFFIC DATA



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
21 st Street and Avenue F	33% - Condition NOT met	No – Condition met	Continue to step 2

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
21 st Street and Avenue F	0 – Condition NOT met	232 – Condition NOT met	2,470 – Condition NOT met	All-way stop NOT warranted.

Appendix D

Pedestrian Device Assessments

Results Summary – New Process

Preliminary Assessment Decision Point		20 th Street & Avenue E Pedestrian Crossing
Traffic Signal Warrant	Points	20
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	68 EAU
	Vehicular Volume	9102
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	112 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 provides connection to businesses and residences on 20 th Street
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	9,000 < ADT ≤ 12,000 Active pedestrian corridor 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 – New Process

Preliminary Assessment Decision Point		20 th Street & Avenue K Pedestrian Crossing
Traffic Signal Warrant	Points	19
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU's AND vehicular volume ≥1,500 veh/day?	Average Hourly Pedestrian Volume	25 EAU
	Vehicular Volume	9873
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	202 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 provides connection to Station 20 West and Optimist Park
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	9,000 < ADT ≤ 12,000 Active pedestrian corridor 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.



PLAN DESCRIPTION/REVISIONS	
4	
3	
2	
1	
DRAWN BY <u>SJK</u>	
DATE <u>2019-JAN-22</u>	
SCALE: HOR. <u>1:500</u> VERT. <u>1:500</u>	



City of Saskatoon
Transportation

APPENDIX D
PEDESTRIAN DEVICE LOCATION SELECTION
20TH STREET WEST & AVENUE K S

APPROVED	
ENGINEER	_____
ENGINEER	_____

Results Summary – New Process

Preliminary Assessment Decision Point		20 th Street & Avenue L Pedestrian Crossing
Traffic Signal Warrant	Points	
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume ≥ 15 EAU ¹ 's AND vehicular volume ≥ 1,500 veh/day?	Average Hourly Pedestrian Volume	
	Vehicular Volume	9873
	Answer (Y/N)	
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	105 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 provides connection to Station 20 West and Optimist Park. Pedestrian actuated signals are available at 20 th Street & Avenue M (105 m). Active pedestrian corridor recommended at 20 th Street & Avenue K to provide connection for West Central Multi-use Corridor (83 m). Active transportation network connectivity will be well served with the existing device at Avenue M and proposed device Avenue K. A pedestrian crossing at 20 th Street & Avenue L is not recommended.
	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 – New Process

Preliminary Assessment Decision Point		20 th Street midblock between Avenue B and Avenue C 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	
	Vehicular Volume	8215
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	40 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?	Traffic signals at Avenue B & 20 th Street and Avenue C & 20 th Street provide adequate system connectivity.
	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 – New Process

Preliminary Assessment Decision Point		Spadina Crescent & 17 th Street 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	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	50 m from Avenue E zebra pedestrian crosswalk
	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?	Crossing connects 17 th Street multi-use pathway to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT ≤ 4,500 Standard crosswalk is appropriate Existing zebra crosswalk to remain

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 – New Process

Preliminary Assessment Decision Point		Spadina Crescent & Avenue D 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	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	50 m from Avenue C zebra pedestrian crosswalk
	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?	Crossing connects to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT \leq 4,500 Standard crosswalk is appropriate Existing zebra crosswalk to remain

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

Results Summary – New Process

Preliminary Assessment Decision Point		Spadina Crescent & Avenue E 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	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	60 m from 17 th Street zebra pedestrian crosswalk
	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?	Crossing connects to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT ≤ 4,500 Standard crosswalk is appropriate Existing zebra crosswalk to remain

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 – New Process

Preliminary Assessment Decision Point		Spadina Crescent & Avenue C 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	
	Vehicular Volume	3106
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	50 m from Avenue B zebra pedestrian crosswalk
	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?	Crossing connects to Meewasin Valley trail network
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT \leq 4,500 Standard crosswalk is appropriate Existing zebra crosswalk to remain

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

Appendix E

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2013 - 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)	Right Angle, Left Turn & Right Turn Collisions (2017)	Average # of Collisions Per Year (2013-2017)	Comments
21st St	Ave B	SKF8-25	6	0	4	0	1	
21st St	Ave C	SKF8-23	13	2	9	0	3	
21st St	Ave D	SKF8-21	2	1	1	1	0	
21st St	Ave E	SKF8-19	2	0	2	0	0	
21st St	Ave F	SKF8-17	3	0	3	0	1	
21st St	Ave G	SKF8-15	2	0	0	0	0	
20th St	Ave B	SKF8-54	35	8	15	4	7	arterial
20th St	Ave C	SKF8-52	44	8	19	2	9	arterial
20th St	Ave D	SKF8-50	28	7	10	2	6	arterial
20th St	Ave E	SKF8-48	9	2	4	1	2	arterial
20th St	Ave F	SKF8-46	18	5	3	5	4	arterial
20th St	Ave G	SKF8-44	17	1	4	0	3	arterial
20th St	Ave H	SKF8-42	66	12	26	4	13	arterial
20th St	Ave I	SKE8-5	11	3	3	0	2	arterial
20th St	Ave J	SKE8-12	11	0	2	0	2	arterial
20th St	Ave K	SKE8-17	8	2	1	1	2	arterial
19th St	Ave A	SKG8-69	10	0	5	0	2	arterial
19th St	Ave B	SKF8-84	11	1	4	0	2	arterial
19th St	Ave C	SKF8-82	16	3	6	1	3	arterial
19th St	Ave D	SKF8-80	5	1	2	0	1	arterial
19th St	Ave E	SKF8-78	4	1	2	1	1	arterial
19th St	Ave F	SKF8-76	7	1	4	1	1	arterial
19th St	Ave G	SKF8-74	2	0	2	0	0	arterial
19th St	Ave H	SKF8-72	9	3	4	2	2	arterial
19th St	Ave I	SKE8-3	2	0	0	0	0	
19th St	Ave J	SKE8-9	5	1	2	1	1	
19th St	Ave K	SKE8-16	2	1	0	0	0	
19th St	Ave L	SKE8-20	4	1	0	0	1	
Sonnenschein Way	Ave B	SKF8-130	3	0	2	0	1	
Sonnenschein Way	Ave C	SKF8-97	4	1	0	0	1	
Spadina Cres W	Ave A	SKG8-103	4	0	0	0	1	
Spadina Cres W	Ave B	SKF8-126	4	1	0	0	1	
Spadina Cres W	Ave C	SKF8-124	5	1	1	1	1	
Spadina Cres W	Ave D	SKF8-122	1	0	0	0	0	
Spadina Cres W	Ave E	SKF9-16	5	2	1	1	1	
18th St	Ave D	SKF8-109	2	0	0	0	0	
18th St	Ave E	SKF8-107	3	1	1	0	1	
18th St	Ave F	SKF8-105	8	1	8	1	2	
18th St	Ave G	SKF8-103	1	0	1	0	0	

Street 1	Street 2	Ugrid	All collisions (2013 - 2017)	All collisions (2017)	Right Angle, Left Turn & Right Turn collisions (2013-2017)	Right Angle, Left Turn & Right Turn Collisions (2017)	Average # of Collisions Per Year (2013-2017)	Comments
18th St	Ave H	SKF8-101	4	0	3	0	1	arterial
18th St	Ave I	SKE8-1	1	0	1	0	0	
18th St	Ave J	SKE8-7	1	1	1	1	0	
18th St	Ave L	SKE8-19	1	1	0	0	0	
17th St	Ave E	SKF9-16	5	2	1	1	1	
17th St	Ave F	SKF9-18	1	0	0	0	0	
17th St	Ave G	SKF9-19	2	0	1	0	0	
17th St	Ave H	SKF9-30	9	0	4	0	2	arterial

Appendix F

Spadina Crescent & 17th Street Intersection Review

1. Introduction

In 2018, Riversdale residents participated in a neighbourhood traffic review. As part of the neighbourhood traffic review process, a meeting was held in the spring to provide residents with the opportunity to identify traffic concerns in their neighbourhood. Concerns about the intersection of 17th Street & Spadina Crescent were raised at the meeting.

Most of the concerns received about this intersection focussed erratic traffic movements and driver confusion at the intersection with the existing temporary median island. Northbound drivers have been seen turning left onto 17th Street on the south side of the median island, into oncoming traffic, rather than the north side of the median island as intended. Residents also expressed pedestrian safety concerns, particularly with the speed of westbound / southbound right turning vehicles.

The intersection of Spadina Crescent & 17th Street (Figure 1) is currently configured as stop controlled for 17th Street. A temporary median island was installed on 17th Street to clarify the travel lanes for 17th Street.

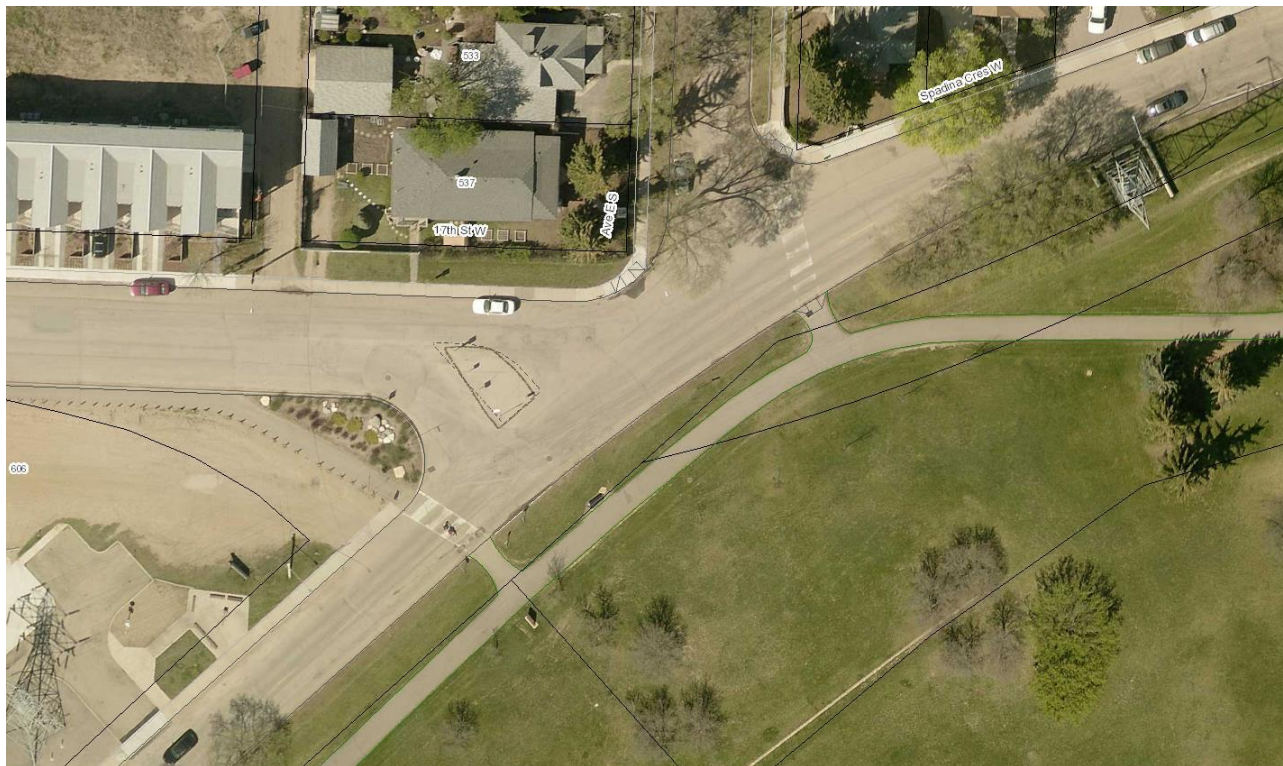


Figure 1: Spadina Crescent & 17th Street Intersection

2. Alternatives

To address the concerns at the intersection, a number of alternatives were developed. These options are illustrated in **Exhibit A** and include:

1. Do nothing, make the existing median island permanent;
2. Modified median island and curb extension;
3. Realignment of the south leg;
4. Realignment of the west leg; and
5. Roundabout.

3. Evaluation of Alternatives

The alternatives were evaluated according to the following evaluation criteria:




































- Traffic Operations;
- Property Impact;
- Pedestrian & Cyclist Accommodation;
- Traffic Safety;
- Driveways;
- Speeding; and
- Cost.

The relative evaluation of the alternatives can be found in Table 1. The scale for the evaluation is:



Intersection of Spadina Crescent and 17th Street Intersection Review

Table 1: Evaluation Matrix

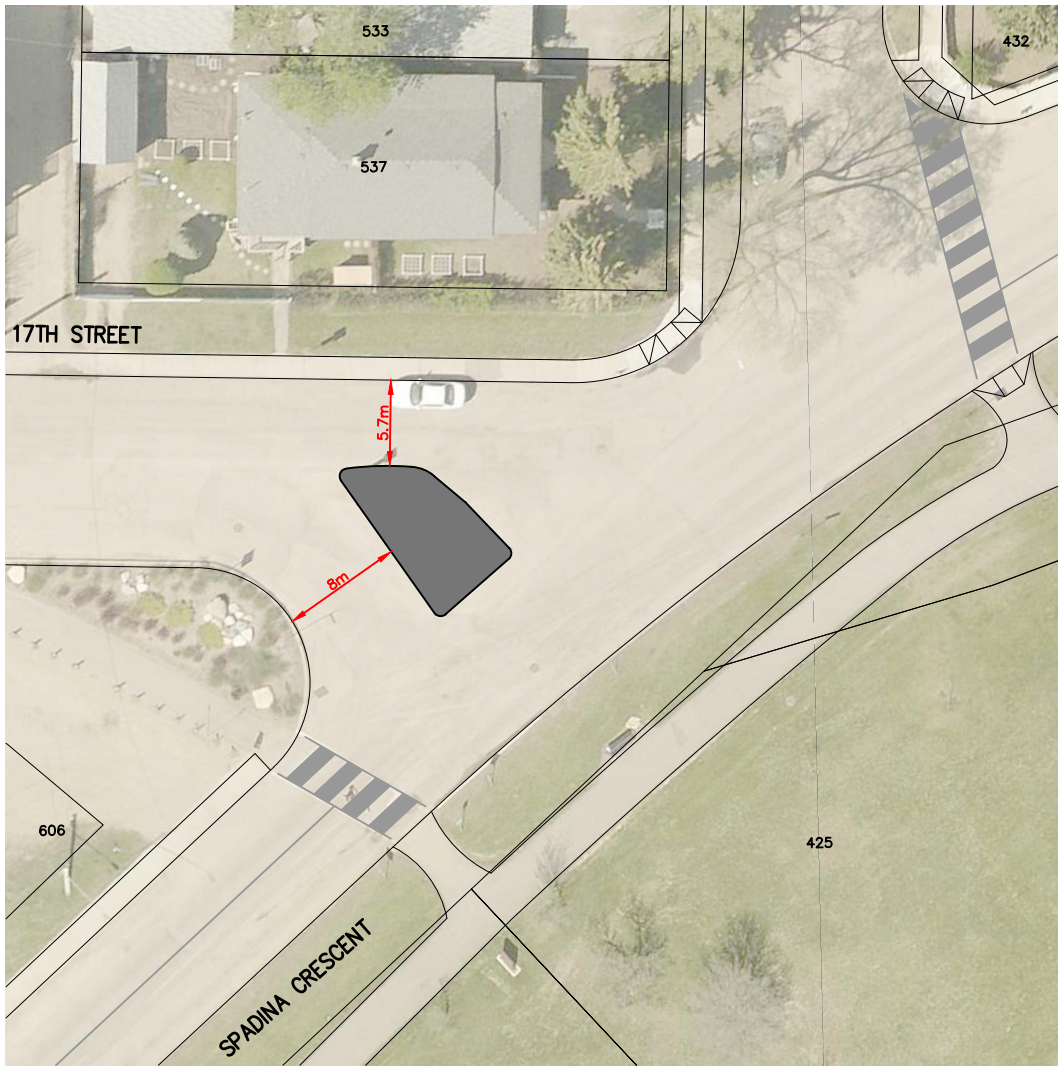
Criteria	Measures	OPTION 1	OPTION 2	OPTION 3	OPTION 4	OPTION 5
		Do nothing	Modified median island and curb extension	Realignment of the south leg	Realignment of the west leg	Roundabout
Traffic Operations		Existing median island is made permanent Driver confusion and erratic traffic movements will continue 	Traffic demand is balanced for both streets Anticipated reduction in wrong way left turns; configuration could still cause driver confusion 	South leg of the intersection becomes stop controlled Geometry clarifies intersection operations, prioritizes 17 th Street traffic, aligns with future extension of 17 th Street 	Turning movements onto 17 th Street are consolidated to one entry point Geometry clarifies intersection operations, prioritizes Spadina Crescent traffic, does not align with future extension of 17 th Street 	Traffic demand is balanced for both streets Geometry clarifies intersection operations; entry and exit angles are not typical and could lead to driver confusion 
Property Impact	Amount of property acquisition required	None 	None 	None 	None 	Although acquisition is not required, park property would be required 
Pedestrian Accommodation	Rating of the impact on pedestrians, and how well the alternative will accommodate pedestrians	Pedestrians crossing 17 th Street southbound must cross a wide lane with their backs to traffic 	Reduces the pedestrian crossing distance on 17 th Street 	Reduces the pedestrian crossing distance on 17 th Street 	Reduces the pedestrian crossing distance on 17 th Street 	Provides refuge for pedestrians to cross one direction of traffic at a time 
Traffic Safety	Crash severity and rate; number of conflict points; speed reduction	No change 	May reduce certain collision types (i.e. head on) Driver confusion may continue 	Clarifies the intersection and traffic movements May increase crash severity due to increase speed 	Clarifies the intersection and traffic movements May reduce crash severity due to lower speed 	May reduce collisions due to fewer conflict points Reduced crash severity expected due to speed reduction 
Driveways	Rating of how the alternative will accommodate existing driveways	No impact 	No impact 	No impact 	No impact 	Driveway closure required for two properties 
Speeding	Speed reduction for westbound traffic from Spadina Crescent to 17 th Street	No change 	Speeding is expected to reduce with the installation of the modified island and curb extension 	Speeding is expected to reduce with the lane narrowing for southbound Spadina Crescent traffic 	The installation of curb extension and median islands will help reduce speeding 	Roundabouts are traffic calming devices that typically reduce speed 
Costs	Construction cost	Moderate cost to make the existing median island permanent 	Moderate cost 	Moderate cost 	Moderate cost 	Significant cost 
Total Relative Score:		3.75	4.75	5.0	4.75	4.25

4. Recommendation

Based on the review of the intersection of Spadina Crescent & 17th Street, the realignment of the south leg of the intersection is recommended. This would consolidate intersection movements to a single entry / exit point. This would also align well with the future extension of 17th Street West.

The realignment is recommended to be installed as a temporary installation to verify that the issues are resolved before installing permanently.

Temporary installation will be postponed until the consultation for the Holiday Park – King George Neighbourhood Traffic Review has taken place.



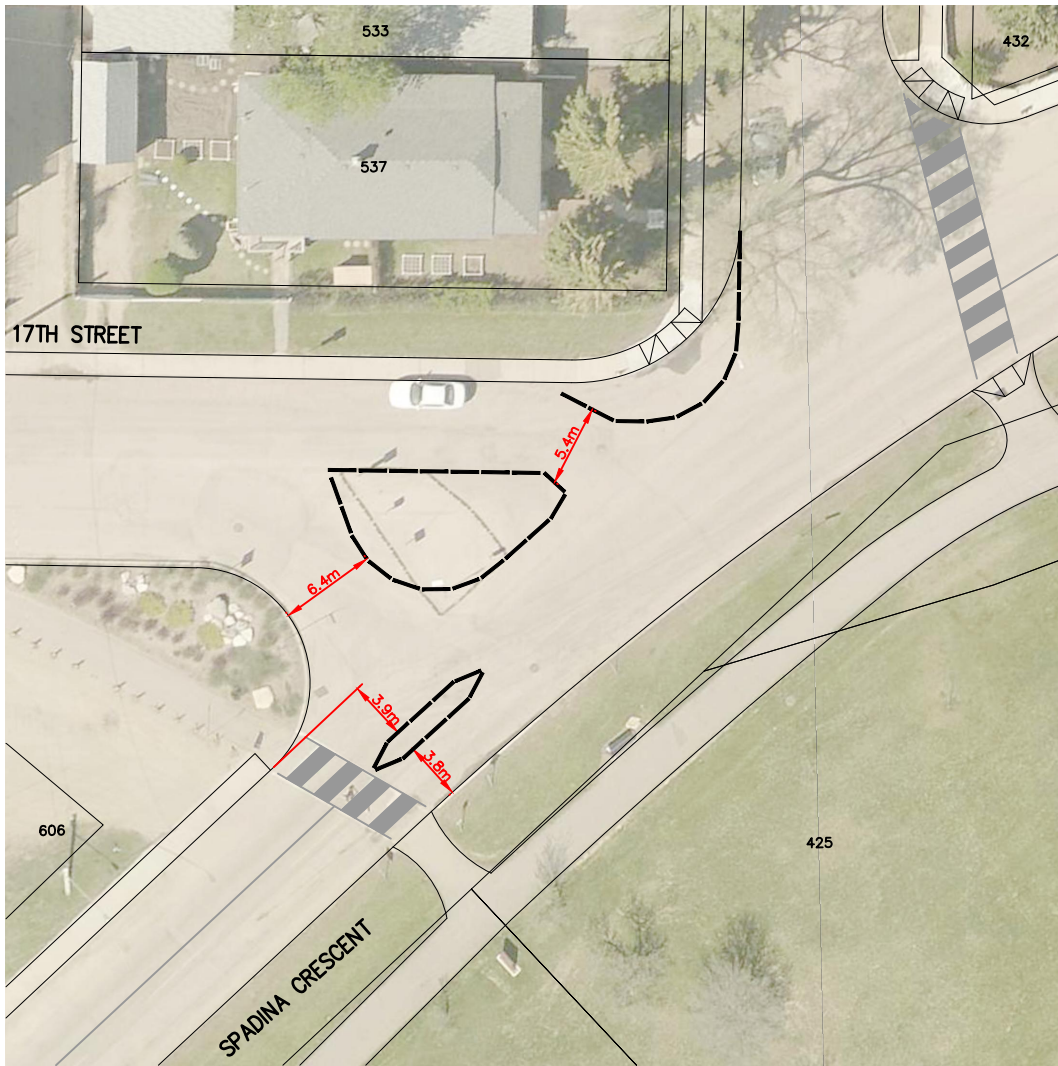
PLAN DESCRIPTION/REVISIONS	
4	
3	
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DRAWN BY <u>ICR</u>	
DATE <u>2019-JAN-22</u>	
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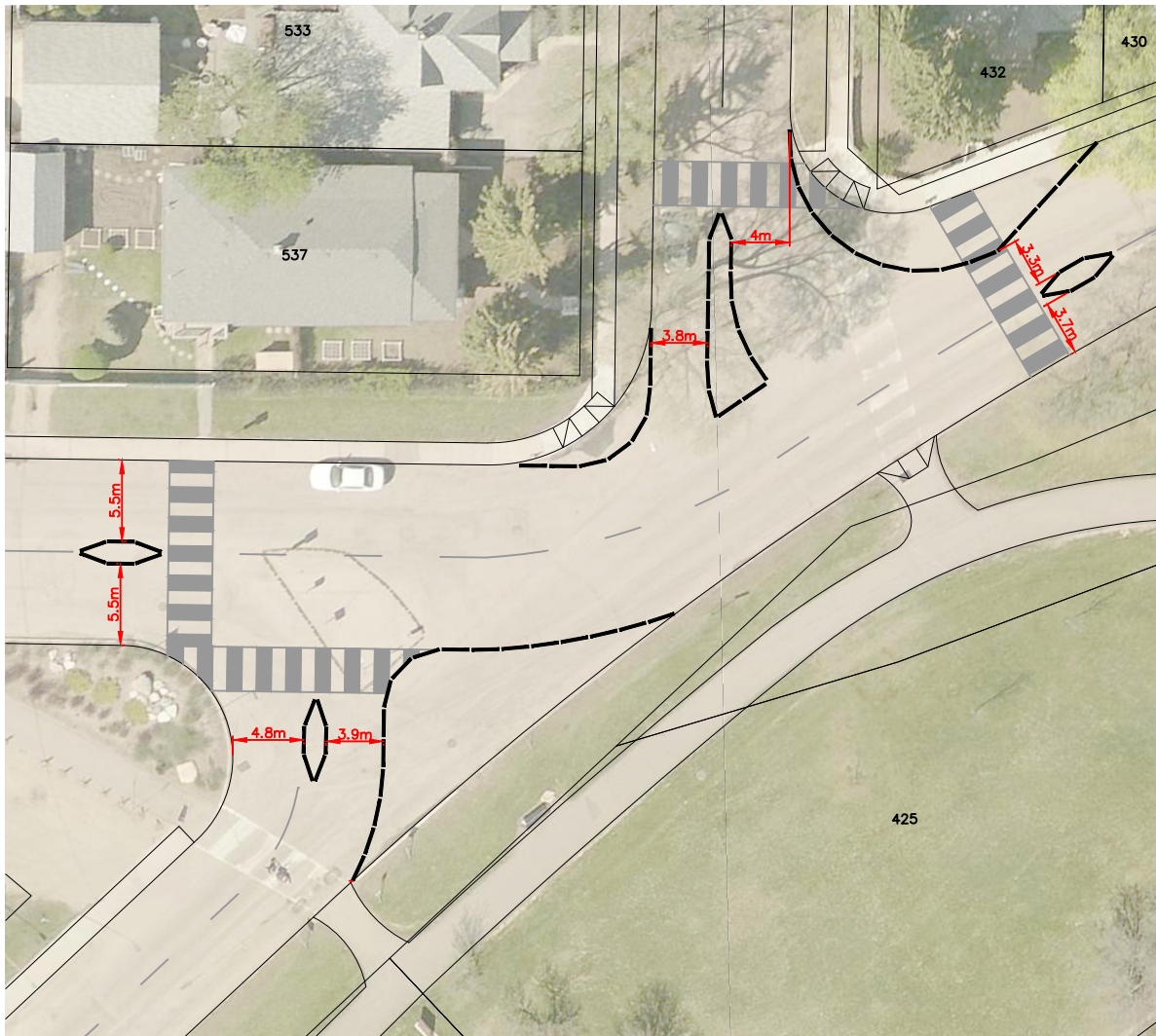
City of Saskatoon
Transportation

OPTION 1 DO NOTHING
SPADINA CRESCENT AND 17TH STREET
EXISTING TEMPORARY MEDIAN ISLAND MADE PERMANENT


APPROVED	
ENGINEER	_____
ENGINEER	_____
PLAN NO.	



PLAN DESCRIPTION/REVISIONS		APPROVED
4 3 2 1		ENGINEER _____ ENGINEER _____
DRAWN BY <u>ICR</u> DATE <u>2019-JAN-22</u>	OPTION 2 SPADINA CRESCENT AND 17TH STREET MODIFIED MEDIAN ISLAND & CURB EXTENSION	PLAN NO. _____
SCALE : HOR. <u>1:500</u> VERT. _____		



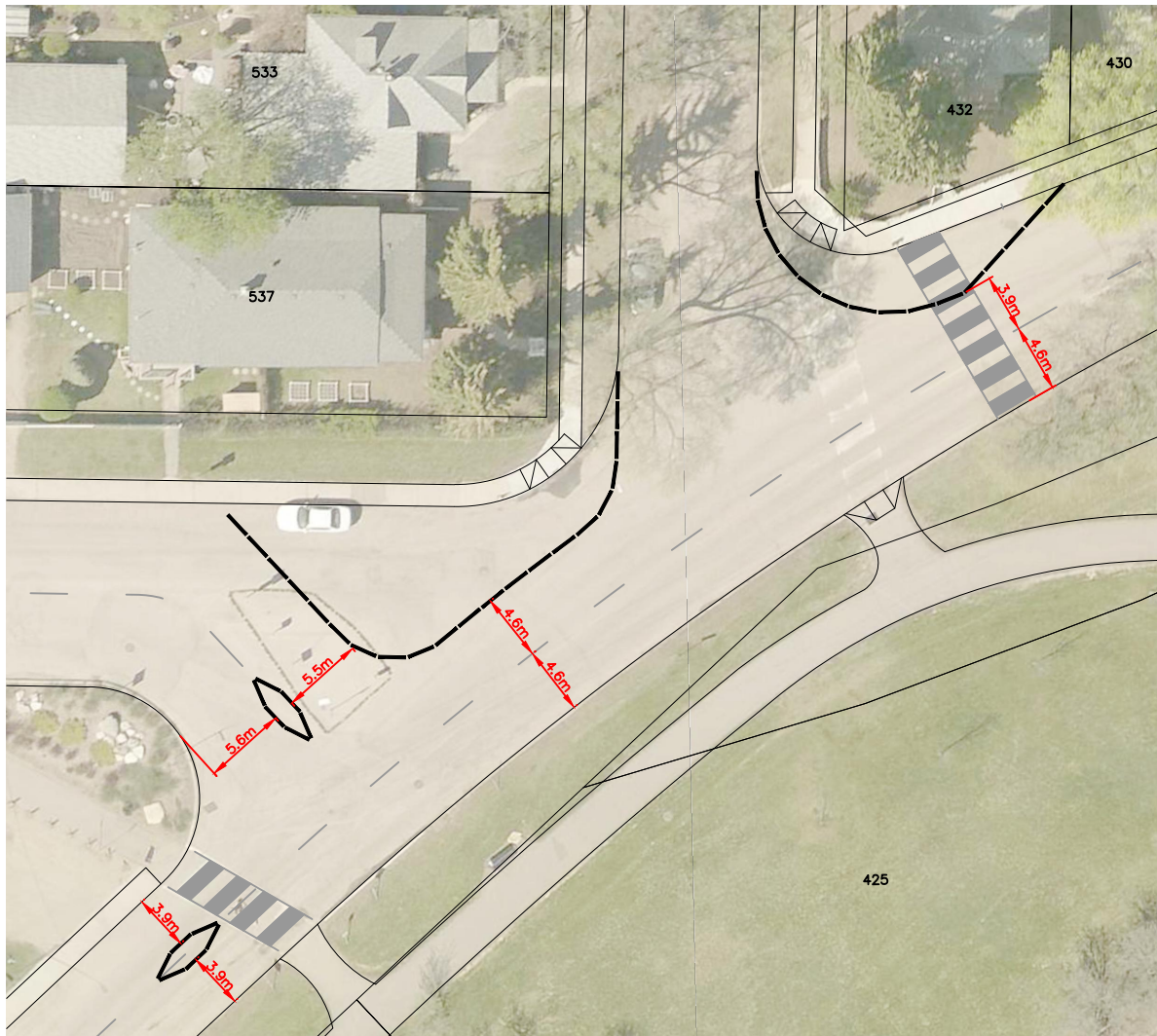
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**City of
Saskatoon**
Transportation

OPTION 3
SPADINA CRESCENT AND 17TH STREET
RE-ALIGN SOUTH LEG OF INTERSECTION

APPROVED	
ENGINEER	_____
ENGINEER	_____
PLAN NO.	_____



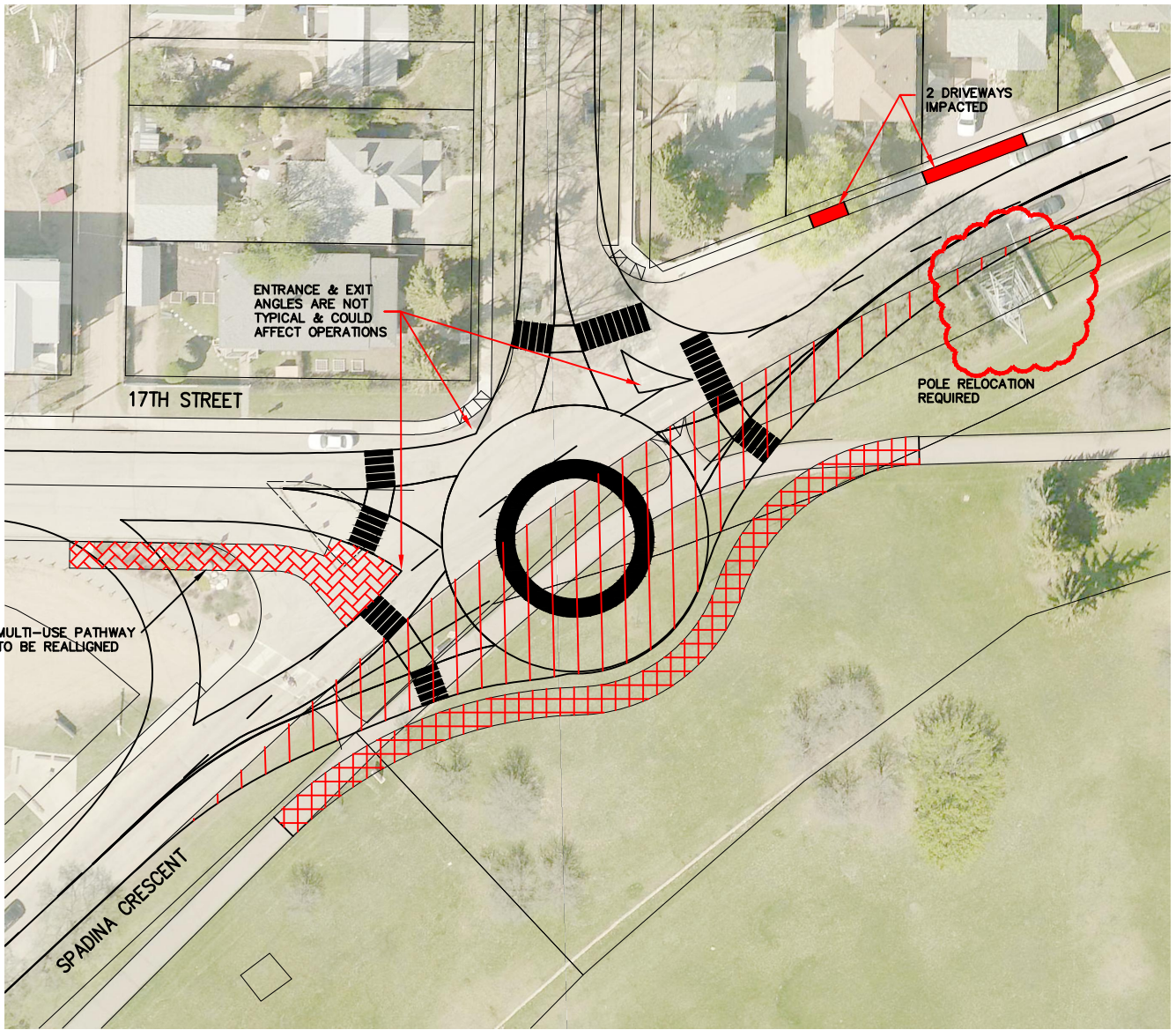
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**City of
Saskatoon**
Transportation

OPTION 4
SPADINA CRESCENT AND 17TH STREET
RE-ALIGN WEST LEG OF INTERSECTION

APPROVED	
ENGINEER	_____
ENGINEER	_____
PLAN NO.	_____



-  - 90 METERS OF PATHWAY TO BE REALIGNED
-  - 956m² OF PARK SPACE REQUIRED TO BE REALLOCATED

PLAN DESCRIPTION/REVISIONS		APPROVED							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 20px; text-align: center;">4</td><td>XXX XXX</td></tr> <tr><td style="text-align: center;">3</td><td> </td></tr> <tr><td style="text-align: center;">2</td><td> </td></tr> <tr><td style="text-align: center;">1</td><td> </td></tr> </table>		4	XXX XXX	3		2		1	
4	XXX XXX								
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DRAWN BY <u> KAS </u> DATE <u> 2019-JAN-22 </u> SCALE : HOR. <u> 1:750 </u> VERT. <u> </u>	OPTION 5 SPADINA CRESCENT AND 17TH STREET ROUNDABOUT	<hr/> ENGINEER <hr/> PLAN NO.							

Appendix G

Public Meeting #2 – October 23, 2018

CITY OF SASKATOON

Riversdale Neighbourhood Traffic Review Minutes

Date: Tuesday, October 23, 2018

Time: 6:00 – 8:00 pm

Location: Princess Alexandra School (210 Avenue H South, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Marina Melchiorre	City of Saskatoon Transportation Engineer
Councillor Hilary Gough	Ward 2 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Nathalie Baudais – Transportation Engineer)

See Attachment: Presentation – October 23, 2018

Saskatoon Police Service

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 Riversdale and potential solutions

Small group reports to large group

Group 1: Mariniel Flores

- Support curb extension recommendations as long as they have accessible ramps.
 - Avenue C & Spadina Crescent
 - Avenue D & Spadina Crescent
 - Avenue H
 - 21st Street & Avenue F

- 17th Street & Spadina Crescent
 - The configuration should be aesthetically pleasing.
 - Accessible curb ramps should be provided on all sides at this intersection.
 - A crosswalk should be provided across Spadina Crescent.
 - Perhaps a planter could be included.
 - There is definitely speeding for the westbound right turns.
 - Vehicles park too close to Spadina Crescent.
 - What role does Spadina Crescent play when 17th Street is extended?
 - Prioritize the needs of the residents rather than commuter drivers.

- 19th Street & Avenue F
 - Group is supportive but prefers curb extensions.
 - Bridges are like tunnels – using 19th Street to get to 3 bridges.
 - Need to remove parking on the south side of 19th Street (Avenue A to Avenue B) or widen 19th Street and put in speed humps or traffic calming.

- 20th Street & Avenue K
 - Supportive of the APC device with curb extensions.

- 20th Street (Avenue H to Avenue K)
 - Speed display boards are sometimes distracting. Most of the group was supportive.

- Avenue H
 - When Avenue H is closed, eliminate shortcutting to local streets. Make 19th Street more arterial.

- West Industrial (17th Street)
 - (near Avenue J) Difficult to cross 17th Street. Curb extensions should be provided. Many seniors and children cross at 17th Street and vehicles speed.
 - (Avenue I to Avenue K) Visibility issues at intersections due to many cars parked along the whole section (mostly on the south side). It is

difficult for pedestrians to cross and be seen by drivers. “No Parking” signs should be installed at the intersections and more parking enforcement. Traffic calming is needed. There is speeding and the road is wide. A pedestrian light is needed at Avenue K.

- Loud motorcycles.
- Where does the City expect traffic to go heading east and north when 17th Street is extended? Some suggest routing to Avenue P and then to 22nd Street. Some suggest it should go down 19th Street. Don't push traffic into residential streets.
- St. Paul's Hospital
 - 21st Street to 19th Street (Avenue P) – speeding and lots of pedestrian activity.
- 22nd Street & Avenue P
 - Lane designation sign is odd. Middle lane must turn left is confusing.
- Different traffic calming measures
 - Narrow street with continuous median (not too tall).
 - Beautify street with trees.
- Spadina Crescent between Avenue C and Avenue D
 - Drivers westbound have to encroach into eastbound lane.
 - Remove parking on the north side.

Group 2: Marina Melchiorre

- Avenue C & Spadina Crescent
 - People don't stop at the stop sign (southbound).
- 19th Street & Avenue F
 - Add curb extension at Avenue C eastbound.
 - Needs more than median island.
- 19th Street
 - Parking restrictions – add signage at banks. Restrict parking between Avenue C to Avenue F.
- Idylwyld Drive
 - More information is needed (provide link from the website).

Group 3: Nathalie Baudais

- Avenue C & Spadina Crescent and Avenue D & Spadina Crescent
 - Supportive of the curb extensions.
 - Would like more traffic calming devices.
 - Speeds should be reduced to 30 kph or 40 kph with photo radar enforcement. (Up to River landing or Victoria Park).
 - Would like to see an Actuated Pedestrian Corridor.

- 17th Street & Spadina Crescent
 - Supportive of this but some members of the group felt that it may not be necessary if 30 kph was in place.

- Back alley behind Avenue H
 - Some supportive of this recommendation and would like to see it expanded to all back alleys.
 - Others felt that this was unnecessary.
 - Others felt that 20 kph was too high for back alleys.

- 19th Street & Avenue F
 - Would like to see an APC here. It would encourage walking and cycling.
 - Some expressed concerns with impacts to cyclists. It could bring cars closer to the bikes.

- 20th Street & Avenue H
 - Concerned with the loss of on-street parking.
 - Could the driveway be closed instead?

- Avenue H (20th Street to 22nd Street)
 - The school zone should remain as is.
 - Photo radar enforcement is needed.
 - Would like to have 30 kph year round, like Calgary.
 - Supportive of the speed display board.
 - Traffic should not use space along the rail corridor. Bollards should be used to define the space.

- 21st Street & Avenue F
 - Potholes are very bad.
 - People park for the full day too close to the intersection.
 - The street is much busier than it used to be.
 - APC on the east side is preferred over the 4-way stop.
 - Pedestrian access should be provided to the Giant Tiger from Avenue G. The store has installed a fence and that should not be allowed since it is a human rights issue to have safe access.

- 19th Street Corridor
 - 4-way stop should be used instead of signals at 19th Street & Avenue C.
 - Parking should be allowed on off-peak hours but restricted during the peak hours to improve traffic flow.
 - Support separated protected bike lanes.
- Spadina Crescent would be a great candidate to have as a pedestrian only corridor for weekends.
- 22nd Street
 - Dangerous for pedestrians. It is not comfortable.
- Street closures for special events should be encouraged throughout the City.

Next Steps

1. Mail-in or email comments no later than November 25, 2018
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than November 25, 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: When will City Council meet to review this report?

A (Nathalie): January / February 2019

Q: Why isn't City Council allowed to prevent the grocery store from restricting access (Giant Tiger)? Only one grocery store access. There's a fence that restricts pedestrian traffic. This shouldn't be allowed.

A (Councillor Gough): We will speak about this after the meeting.

Q: What do we type into facebook to find the group?

A (Nathalie): Type "Neighbourhood Traffic Review – Riversdale"

Q: Has a decision been made for 17th Street?

A (Councillor Gough): This was approved in principle through the Southwest Transportation Study. There will be a time for more discussion when implementation proceeds.

A (Nathalie): Comments related to 17th Street will be passed to the project team.

Comment (Councillor Gough): The Holiday Park & King George neighbourhoods will be joined for the neighbourhood traffic review and reviewed in 2019, after the road closures related to the Water Treatment Plant are complete.

Comment (Councillor Gough): An update about the Southwest Transportation study should be provided at the Holiday Park and King George NTR meeting.

Riversdale

Neighbourhood Traffic Review

Tuesday, October 23, 2018

6:00pm – 8:00pm

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

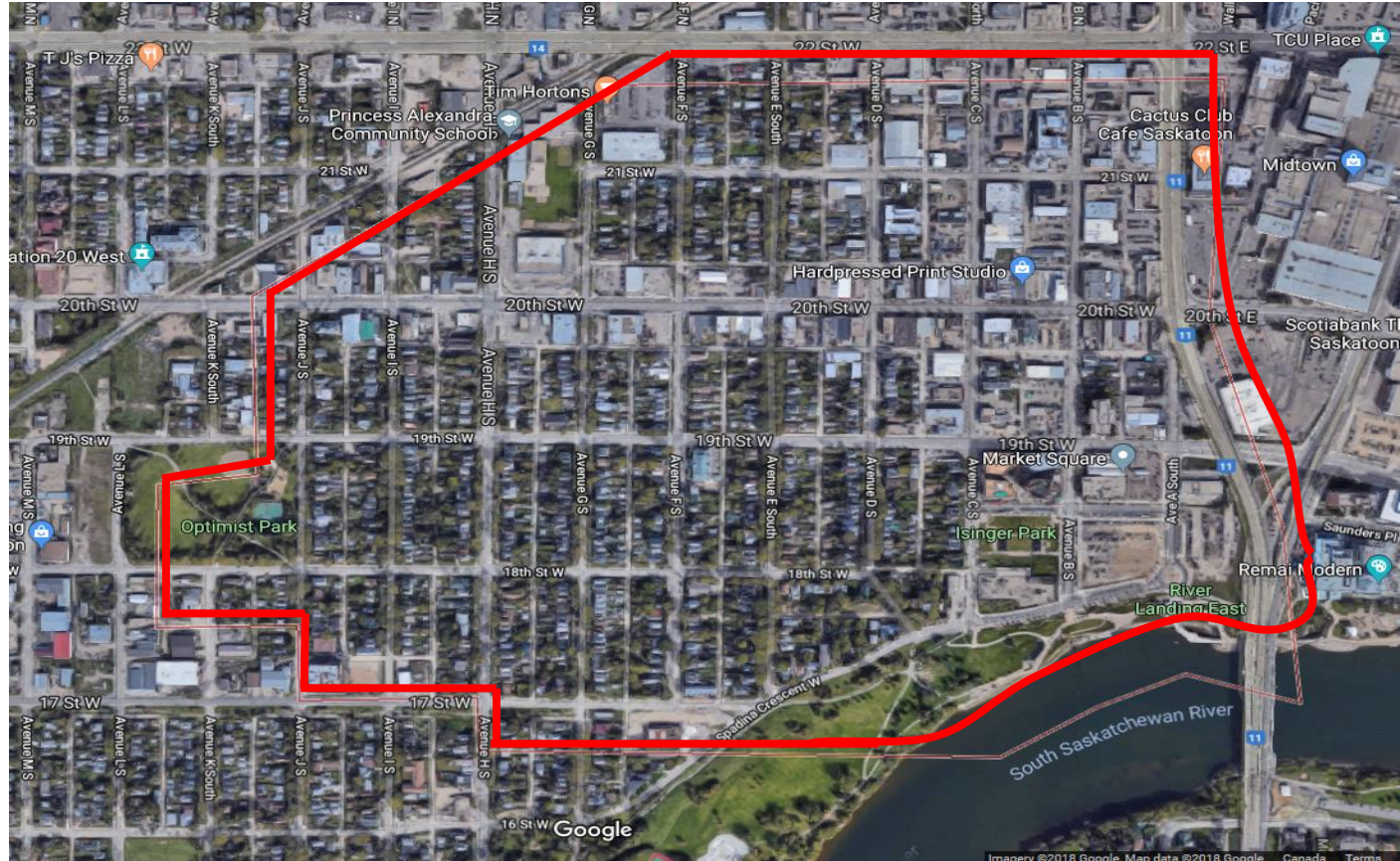
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Riversdale Study Area

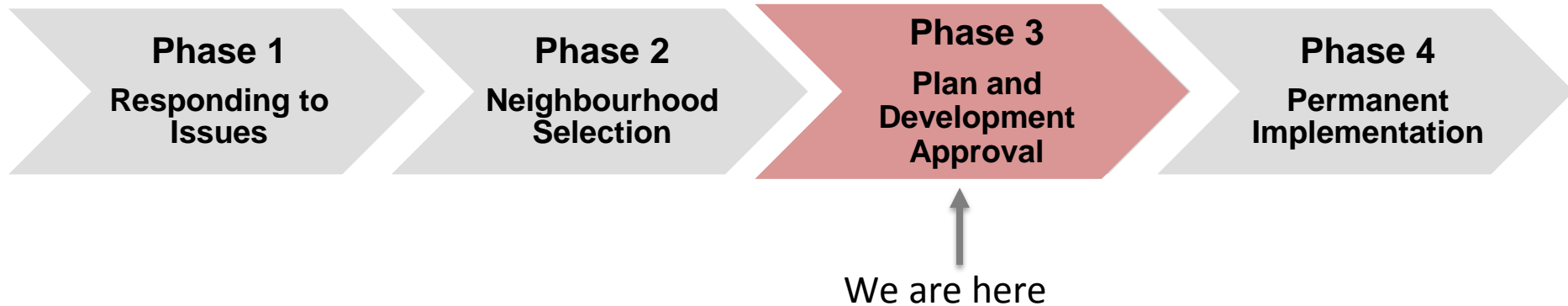
- **Study Limits**

- Idylwyld Drive
- 22nd Street
- 17th Street / Spadina Crescent West
- Avenue K South

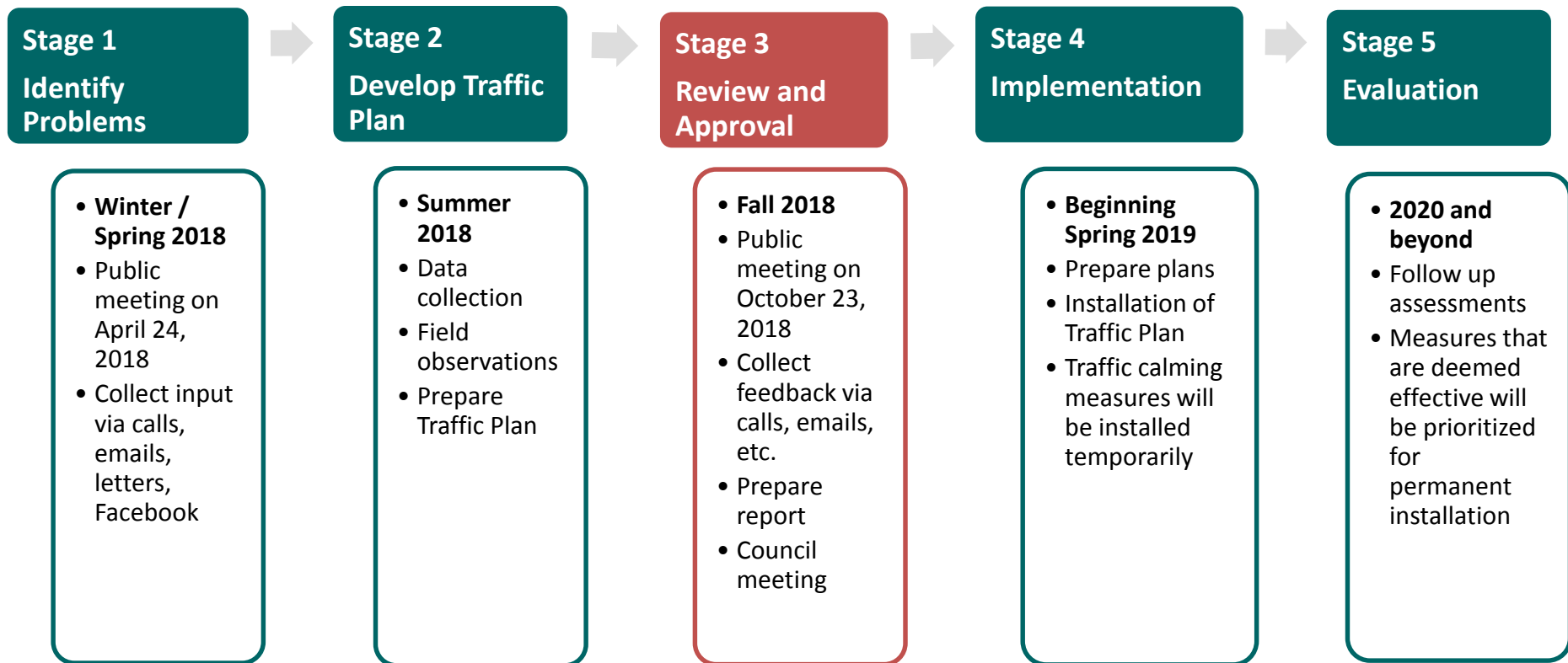
- **Local and collector roads**



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Speeding / Short-Cutting Concerns:

- Spadina Crescent
- Avenue H (back alley)
- 19th Street
- 20th Street
- Avenue H in front of School
- Avenue F
- Avenue K
- Avenue I
- Avenue B
- 17th Street

What We Heard

B. Pedestrian Safety Concerns:

- 17th Street and Spadina Crescent
- 20th Street and Avenue K
- 20th Street and Avenue E
- 20th Street and Idylwyld Drive
- 22nd Street and Idylwyld Drive

What We Heard

C. Intersection Safety and Delay Concerns:

- 22nd Street and Avenue C
- Avenue F and 21st Street
- 17th Street and Avenue H
- 17th Street and Spadina Crescent

D. Other Concerns:

- Parking related concerns

What We Did

- Compiled Information:
 - Past Studies
 - Comments from initial meeting
 - Resident input (phone calls, emails, letters)
 - Comments from online discussions
- Collected Data:
 - Traffic Studies
 - 5 Intersection / Pedestrian counts
 - 18 – 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
- Active pedestrian corridors (APC)
- Four way stop
- Speed display boards
- Speed signs

Median Island



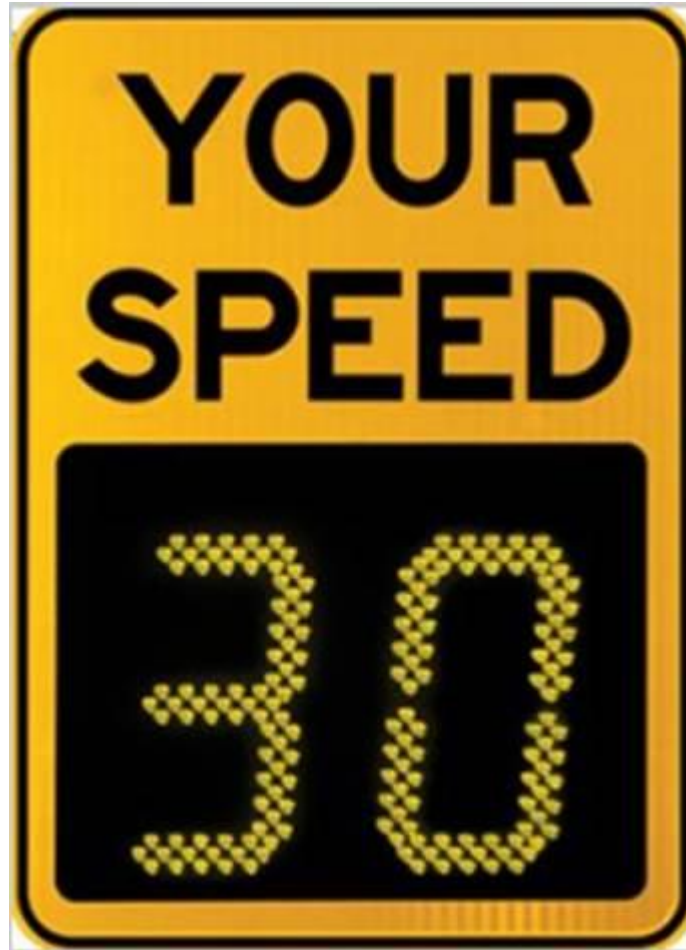
Curb Extensions



Active Pedestrian Corridor



Speed Display Board

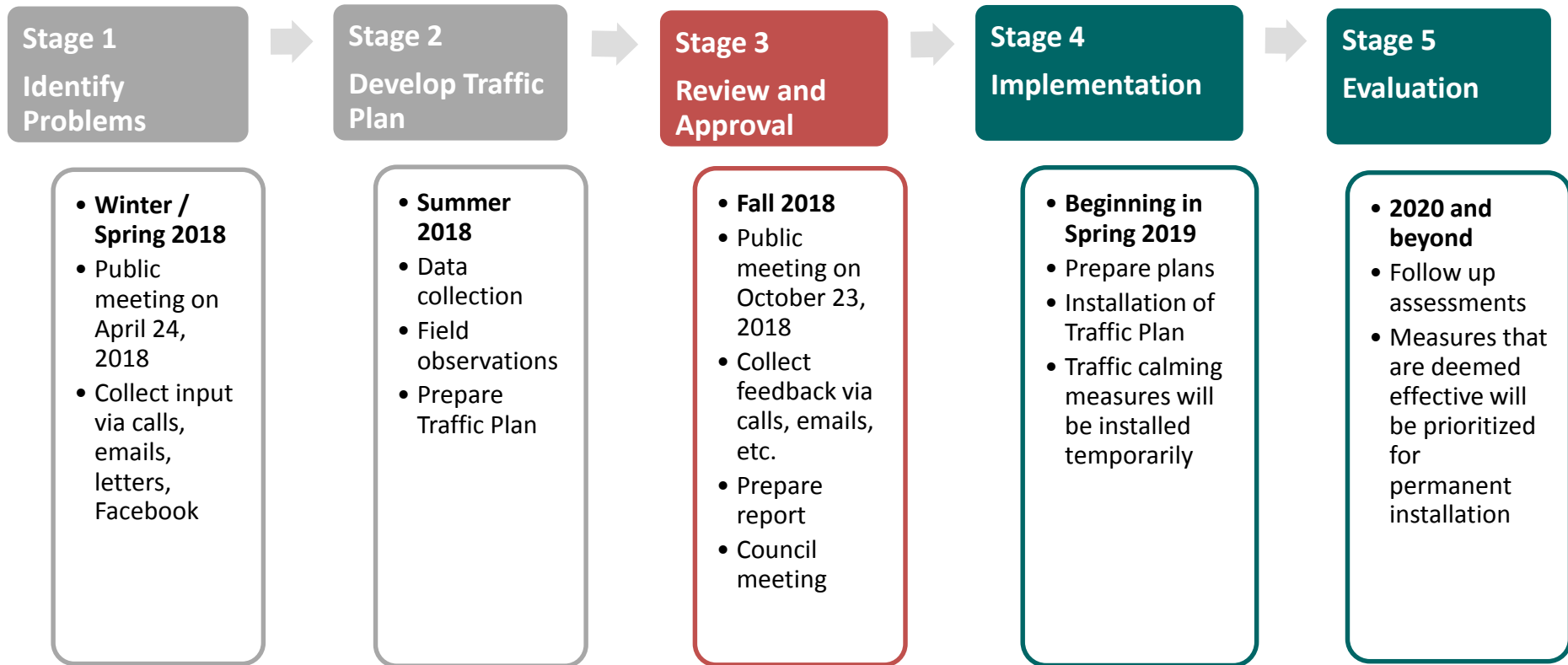


Small Group Discussions

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps

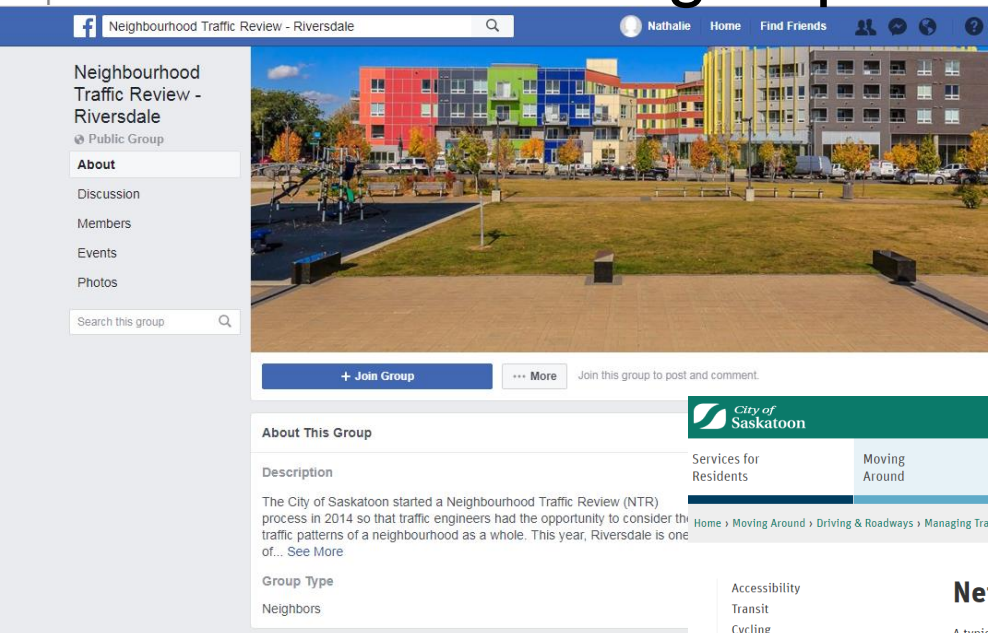


Next Steps

1. Send comments no later than **November 25, 2018**
2. Additional public input via the Engage page no later than **November 25, 2018**
<https://www.saskatoon.ca/engage/riversdale>
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?

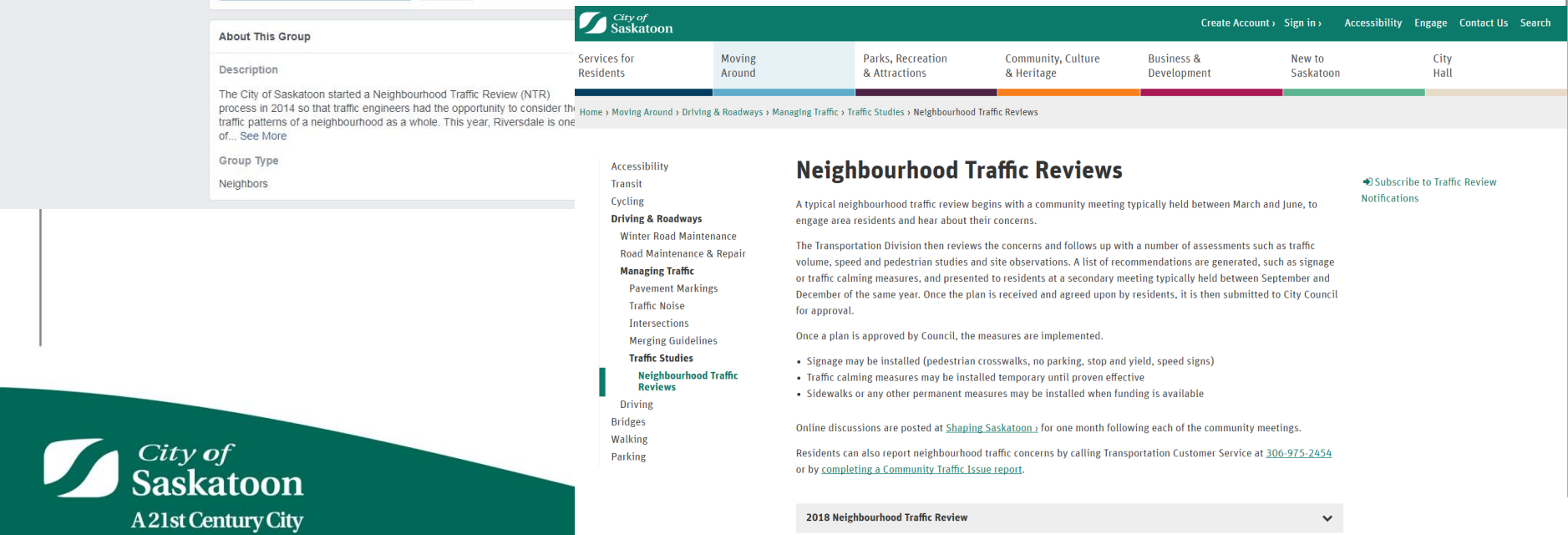
Stay Engaged

Join our Facebook group



The screenshot shows a Facebook group page for 'Neighbourhood Traffic Review - Riversdale'. The page features a cover photo of a modern, colorful residential building with a playground in the foreground. The left sidebar includes navigation options like 'About', 'Discussion', 'Members', 'Events', and 'Photos'. A search bar is located at the bottom of the sidebar. The main content area shows the group name and a 'Join Group' button.

Subscribe for updates at
www.saskatoon.ca/NTR

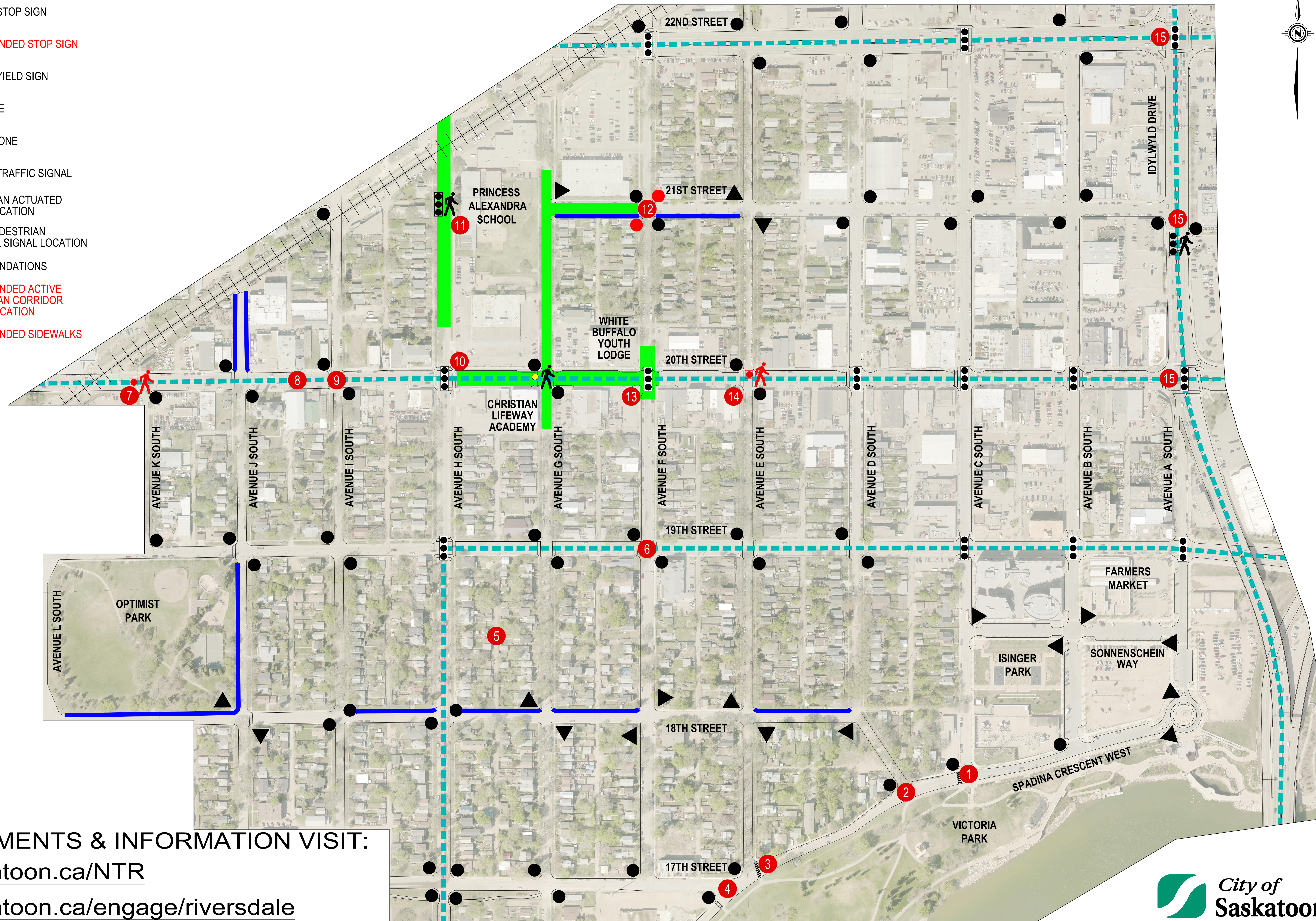
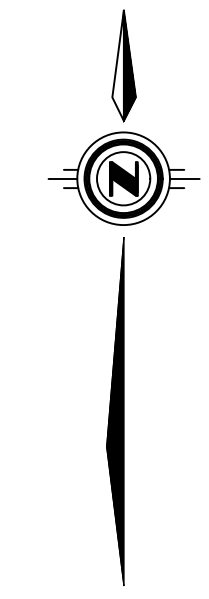


The screenshot displays the City of Saskatoon website's 'Neighbourhood Traffic Reviews' page. The header features the City of Saskatoon logo and navigation links such as 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. A horizontal menu lists various services: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' button. The text explains that a typical review begins with a community meeting held between March and June, followed by a secondary meeting in September and December. It also mentions that residents can report concerns by calling Transportation Customer Service at 306-975-2454 or by completing a Community Traffic Issue report. A sidebar on the left lists various transportation services: Accessibility, Transit, Cycling, Driving & Roadways, Road Maintenance & Repair, Managing Traffic, Traffic Studies, and Neighbourhood Traffic Reviews. The footer shows the City of Saskatoon logo and the text 'A 21st Century City'.

LEGEND

- EXISTING STOP SIGN
- RECOMMENDED STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- █ SCHOOL ZONE
- ⬆️ EXISTING TRAFFIC SIGNAL
- 🚶 PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶 ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- # RECOMMENDATIONS
- 🚶 RECOMMENDED ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- █ RECOMMENDED SIDEWALKS

RIVERSDALE DRAFT TRAFFIC PLAN



FOR COMMENTS & INFORMATION VISIT:
www.saskatoon.ca/NTR
www.saskatoon.ca/engage/riversdale



Appendix H

Decision Matrix

Appendix H: Decision Matrix

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Marina's Group	Decision
1	Avenue C & Spadina Crescent	Make curb extension on the northwest corner permanent	To improve pedestrian safety	Supported as long as it has accessible ramps	Would like more traffic calming devices. Speeds should be reduced to 30 kph or 40 kph with photo radar enforcement. (Up to River landing or Victoria Park). Would like to see an Actuated Pedestrian Corridor	People don't stop at the stop sign (southbound).	Carried
2	Avenue D & Spadina Crescent	Make curb extension on the northwest corner permanent	To reduce speeds and improve pedestrian safety	Supported as long as it has accessible ramps	Would like more traffic calming devices. Speeds should be reduced to 30 kph or 40 kph with photo radar enforcement (up to River landing or Victoria Park). Would like to see an Actuated Pedestrian Corridor at this location.		Carried
3	17 th Street & Spadina Crescent	Modify the existing temporary island	To reduce speeds and improve pedestrian safety	The configuration should be aesthetically pleasing. Accessible curb ramps should be provided on all sides at this intersection. A crosswalk should be provided across Spadina Crescent.	Mostly supported but some members of the group felt that it may not be necessary if 30 kph was in place.		Carried
4	Back lane behind Avenue H (between 18 th Street and 19 th Street)	Install 20 kph speed signs (both directions)	To reduce speeds		Some supportive of this recommendation and would like to see it expanded to all back lanes. Others felt this was unnecessary and 20 kph was too high for back lanes.		Carried
5	19 th Street & Avenue F	Install median islands on the west and east legs	To reduce speeding on 19 th Street	Supportive but prefer curb extensions. Remove parking on the south side of 19 th Street (Avenue A to Avenue B) or widen 19 th Street and put in speed humps or traffic calming.	Would like to see an APC here. It would encourage walking and cycling. Some expressed concerns with impacts to cyclists. It could bring cars closer to the bikes.	Add curb extension at Avenue C eastbound. Needs more than median island.	Carried
6	20 th Street & Avenue K	Install an Active Pedestrian Corridor (APC) on the west leg	Improve pedestrian safety	Supportive but with the installation of curb extensions.			Carried
7	20 th Street (Avenue H - Avenue K)	Speed Display Board (facing westbound traffic) between Avenue I and Avenue J Forward speed data to Saskatoon Police Service	To reduce speeds				Carried
8	20 th Street & Avenue H	Install a "No Parking" 15m from the intersection on the northeast corner	To improve sightlines and address visibility concerns due to parking too close to the intersection		Concerned with the loss of on-street parking. Could the driveway be closed instead?		Carried

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Marina's Group	Decision
9	Avenue H (20 th Street - 22 nd Street)	Relocate the existing school sign (northbound) further North Make curb extension in front of Princess Alexandra school permanent Install speed display boards (both directions) Trim trees concealing overhead pedestrian signs	To enhance the visibility of the school and reduce speeds	Curb extensions with curb cuts also desired.	The school zone should remain as is. Photo radar enforcement is needed. Would like to have 30 kph year round, like Calgary. Traffic should not use space along the rail corridor. Bollards should be used to define the space.		Carried
10	21 st Street & Avenue F	Make curb extension permanent, make intersection a four way stop	To improve pedestrian safety and traffic delays.		Potholes at this location are very bad. People park for the full day too close to the intersection. The street is much busier than it used to be. APC on the east side is preferred over the 4-way stop. Pedestrian access should be provided to the Giant Tiger from Avenue G. The store has installed a fence and that should not be allowed since it is a human rights issue to have safe access		A 10 m parking restriction from the intersection is included in Traffic Bylaw 7200. This comment will be forwarded to Parking Services to consider for enforcement.
11	20 th Street & Avenue E	Install Active Pedestrian Corridor (APC) on the east leg	To improve pedestrian safety				Carried

Other Projects in the area:

Item	Location	Recommendation	Reason	Mariniel's Group	Nathalie's Group	Marina's Group	Decision
12	20 th Street / Auditorium Avenue / 22 nd Street and Idylwyld Drive	Review Traffic Signal timing (part of the Imagine Idylwyld project)	Improve traffic signal efficiency; Reduce pedestrian wait time at these intersections.				Carried

Appendix I

Additional Concerns Received After Presentation of Draft Plan

Appendix I: Additional Concerns Received

Location	Concerns	Decision
17 th Street & Spadina Crescent	What role does Spadina Crescent play when 17 th Street extension is implemented?	<p>The 17th Street extension would provide a more direct connection between the City Centre and Circle Drive. This connection may reduce short-cutting traffic along 11th Street and Avenue H through the King George and Holiday Park neighbourhoods by providing a more direct, higher capacity roadway.</p> <p>With the 17th Street extension, we are not anticipating a significant increase in traffic on Spadina Crescent</p>
	Prioritize needs of existing residents rather than commuter drivers	An update on the Southwest Transportation Study will be provided at the Holiday Park and King George Neighbourhood Traffic Review meetings.
22 nd Street & Avenue P	Lane designation sign is odd. Middle lane must turn left is confusing.	This lane designation sign is used to create a left turn bay for northbound left turn traffic to optimize the operations of the intersection.
Spadina Crescent between Avenue D and 17 th Street	Drivers westbound have to encroach into eastbound lane. Remove parking on the north side.	A parking restriction on the north side of Spadina Crescent will be installed in front of the house along the bend on Spadina Crescent. A letter will be sent out to the homeowner prior to proceeding with the restriction.
Avenue H	When Avenue H is closed, eliminate shortcutting to local streets. Make 19 th Street more arterial.	<p>Traffic calming measures are being put into place to address shortcutting that may result due to the closure of Avenue H near the Water Treatment Plant.</p> <p>19th Street is a minor arterial street.</p>
21 st Street & Avenue F	Just wondering when there will be an assessment of traffic on Avenue F between 20 th Street and 21 st Street.	<p>A traffic count was taken on Avenue F between 17th Street and 19th Street. The ADT was found to be 609 vehicles per day, in the acceptable range for a local street.</p> <p>A complete traffic assessment of Avenue F between 21st Street and 22nd Street was completed in 2010. Additional details are provided in the attached summary. A 4-way stop and permanent curb extensions are recommended for the intersection.</p>

Location	Concerns	Decision
19 th Street	Parking restrictions – add signage at Banks Building. Restrict parking between Avenue C to Avenue F.	3 hour pay parking is permitted at the Banks Building. Signage is provided. Parking restrictions along the corridor will be reviewed during the design of the bike lanes.
	4-way stop should be used instead of signals at 19 th Street & Avenue C.	Comment noted. The existing traffic signals will remain.
	Support separated protected bike lanes.	Comment noted.
	Pedestrian accommodation at traffic signals is only provided if the push button is activated. This is an extension of the downtown core and pedestrians should not need to push the button to get a walk light.	The signal timing at the intersections of 19 th Street & Avenue A, 19 th Street & Avenue B and 19 th Street & Avenue C will be converted in 2019 so that the pedestrian phase will be provided during every cycle.
	Parking should be allowed on off-peak hours but restricted during the peak hours to improve traffic flow.	Parking restrictions along the corridor will be reviewed during the design of the bike lanes.
17 th Street Avenue I to Avenue K	Visibility issues at the intersection due to many cars parked along whole section (mostly on south side). It is difficult for pedestrians to cross and be seen by drivers.	This will be reviewed during the implementation of the Southwest Transportation project (formerly known as the 17 th Street Extension project).
	Traffic calming is needed. There is speeding and the road is wide. A pedestrian light is needed at Avenue K.	
	Parking” signs should be installed at the intersections and more parking enforcement.	
West Industrial 17 th Street & Avenue J	Difficult to cross 17 th Street. Many seniors and children crossing 17 th street and there are lots of speeding. curb extensions needed.	This will be reviewed during the implementation of the Southwest Transportation project (formerly known as the 17 th Street Extension project).
	Where does the City expect traffic to go heading east and north when 17 th Street is extended? Some suggest routing to Avenue P and then to 22 nd Street. Some suggest it should go down 19 th Street. Don't push traffic into residential streets.	With the proposed extension of 17 th Street, traffic heading north is expected to use Avenue P and traffic heading east is expected to use 17 th Street to connect to the City Centre.
	There are too many loud motorcycles.	The noise bylaw is enforced by the Saskatoon Police Service. Enforcement requests can be sent to the traffic unit at 306-975-8068.
21 st Street Avenue E to Avenue G	Missing sidewalk on the south side	Sidewalks for this segment are included in the recommendations.

Location	Concerns	Decision
23 rd Street & Avenue D	This intersection is awkward and dangerous. Both signs should be stop signs.	This intersection will be reviewed during the follow-up assessment of the temporary traffic calming devices on the north leg and the design of the West Central Multi Use Corridor.
22 nd Street	No buffer between sidewalks and the road. Barriers or planters would help protect people	The 22 nd Street corridor is beyond the scope of the Neighbourhood Traffic Reviews. This comment will be forwarded to the project team reviewing this corridor.
Spadina Crescent and Avenue E	The crosswalk from Avenue E to the Victoria Park needs a blockade (similar to what was installed at Spadina Crescent and Avenue D)	Installation of a curb extension on the northeast corner of the intersection of Spadina Crescent and Avenue E is included in the recommendations. This will improve pedestrian safety across Spadina Crescent.
Residential Parking Permit (RPP) Program	Several requests for parking permits: <ul style="list-style-type: none"> • 2-4 hour parking time limit areas • Side streets from Avenues D to G • 100 block of Avenue J South • 400 Block Avenue E South 	Requests for Residential Parking Permits are outside the scope of the Neighbourhood Traffic Reviews. The RPP program will be undergoing a review in 2019.

Concerns Received Traffic volume on Avenue F between 20th Street and 21st Street

1. Concern

The 200 block of Avenue F South is not wide enough to accommodate two way traffic especially with vehicles parked on the street. A barrier was recommended about 10 years ago on the 100 block of Avenue F, South of the parking lot exit to prevent vehicles from travelling south on Avenue F after the Giant Tiger exit.

Residents have expressed concerns that the proposed recommendation in the Neighbourhood Traffic Review for permanent curb extensions and four-way stop will not resolve their concerns for the 200 block of Avenue F.

2. Background

The concern regarding high traffic volumes on Avenue F was reviewed by the Transportation Division in 2008 and 2010. This included a report to City Council on April 21, 2008 highlighting the various traffic calming options that were considered. A temporary diverter was recommended to be installed at the intersection of 21st Street and Avenue F.

City Council requested that a follow-up report be provided with additional details. A further report was completed in 2010 which outlined additional traffic calming and traffic control options, including:

- Traffic signals at Avenue G & 20th Street
- Speed humps on Avenue F
- Traffic signals removals at Avenue F & 20th Street
- One-way street southbound on Avenue F between 20th Street and 21st Street
- Right-in/right-out island at Avenue F & 21st Street
- Full closure at Avenue F & 21st Street.

The 2010 report recommended that one-way street southbound be installed temporarily. The installation of the one-way directional closure was implemented in August 2010. The intent of the curbing was to restrict the traffic going southbound to reduce the traffic volume along Avenue F, specifically the 200 block.

The directional closure was disobeyed by motorists using Avenue F. Businesses in the area were opposed to the restriction and felt that the restriction reduced business. Residents on the 200 block of Avenue F felt that the device was reducing traffic. As a result of all feedback and data collected, the administration recommended removal of the device.

Based on the analysis at the time, it was determined that the only way to reduce volumes on Avenue F is to implement very restrictive measures at either end of the block. This was not acceptable to either the business owners or the residents in the neighbourhood at the time.

The recommendations from past reports are summarized in Table 1 on the following page.

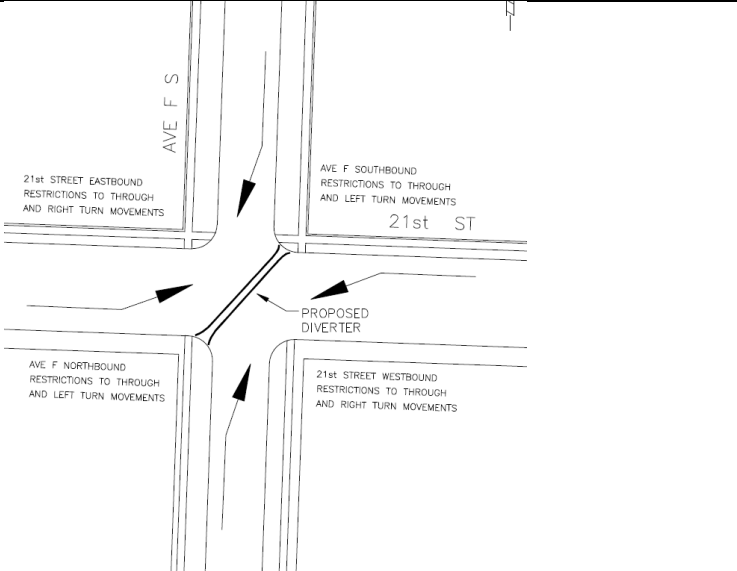

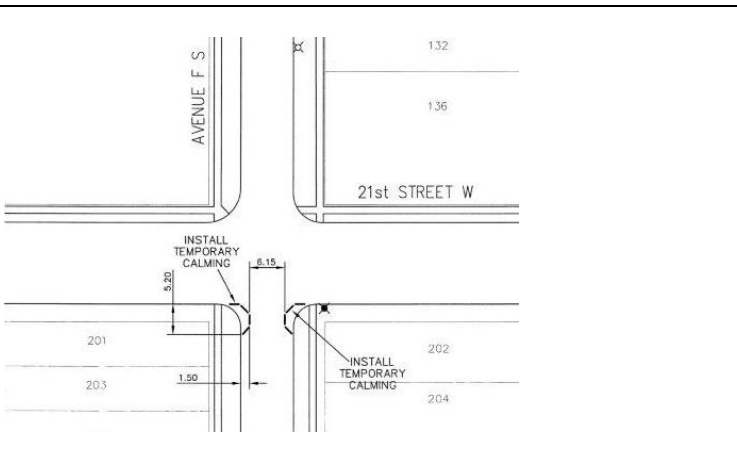
3. Review

During the traffic analysis stage of the NTR, we collected and analyzed the traffic data at the intersection of Avenue F & 21st Street. A traffic count was conducted on Avenue F (between 17th Street and 19th Street) in 2018. The ADT was found to be 609 vehicles per day which is in the acceptable range for a local street.

4. Recommendation

Our recommendation is to permanently install the existing temporary curb extension and install a 4-way stop at the intersection of Avenue F and 21st Street. This recommendation will help address concerns received as part of the Riversdale NTR regarding the intersection. Specifically, the concerns regarding pedestrian safety and traffic delays for Avenue F during peak hours that we received during the meetings. This will improve pedestrian safety crossing both Avenue F and 21st Street.

Table 1: Summary of Avenue F & 21st Street Intersection Past Recommendations

Year	Recommendation	Outcome
2008 Report	 <p>The diagram shows the intersection of Avenue F and 21st Street. A 'PROPOSED DIVERTER' is shown at the intersection. Restrictions are indicated for all four directions: 21st Street Eastbound (restrictions to through and right turn movements), Ave F Southbound (restrictions to through and left turn movements), Ave F Northbound (restrictions to through and left turn movements), and 21st Street Westbound (restrictions to through and right turn movements).</p>	<p>Survey responses:</p> <ul style="list-style-type: none"> • 6 support • 17 against <p>Council referred back to the Administration for further analysis.</p>
2010 Report	 <p>This diagram details the intersection area with existing and proposed parking lots. It shows 'TIM HORTON'S' and 'GIANT TIGER' on the west side of Avenue F. Traffic flow is indicated: 'TRAFFIC EXISTING PARKING LOT MUST TURN LEFT', 'PROPOSED ONE WAY TRAFFIC', 'EXISTING THROUGH TRAFFIC ON AVE F SOUTH RESTRICTED', 'EASTBOUND TRAFFIC ON 21st ST NOT RESTRICTED', 'WESTBOUND TRAFFIC ON 21st ST NOT RESTRICTED', and 'NORTHBOUND TRAFFIC ON AVE F S NOT RESTRICTED'. Street addresses are shown on both sides of the streets.</p>	<p>Survey responses:</p> <ul style="list-style-type: none"> • 7 support • 2 against <p>One-way pilot project installed in August 2010 and removed in December 2010 due to the number of vehicles ignoring the restriction and concerns from adjacent businesses.</p>
2011 Report	 <p>The diagram shows curb extensions and temporary calming measures at the intersection of Avenue F and 21st Street West. Dimensions for the curb extensions are given as 5.20 and 1.50. The text indicates to 'INSTALL TEMPORARY CALMING' at two locations. Street addresses 201, 203, 202, and 204 are shown.</p>	<p>Curb extensions installed temporarily to assist with traffic calming. Yield signs were changed to stop signs to improve compliance.</p>

Appendix J

Resident and Stakeholder Comments

Budais, Nathalie

From: Nathalie Budais
Sent: Thursday, March 29, 2018 10:01 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic problems

Hi. My name is [redacted] and i have lived at [redacted]. The main issue my neighbours and I experience is people speeding down our street from 19th to 17th because we have an extra wide road. To combat the same problem of people zooming from Avenue H up 18th street to Avenue C the city put in yield signs on Ave F . However now the speedway is up Ave F to get through. The main scare is young children playing on the street which we have in Riversdale. We really need the traffic to SLOW DOWN!!! Another issue is street parking. As most residents don't have garages to park their vehicles we must park on the street. Limiting the number of condensed living (apartments/condo developments) will reduce traffic congestion. Keeping Riversdale single dwelling residences will limit this congestion. There is a lot of development in Riversdale but let's not make it problematic like bigger cities. We want Riversdale to be family friendly. [redacted]. Yes the hood has had its major issues like poverty which leads to crime but overall poor people include the sick and injured, the disabled, mental illness, homeless, etc. How my neighbours and I dealt with gangs and real criminals (murderers and drug dealers) is to complain to the slum lords and get them to sell their neglected properties which people bought and fixed up That was more than [redacted] years ago. Let's stop the tearing down of houses to put up condensed living dwellings. And mostly the city needs to go after landlords who don't take care of their properties. Riversdale is a great neighbourhood. Let's keep it great but include the people that have been a part of this neighbourhood for a long time. Families who are making this place their HOME. Thank you

Sent from my iPhone

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

From:

Sent: Monday, April 02, 2018 2:23 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject:

Good Afternoon,

I live on

points to keep in mind during this traffic review:

1. Remember the citizens of the neighbourhood. Our needs must take precedence over the wants of the people passing through/commuting through the neighbourhood. We live here, and will deal with the traffic on a daily basis, as opposed to those who will deal with it on their twenty minute commute.

2. Traffic that flows along 17th street exceeds the speed limit more often than not. Traffic calming measures have been requested on an ongoing basis for years, possibly decades.

- having lived in Nutana and recently moving to Riversdale, I notice a large discrepancy in the way issues are dealt with from the east side to the west side. There are many more traffic calming strategies on the east side than on the west side and they seem to be put in place quite readily.

3. Safety is a serious concern. 17th Street has sidewalks on one side of the street only. To use the trail in the linear park adjacent to 17th street, the street must be crossed.

- with the speed of the traffic, for children and seniors as pedestrians, crossing the street is very challenging.

- for vehicular traffic, same issue.

- pedestrian crosswalk signs have virtually no effect on the speed of the traffic.

- it's not enough to advise us to contact police when we see someone speeding, this is not realistic.

Let's calm the traffic, prevent the opportunity for speeding

4. Traffic travelling from Spadina onto 17th street in a westerly fashion, does not slow down to take the right hand turn. Vehicular traffic treats this corner as a curve, as if no reduction in speed being required.

5. The rubber traffic calming measure at Spadina and 17th street west has been in place for a number of years. It's time to make it a permanent structure. Currently it encroaches onto Spadina in a manner that makes it difficult for pedestrians to cross 17th, they are forced into traffic on Spadina.

6. With the increased traffic on 17th street, which I predict will be a result of closing 11th street at Spadina, 17th street will turn into a very busy thoroughfare. Let's not let it come to that. Let's keep it a street that the citizens of Riversdale and King George can use with confidence and security. Much can be done to make this a more pleasant street - more large, canopy creating trees, median with trees, shrubs, flowers (this will not only add beauty but will serve to calm the traffic).

Please keep this neighborhood a pedestrian friendly neighbourhood, don't succumb to the thoughts that everything must be done for vehicular traffic. We deserve a safe, healthy, calm neighbourhood, the same as all citizens of Saskatoon.

Sincerely

April 2, 2018

Saskatoon, SK

To: NTR – Riversdale

I am writing in response to the Neighbourhood Traffic Review, request for input. I am not able to attend the Public Meeting.

My primary mode of transportation is bicycle (12 months per year), followed by foot, and by then automobile. My primary transportation routes are 17th Street (including the multipurpose trail) and on Avenue J/K between 17th and 20th Streets.

Concerns

Speeding: Along 17th Street. There are no stop signs or lights between Spadina and Avenue P. On numerous occasions, I have requested traffic calming measures be installed along 17th in the areas of King George School and Wolf Willow Cohousing. I would request that these initiatives be installed prior the extension of 17th Street. NOTE: I do not support the extensions of 17th Street, but I believe it is a foregone conclusion.

Missing Sidewalks: There is no sidewalk along the edge of the Optimist Park, nor is there a sidewalk surrounding Prairie Autohause (17th St. & Ave. J). NOTE: The auto repair shop's auto storage and industrial garbage bin blocks what would normally be the sidewalk.

Troublesome Intersection: In addition, the shop parks vehicles on 17th including, just south of Wolf Willow blocking the view for pedestrians and drivers attempting to enter 17th street from Avenue J.

Missing Sidewalk: The bulk of 17th Street (north side) is without sidewalks. As a pedestrian, I would like the option of walking on a sidewalk or the multi-purpose trail. If the sidewalk was consistently present from Spadina to Avenue P, business owners and homeowners would be obliged to shovel snow.

Pedestrian Safety: The 17th Street trail is rarely (if ever) snow plowed as quickly as the MVA Trail (or Optimist Park), forcing pedestrians and cyclists on to the road. I have expressed this concern on numerous occasions. I would request that the 17th Street multipurpose trail be plowed at the same time as the MVA trail.

Pedestrian Safety: It is very difficult to cross 20th Street as a pedestrian in the areas of Avenues J/K/L, i.e. in the areas of the Public Library and Station 20 West. I would recommend traffic calming measures.

Thank you for the opportunity to express my concerns and in some case proposed solutions re; traffic issues in Riversdale.

And finally, I would propose that the 17th Street trail and the surrounding greenspace (lawn/shrubs/seating) be declared and named officially a park, a linear park.

Sincerely,

2018

Neighborhood Traffic Review - Riversdale

I am a senior citizen residing at _____ in Riversdale. _____
The use of my vehicle in the city over a number of decades was limited to grocery shopping. I got around by walking, by cycling and infrequent commutes by bus.

In your letter you have identified several possible topics for review. I would like to use these areas as a framework for my response. The areas for review will be: traffic flow, parking, intersections and safety, tax burden (property tax) related to taxpayers subsidizing their neighbors desire to drive ending with a vision for Riversdale.

Traffic Flow

I believe that Avenue F between 20th Street and 22nd Street is more heavily trafficked because it is used as an artery to access Giant Tiger and Tim Hortons on the 22nd Street side and the White Buffalo Lodge on 20th Street. The railway tracks block Avenue G at 22nd Street possibly worsening the number of vehicles.

A second major issue is the width of Avenue F between 20th and 21st. The street is too narrow to accommodate cars parked on both sides and the traffic flow in each direction.

Often the traffic speeds between 20th Street and 21st Street. Parking has been an ongoing issue. Events at White Buffalo cause a spike in non-local traffic parking along Avenue F South. I have had ongoing issues with _____ parking a vehicle for days at a time in _____. One of these vehicles is a large truck _____. After raising the matter with him _____ he has respected the area _____. With spring coming on I expect that _____ truck will again be on the street.

Intersections and Safety

I have had two near misses in Riversdale with vehicles coming close to hitting me in the past two years. The earlier event was at the intersection of 21st Street and Avenue F South. A woman stopped for through traffic was turning left as I started walking through the intersection from the church on the corner toward Giant Tiger. She made her turn with me about halfway across the intersection. I was lawfully crossing at the corner. If I had not jumped quickly she would have hit me.

The driver should not have been behind the wheel. However, the crosswalks in the area are poorly defined.

The second incident was at the corner of Avenue D and 20th Street. This happened within the last month. A truck coming from 21st Street and wanting to turn right onto 20th Street almost hit me because he was speeding and looking to the left down 20th Street. His obvious intent was to ignore the stop sign at the intersection and proceed if traffic was not coming. Again I was lawfully crossing at the intersection. His shocked reaction on seeing me in the intersection supports the view that pedestrian traffic was not even on his mind.

These have not been isolated incidents. The failure of drivers in this city to "see" pedestrians is commonplace. The other "habit" for drivers in this city-especially true downtown- is not fully stopping for intersections but slowing down and creeping forward until pedestrians are marginally through the crosswalk. The other issue is the shortened time for pedestrians in the crosswalk to get across the crosswalk. The focus appears to be that drivers are not to be inconvenienced.

Sidewalks

The sidewalks between 20th and 21st Streets are not kept clean in the winter. This becomes extremely icy. The car dealership on the corner of 20th and Avenue F seldom clears their sidewalk. This leads to a very icy walkway and the need to walk in the street. I have observed people in wheelchairs using the street because they can not use the sidewalk. The aforementioned narrow street makes this an extreme safety hazard.

As a pedestrian I seldom use 22nd Street (along your targeted review area) particularly in the winter. Although it has sidewalks the snow builds up, traffic speeds and I fear a vehicle may lose control striking me.

Finally the sidewalk appears to uneven causing snow melt/rain to pool. It can become very icy.

Property Taxes to Upgrade/Maintain Roads

I strongly oppose the use of property taxes to maintain streets and clear roadways. I am familiar with the arguments that the city is limited in its scope for revenue collection. I expect that drivers would compare their right to drive to the rights of parents for having their children educated. When I see countless single occupant vehicles pass me, the thought is why am I subsidizing a drivers belief that he/she is entitled to have my taxes pay for their sense of entitlement. At least an educated child is likely to serve the interests of their community. The driver is only serving their own interests.

Solutions

1) Education and Enforcement: Driving is a privilege not a right and the driving habits of people in this city suggest that the right aspect has gained dominance. Education and enforcement may correct this imbalance.

2) Traffic flow along Avenue F--20th to 22nd Street

- use speed restriction measures between 20th and 21st Streets
- take measures to address the narrow street aspect--one way traffic; etc

3) Traffic lights and crosswalks:

- lengthen the time for pedestrians at pedestrian crossing controlled by lights
- clearly mark pedestrian crossings
- employ more intersection controls like those at Preston Crossing
- it may take longer for everyone to get through the intersection but it can be done in relative safety

4) Consider the means to have drivers pay instead of property taxes

- : 4 licensed vehicles, pays the same property tax as me, who does not own a vehicle
- this is hardly equitable when he also has the right to use the area in front parking spot

I am happy that this review is being undertaken.

Sincerely,

Saskatoon, Sask.

telephone:

email:

From:**Sent:** Saturday, April 14, 2018 4:30 PM**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>**Subject:** 11th Street West Between Holiday Park and King George

You are having a meeting regarding traffic in Riversdale.

I live in Holiday Park but received a flyer in my mailbox.

Our community has had concerns about Ave. K South and the dangerous crossing when turning left onto 11th St. W. and also pedestrian crossing. Because there are two businesses on the corner of 11th and Ave. L there are always cars parked on the south side of 11th Street. It is like playing Russian Roulette as you can't see oncoming traffic until you are pretty much in the middle of the road. Bad enough trying to turn right as well. Because the streets do not line, up cars don't even realize it is a corner and that there is a crosswalk. Not marked well at all I might add. Ave. K is a narrow St. and we have a bus coming down which is good because it is handy and our street is kept clean of snow. But some of the bus drivers speed down that street and I'm amazed they haven't taken a few cars with them. And don't get me started on the stop sign coming from Ave. W and trying to turn left on 11th St. at busy times of the day. Of course there is a 4-way stop for Cameco workers. ???? When will these concerns be addressed?

From:**Sent:** Monday, April 16, 2018 2:25 PM**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>**Subject:** City Engage Program

This email is in reply to the notification flyer we received from your office about Neighbourhood Traffic Concerns.

Since we have other commitments Tues April 24th and cannot attend the public meeting

we would like to share our concerns by email. (We live on the corner of Spadina West/ 17th St W and Avenue E S). Within the last few years the city has installed crosswalks on Spadina W ...the crosswalks that we are addressing are 1. one at Ave E S and Spadina W and 2. one at 17th St and Spadina W near the Legion Hall parking lot (the crosswalks are about a hundred metres apart)

Both of these crosswalks are great additions to assist pedestrians who want to cross Spadina and use the bike paths. our concern is THE SPEED OF VEHICLES ON SPADINA WEST AND VEHICLES REFUSING TO YIELD AND STOP FOR PEDESTRIANS AT THE CROSSWALK SIGNS. (there are proper signs and paintings on the pavementbut it seems that people are using Spadina West as a short-cut raceway to get downtown quickly)

We are suggesting RUMBLE STRIPS (NOT Speed Bumps)...like those used at highway intersections to draw attention to the possibility of people crossing the road. Could two sets of RUMBLE STRIPS be installed on Spadina W to help slow down traffic and draw attention to the fact there are two crosswalks in the area??

The other issue we notice from time to time is that large tractor trailer trucks pulling double trailers come down 17th street to turn onto Spadina West. Long double units like that cannot make the sharp turn onto Spadina and as a result drive up into the grass and bike path in Victoria Park.....One recent truck knocked out the Stop Signs and bowled over a park bench that had been placed in the park by the MAAD association. (the bench has never been replaced)

(as an aside note cars often run the STOP sign at Ave E South and Spadina W)

Thanks for allowing us to share our concerns about neighbourhood traffic.

From

Sent: Sunday, April 29, 2018 2:29 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Fwd: neighbourhood traffic review - Riversdale

further to my email from Apr 2, I have more issues to bring forward:

1. Semi truck (transport truck) traffic uses to 17th street as a route to who knows, there is no where for large trucks to go when heading east. This street should be clearly marked as not being a truck route. At a previous meeting we were assured by the city that this was not a truck route, therefore it should be clearly marked.
2. large industrial trucks park on 17th making it difficult to see oncoming traffic when turning on to 17th.
3. speeding traffic.

Thankyou for your consideration

From:

Sent: April 26, 2018 9:30 AM

To: Gough, Hilary (City Councillor) <Hilary.Gough@Saskatoon.ca>

Subject: RE: Riversdale traffic meeting - Tuesday

Hilary:

I just read this now – for some reasons your emails go to my spam box.

I cannot log onto Facebook at work (forgot my password and got a new computer that doesn't automatically log me on – I took that as a sign for efficiencies ...). A couple of comments on traffic/pedestrian safety in our neighbourhood:

- Foot traffic is high in our neighbourhood, as you know. I have seen three people get hit on Idylwyld while crossing the street in my 6 years of working in this neighbourhood. There have also been too many car accidents to count. Would it be possible to put a pedestrian overpass at this intersection, like exists at College Drive from the student parking lot?
- I have observed a number of youth receiving tickets for riding their bikes on the sidewalk along 20th and has also had clients get breached for “failing to keep the peace and be of good behaviour” for riding bike on the sidewalk. I have never felt threatened or in danger by bikes on this sidewalk, and in fact, I feel more stress seeing people riding bikes on 20th, and the hits/accidents that have occurred. I know it's currently the law to ride on the road, but 20th is dangerous. Further, I don't agree with youth being ticketed or breached for riding a bike. My friend's kids ride their bikes on the sidewalk all the time in Willowgrove and naturally nobody gets ticketed there.
- Bus stop in front of CLASSIC – is frequently filled by parked vehicles, impacting CLASSIC clients and Riversdale residents. I don't know what can be done short of having more bylaw enforcement here to issue tickets (maybe you could authorize to do bylaw enforcement – we could ticket those folks, and the patrons ☺)
- Avenue A - the entrance from Idylwyld is dangerous. In my opinion it should just be closed off.
- The back alley behind CLASSIC may be one of the busiest in Saskatoon. patrons frequently park in our parking lot and often it's not possible to ticket them because by the time bylaw enforcement gets here, they've nipped into the shop, bought their desired items, and left. The biggest concern is that they frequently back into our vehicles (our parking lot is narrow) and participate in hit and run damage to CLASSIC's staff, volunteers, landlord or Elder's vehicles.
- The entrance to the back alley from Avenue B has gotten much more dangerous with the Thrive Juice Bar moving in because their dumpsters are so close to the alley AND to Avenue B that they cause a double obstruction. I have seen 3 accidents in the last year, and a number of near accidents. This also creates risk for pedestrians using the cross-over sidewalk. I think having Thrive move their dumpsters and/or having a mirror installed on the white building across the alley may help.
- There's currently a massive pothole at the end of that alley adding to the adventure.

Not sure if this is what you were looking for – to consider or disregard as you see fit.

Baudais, Nathalie

From:
Sent: Sunday, April 29, 2018 5:17 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: traffic flow

This email is an idea for increasing traffic flow along Idylwyld D up to 26th street. This area of the city has reduced traffic flow and traffic jams due to 1. the railway crossing on 25th 2. the timing of the lights 3. Bus stops that stop the flow of traffic 4. Fire station #1 where trucks have to stop all traffic going north and south to back into their garage

Problem:

traffic has to stop and gets backed up along Idylwyld each time FIRE STATION #1 is used

--when a firetruck returns to the station red stop lights stop all the traffic while the truck BACKS into the garage

Solution:

Create an access (entry) driveway on Avenue B for firetrucks to enter the Fire station lot . The returning firetrucks can enter on the west side of their lot and building and drive straight into the station without disrupting traffic.

an idea for city buses is to create a "recessed " pick-up lane where a bus can pull to the right out of the steady traffic flow to accommodate passengers without stopping a whole lane of traffic . It would be great to see the city implement the idea of "Recessed pick-up lanes" at every bus stop in the city to ensure passenger safety and increase traffic flow.

Budais, Nathalie

From:
Sent: Sunday, April 29, 2018 1:53 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Riversdale Traffic Review

Greetings!

A Saskatoon Engage flyer regarding the Riversdale Neighborhood Traffic Review was left in my mailbox. I am located in the [redacted] which is actually in the King George area, but I do have a concern regarding traffic coming from Riversdale along Spadina Crescent and onto 16th Street. There is something about the curve of Spadina that causes people to enjoy speeding along this stretch. There is a pedestrian crosswalk that goes from Avenue G South into Victoria Park. This crosswalk is mostly ignored by drivers. And in the summer time, as people from Riversdale cross 16th to the park to go to Riversdale pool, this stretch of road is scar-ee! Drivers seem to prefer the Spadina Crescent route to Avenue H rather than follow 17th to Avenue H. Not sure why - there is a four-way stop at 17th and H and a stop sign for the 16th Street drivers entering Avenue H. I think the ease of continuing along Spadina from 17th at a speed is what drivers like. To make the right hand turn to continue along 17th at Avenue at Avenue E requires slowing down. People don't like slowing down, especially when the section of Spadina between 16th and 17th has a lovely curve that seems to thrill some drivers. I am especially concerned about children crossing 16th at Avenue G in the summer. Like I said, pedestrian crossings don't mean much to a lot of people.

Thank you for listening to my grumble. :-D

From:

Subject: **Riversdale Traffic Review: Comments**

Date: May 3, 2018 at 7:16:45 AM CST

To: lanre.akindipe@saskatoon.ca

Lanre,

I couldn't attend the meeting April 24 and am hoping that my comments can be received via this email to you and added to this file.

1. Traffic Speed Westbound - My greatest concern about the **speed** that westbound traffic passes through the intersection at 17th Street West and Spadina, creating safety issues on 17th Street West for both children crossing the street, to reach pathway and Spadina Crossing, and for vehicles backing out of the townhouse project

I've attached a couple images showing exactly what is happening on a continual basis. I have , who cannot reach the park using crosswalks because they simply do not exist.

There are three other situations created by the current median that you should also know about, but are lower risk and happen less frequently.

2. Wrong Way - cars going east on Spadina turn to go west on 17th St on the south west side of the island, there by driving head on into oncoming vehicles. Typically at slow speeds and happen infrequent but on an ongoing basis.

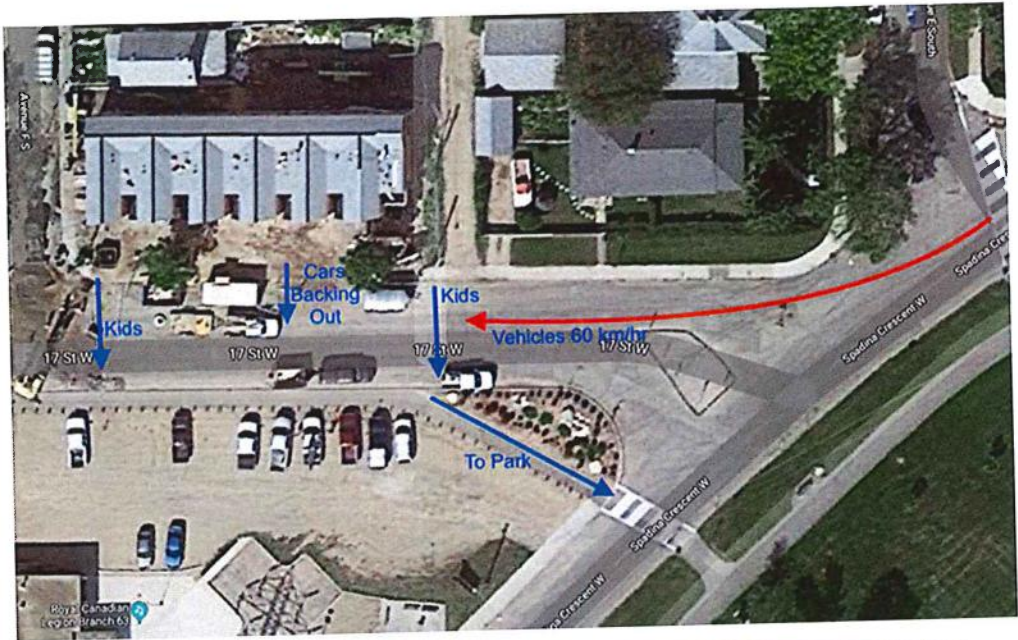
3. Eastbound - on a large number of occasions I have witnessed vehicles travelling east on 17th St West at speeds ranging from 60-80 km/hr who go thru the intersection on the north side of the traffic island and then eastbound onto Spadina. This is typically followed by a police cruised in pursuit. These speeds are exceptional and are putting lives in danger.

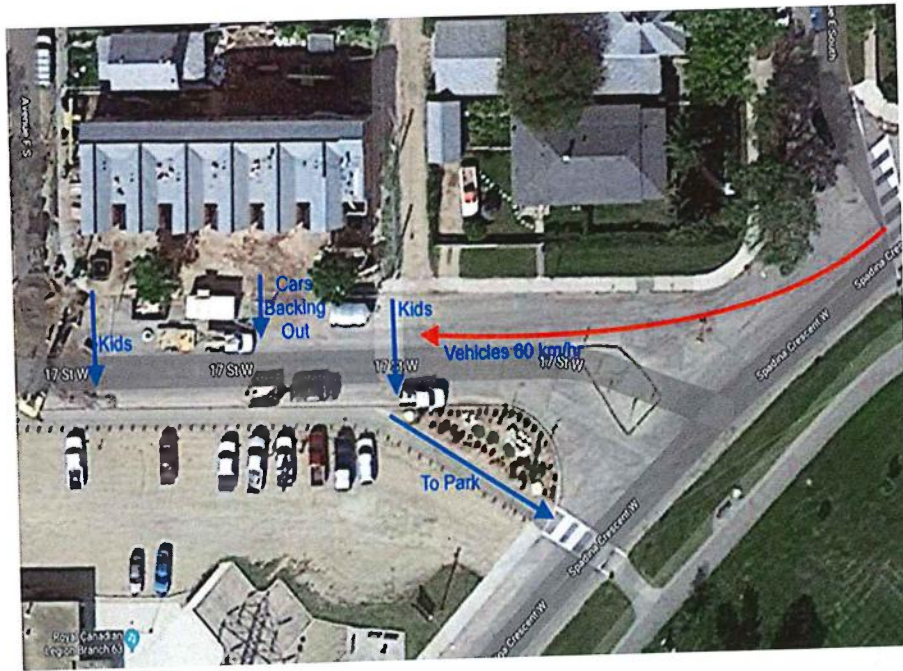
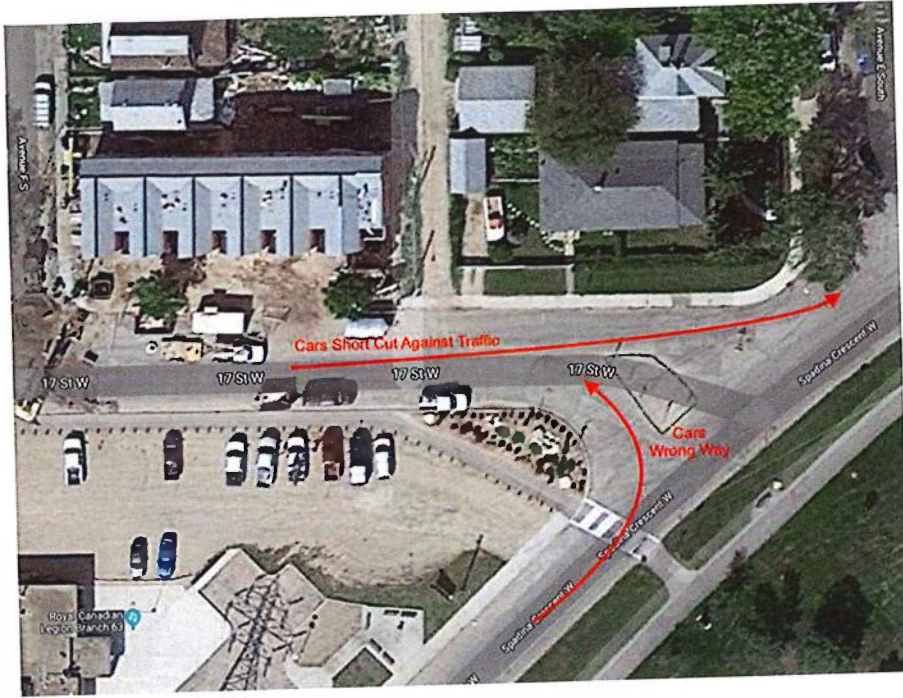
4. Semi Traffic - lastly, your temporary island has been destroyed a number of times because semi's do travel eastward down 17th and onto spadina, but can never make the left turn, so they continually run over your signs and curbs. I've witnessed your crews repairing this 3 times since December 2016.

My request is very simple: can you please find a way to significantly slow the speed of traffic passing through this intersection, specifically traffic westbound from Spadina going on to 17th Street West.

I'm not a traffic engineer, but it seems to me that if the island was changed to a curb extension as shown in the last picture, it would slow traffic heading westbound and also remedy all of the other issues I raised that were of secondary concern. As a bonus, the city could also remove the "Wrong Way" signs that are currently in place, as it would eliminate the short sections of one way street.

Thank you for the opportunity to work with the city to improve this dangerous situation. I can be reached via email or at if there is a need for further clarification.







From ...
Sent: Sunday, April 29, 2018 1:53 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Riversdale Traffic Review

Greetings!

A Saskatoon Engage flyer regarding the Riversdale Neighborhood Traffic Review was left in my mailbox. I am located in the ... which is actually in the King George area, but I do have a concern regarding traffic coming from Riversdale along Spadina Crescent and onto 16th Street. There is something about the curve of Spadina that causes people to enjoy speeding along this stretch. There is a pedestrian crosswalk that goes from Avenue G South into Victoria Park. This crosswalk is mostly ignored by drivers. And in the summer time, as people from Riversdale cross 16th to the park to go to Riversdale pool, this stretch of road is scar-ee! Drivers seem to prefer the Spadina Crescent route to Avenue H rather than follow 17th to Avenue H. Not sure why - there is a four-way stop at 17th and H and a stop sign for the 16th Street drivers entering Avenue H. I think the ease of continuing

From: [REDACTED]

Sent: Sunday, May 06, 2018 10:02 AM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Re: Riversdale 2018 NTR

Hello,

I was unable to attend the Riversdale public meeting regarding the NTR, but I have a couple of comments I'd like to share. My first comment is regarding 20th Street intersections. I believe there are traffic lights installed at Avenues B/C/D/F/H, but no lights at Avenues E or G. Due to the increasing traffic & number of businesses, I think both those intersections should also have traffic lights installed.

I no longer feel safe crossing 20th Street at our Ave E intersection as either a vehicle or a pedestrian when it's busy. As a pedestrian, vehicles constantly refuse to stop for the zebra crosswalk even once you start walking into the intersection.

As a vehicle, when 20th Street is full of parked cars you have to nearly pull into the intersection just to be able to look both ways to see if traffic is coming. Also due to the traffic bulbs/curb extensions you end up pulling so far ahead that you have to block the crosswalk for pedestrian traffic crossing East/West. At this point, I just end up driving to Ave D or F to cross when it's busy so I feel safe.

Second is the parking situation (as I saw many people at the meeting also mentioned). I don't believe this is included in the review, but I think this is a topic that clearly needs to be addressed in our neighborhood by the appropriate department.

I live on the 200 block of Ave E South, and I'm very rarely able to find a spot to park on my block during daytime hours. I also find more and more during evening hours our street gets full due to the increasing number of restaurants, pubs, music venues etc on 20th that draw in customers.

Finally, the 4-way stop intersection at Ave H & 17th Street (going North/South) is a poor design for the pedestrian crosswalk. For some reason the crosswalk is before the stop sign requiring you to block it when you stop, which I've never understood.

Regards,

Budais, Nathalie

From:
Sent: Friday, May 25, 2018 8:50 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Riversdale traffic safety review - opinion

Hi there,

I'd just like to add on what I think it's a traffic safety issue in Riversdale:

I think the pedestrian signal timing on 19th street and Avenue B needs to be updated. Currently when we want to cross this intersection Northbound or Southbound to and from the Farmers market, the pedestrians need to press the "crossing button" or else the "green walking sign" will not be on, even though there will be green lights for northbound and southbound vehicular traffic. I think this intersection has such high pedestrian traffic especially when the Farmer Market is opened and therefore the signal needs to be updated.

Thanks so much for your time and consideration.

Budais, Nathalie

From:
Sent: Wednesday, May 30, 2018 4:02 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Riversdale Traffic Review

The 400 and 500 blocks of Ave F are wider than any avenue in Riversdale (except Ave H). The reason for this is these two blocks are the only blocks in Riversdale that don't have a tree-lined boulevard adjacent to the sidewalk. This means vehicles often use it as a short-cut through the neighborhood. Vehicles often travel down these blocks as a short-cut from 19th to 17th Street, and do so at high-speeds. It would be great to see a boulevard or other traffic calming measures.

--

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Budais, Nathalie

From:
Sent: Tuesday, June 12, 2018 11:03 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic Concerns in our neighbour

I live on the Avenue E. South, and have the following concerns:

1. Street parking for the residents of our block has been a challenge since 20th Street improved. Since Residential Permit Parking was instituted on the 300 block of Avenue E. South it has become a nightmare. I've had to park as far as five blocks away from house house, and can rarely park within a block of my house. This is problematic when we have groceries to carry. It is even more problematic for our neighbours who have small children.

People employed or working at the 20th street businesses are parking on our street all day, two have even parked vehicles on our Avenue for a whole week 24/7. Residential permit parking with 2 hour parking limits for non-residents has to be implemented on our block as well to prevent this sort of abuse and make things tolerable on this Avenue again.

2. Traffic on 19th street between Avenue A and D is terrible now at rush hour. This is because the city is allowing parking on the south side of 19th street on these avenues again, reducing the south side of 19th street to just one lane.

Bigger cities restrict street parking on busier streets to certain time periods and prohibit it during high use periods like rush hour. Saskatoon should do this as well and only allow parking on the south side of 19th street between Avenues A and D between 10 AM and 4 PM, and 6:30 PM to 8:00 AM.

There was also some talk of making the south side of 19th street into a one driving lane street permanently, with the other lane being used for bikes only. This would lead to even greater motor vehicle congestion and would be ridiculous. There is a bike corridor on 23 street east that I've only ever seen used by bikes twice, and there is a path along Spadina Crescent East that has a diversion by the Legion that bike riders can take to head east-west already. We use this path when we are cycling.

3. There is no sidewalk on the south side of 21st street east between Avenues E and G. This should be rectified.

4. The sidewalks on our street need replacement.

Baudais, Nathalie

From: Gough, Hilary (City Councillor)
Sent: Wednesday, June 13, 2018 7:14 AM
To:
Cc: Baudais, Nathalie (U - Transportation)
Subject: Re: Avenue F South Traffic

Hi

Thanks for your message.

Unfortunately, I'm in a board meeting at the time of the AGM tonight so if I'm able to be there it will only be briefly.

As you note the traffic safety review is underway. All concerns brought forward will be measured and analyzed and recommendations brought forward if the measurements warrant some form of mitigation. The warrant threshold for various mitigations varies depending on the concern and type of street. For instance, traffic volumes on a residential street are deemed acceptable at a certain number of cars per day. Speeds are deemed acceptable within a certain range as measured by the 85th % speed, etc. Unique circumstances or characteristics of the street are also considered.

So, in the case of Ave F South, if the issue of too much traffic or fast traffic is raised, traffic and speed will be counted and measured to consider what type of mitigation might be warranted.

As you note, there are presently a couple of very public cases of traffic calming and mitigation in front of Council at the moment. These stemmed from similar reviews in those areas. Glasgow for instance was found to have traffic volumes quadruple the acceptable limit. Restricting turns off of Clarence, which is the most aggressive mitigation effort attempted to date (several other less intrusive efforts were made first with no success) has reduced volumes by 50% meaning that volumes are still twice the acceptable threshold.

As for 9th street, while the volumes are not excessive, the street has an outlet onto a freeway. Being a residential street this is simply not a best practice and a failure in planning that has been recognized for some time. Due to this outlet, the street gets traffic that is far from local and a closure of the outlet is being pursued.

All of this is not to say that traffic mitigation or speed mitigation may not be warranted on Ave F South, but rather to say that each street is unique and that the traffic safety review provides a first step in considering some standard mitigations which can be built on as needed.

The process from here (now that concerns have been collected) is to measure them all, consider what mitigations may be warranted, and then to bring these recommendations back to community. Another meeting will be held, and community can provide feedback about which recommendations they have concerns about and what might be missing. Following this phase, revised recommendations will be brought a committee of Council for approval and implementation can begin (implementation of each item is done separately and alongside traffic safety mitigation items across the city).

Key at this juncture is to make sure that the concerns about Ave F have been heard by our transportation division. I have ccd here a member of that team who is working on the Riversdale NTR. If you have further

detail about what type of traffic concerns you have or have heard about Ave F South and in which locations, I'd invite you to share them with us to be sure that they can be prosperous and accurately considered. I note you shared concerns on the Facebook page, and can confirm that anything posted there has been captured and is being considered.

Thanks again for the message and for your help to improve safety in Riversdale for local residents and all road users.

All the best,
Hilary

On Jun 13, 2018, at 12:05 AM,  wrote:

Hello Hilary

I hope this message finds you well. I hope to see you again at the _____ tomorrow evening. I know Riversdale is currently under a traffic review. Unfortunately I was unable to attend the community meeting but did share my concerns on the dedicated Facebook page. Today I noticed this story in the newspaper about actions being proposed to address traffic concerns in

Nutana. <https://www.google.ca/amp/thestarphoenix.com/news/local-news/city-of-saskatoon-set-to-try-ninth-street-closure-again/amp>

In comparison 9th Street is wide enough to accommodate two way traffic. They have back alley garbage and recycling pick up reducing any possible congestion or blockage. Lastly they have approximately 1/3 of the traffic Avenue F South experiences on a daily basis. These are both residential streets. In addition residents of Riversdale were assured during a rezoning community meeting that traffic would be kept to 22nd Street when the proposed green space was rezoned to accommodate the Giant Tiger and Tim Hortons. I see what is being considered for the residents of Nutana regarding their concerns over traffic. Can you please share with me what actions are being considered to address the concerns expressed by Riversdale residents on Avenue F South?

Thank you,

On Jun 13, 2018, at 12:05 AM

I wrote:

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Thank you,

New Traffic Issue Reported!

Request ID: 731

Issues: TRAFFIC SAFETY,

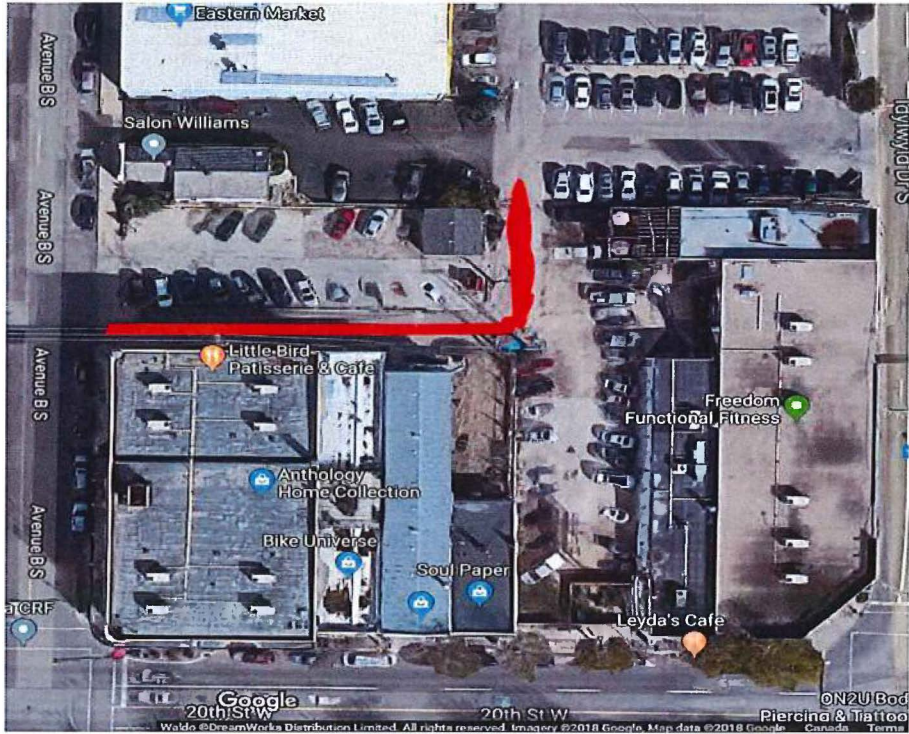
Name:

Email:

Phone:

Comment: I am submitting this concern as part of the Riversdale NTR project. This alley has excessive in-out traffic – Fitness customers, delivery trucks, etc. There are many times when I am trying to access the alley from Ave B and need to back out onto the street due to oncoming traffic. The lane is extremely narrow due to two large metal garbage bins on the N side and overhanging vehicles in the parking lot on the S side. Solution - make it ONE WAY W to E and/or relocate the metal bins.

Attachment:



From

Sent: Monday, April 02, 2018 11:20 AM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Riversdale NTR Submission

Hello –

I am submitting this concern as part of the Riversdale Traffic Review project, in regards to the alley between Idylwyld Drive and Avenue B that is next to and runs parallel to 20th street (the section behind Soul Paper / Hazelwood / Bike Universe / Anthology that leads to Freedom Fitness). This alley receives excessive in-and-out traffic at all hours of the day – Fitness customers, delivery trucks, etc.. There are many occasions when I am trying to access the alley from Avenue B and need to back out into the street (very cautiously!) due to an oncoming vehicle. Further, the lane is extraordinarily narrow due to the two large metal garbage bins on the south side, as well as overhanging vehicles in the parking lot on the north side.

Suggestions for safer and more efficient traffic flow – make it ONE WAY only (west to east); relocate the two metal garbage bins.

I'm happy to provide clarification and/or further information, if helpful.

From

Sent: Monday, April 16, 2018 8:41 PM

To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>

Subject: Traffic

I was so looking forward to attending the public meeting and supper Wednesday, April 25th concerning traffic in Riversdale. There are others that were planning on attending as well. But I have just been informed that the meeting has been changed to Tuesday, April 24th.

That conflicts with date for our AGM meeting

I am so disappointed that I won't be able to attend the traffic meeting and hear what plans are being discussed.

I thought I would let you know this just so you don't think that we as residents of this up and coming neighbourhood have a lack of interest.

Thank you. I hope the meeting is well attended. And look forward to hearing what was discussed.

From:

Sent: Thursday, October 11, 2018 4:57 PM

To: Akindipe, Olanrewaju (TU - Transportation) <Olanrewaju.Akindipe@Saskatoon.ca>

Subject: Riversdale Traffic & Parking

Good afternoon,

My name is _____ and I reside on _____. Avenue C South is a paid parking street but this section of Avenue D South is the first Street of non paid parking, and it is treated as such. The residents of this street can almost never find anywhere to park as they are taken by shoppers and workers in the area.

I love my area and I love that it's being reviewed, thank you for your work. I just wanted to raise this concern in case there is something that can actually be done. I just want to park near my home.

Thank you for your time,

Baudais, Nathalie

From: Gough, Hilary (City Councillor)
Sent: Monday, June 18, 2018 11:23 PM
To: Baudais, Nathalie (TU - Transportation)
Subject: Riversdale NTR - more (late) feedback

Hello!

I have some pieces of late feedback to submit.

I've attached the map as submitted to me digitally here. I highlighted each comment/indication. Please let me know if you have trouble reading any of it.

Hilary



E TRAFFIC PLAN

Lots of bikes - no...

22ND STREET

21ST STREET

20TH STREET

19TH STREET

AVENUE G SOUTH

AVENUE F SOUTH

AVENUE E SOUTH

AVENUE D SOUTH

AVENUE C SOUTH

AVENUE B SOUTH

WHITE BUFFALO YOUTH LODGE

FARME MARK

ISINGER PARK

SONNENS WAY

Lots of people on hand since only place

on zone with need to push but

Pose this

RIVERSIDE

LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ⬆️ EXISTING TRAFFIC SIGNAL
- ⚙️ PEDESTRIAN ACTUATED SIGNAL LOCATION
- 🚶 ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION [SCHEDULED]

Change to allow to cross North
to cross North

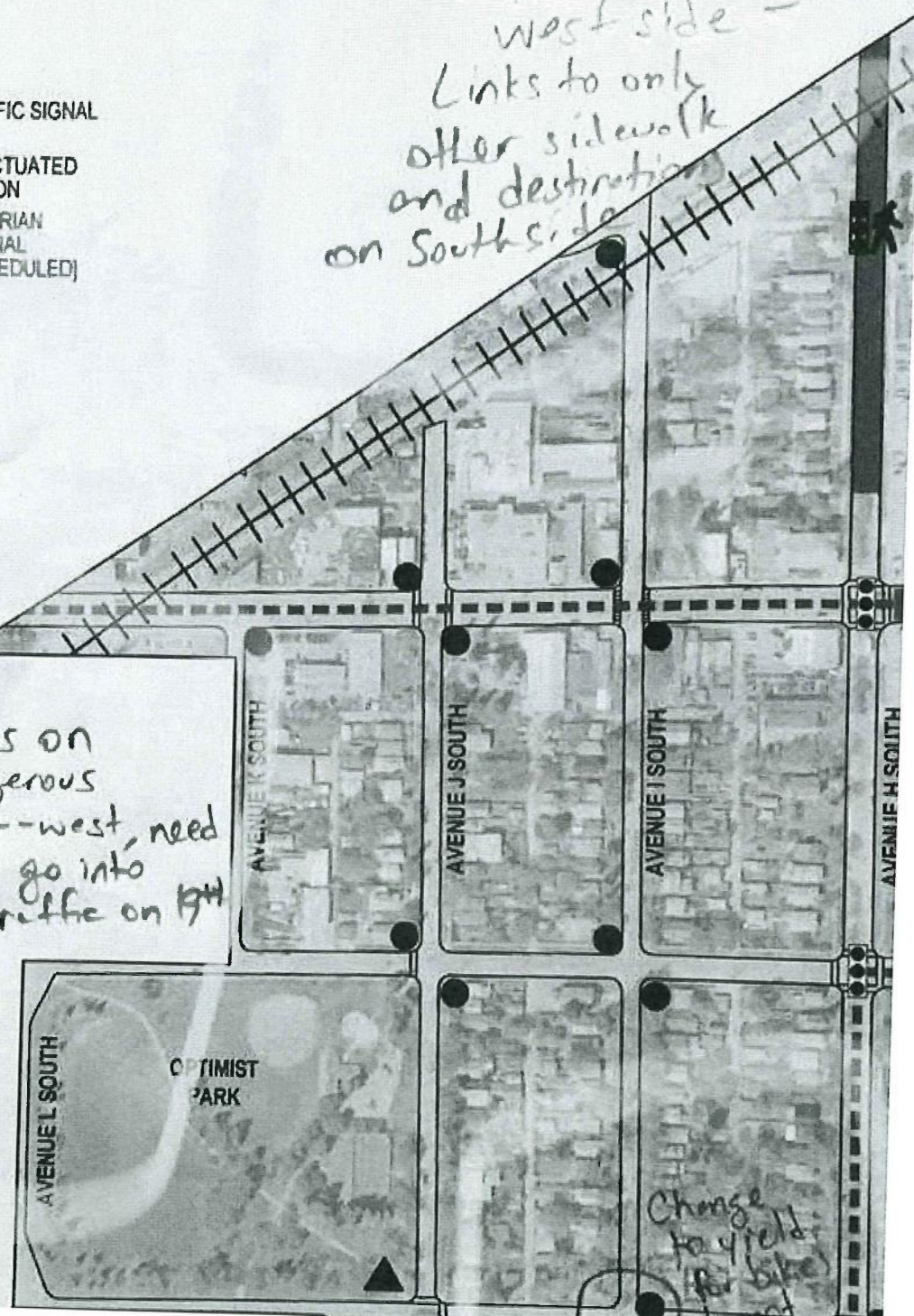
Add crosswalk on west side —

Links to only other sidewalk and destination on South side

New Crosswalk ramps on 19th are dangerous — to cross east-west, need to go into traffic on 19th

Should point toward minor street instead

Change to yield for bicy



Baudais, Nathalie

From: Marcoux, Justine (TU - Transportation)
Sent: Wednesday, June 21, 2017 3:41 PM
To:
Cc: Melchiorre, Marina (TU - Transportation)
Subject: RE: Ave F south

Hello

Thank-you for your comments. Speeding and shortcutting concerns on residential streets are addressed through our Neighbourhood Traffic Reviews. I've filed your concerns for further consideration as part of the Riversdale Neighbourhood Traffic Review. Consultation is estimated to begin in early 2018.

For more information please feel free to visit our website.

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

Regards,

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

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

From:
Sent: June-18-17 12:45
To: Melchiorre, Marina (TU - Transportation) <Marina.Melchiorre@Saskatoon.ca>
Subject: Ave F south

Hi,
Another concern is that ever since yield signs have been placed on 18th street at F, traffic has been using AVE F off 17th to ZOOM through to 19th street. Two cats have been hit and there are many young children on the street playing. Is a child next? I propose a four way stop at 18th and F. That would slow traffic down. With construction a lot of traffic is city trucks and they are going very fast. Ave F south between 17th and 19th is extra wide. Please help us bring peace back to our street. Thank you.

Sent from my iPhone

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

From:

Sent: Friday, October 19, 2018 8:13 AM

To: Akindipe, Olanrewaju (TU - Transportation) <Olanrewaju.Akindipe@Saskatoon.ca>

Subject: Riversdale traffic review

I have attended a couple of these meetings and it seems to me that the City of Saskatoon is patronizing us by pretending to care about our comments. I feel the plan is in place and no comments from local residents will make much difference.

I am not able to attend this meeting but feel very strongly that 17th street MUST not become the main thoroughfare from avenue H to avenue P and further west. There is already way too much heavy traffic on 17th with not enough controls. The lives of children and senior residents living in this established area will further be threatened by the planned changes.

Neighbourhood Traffic Review - Riversdale

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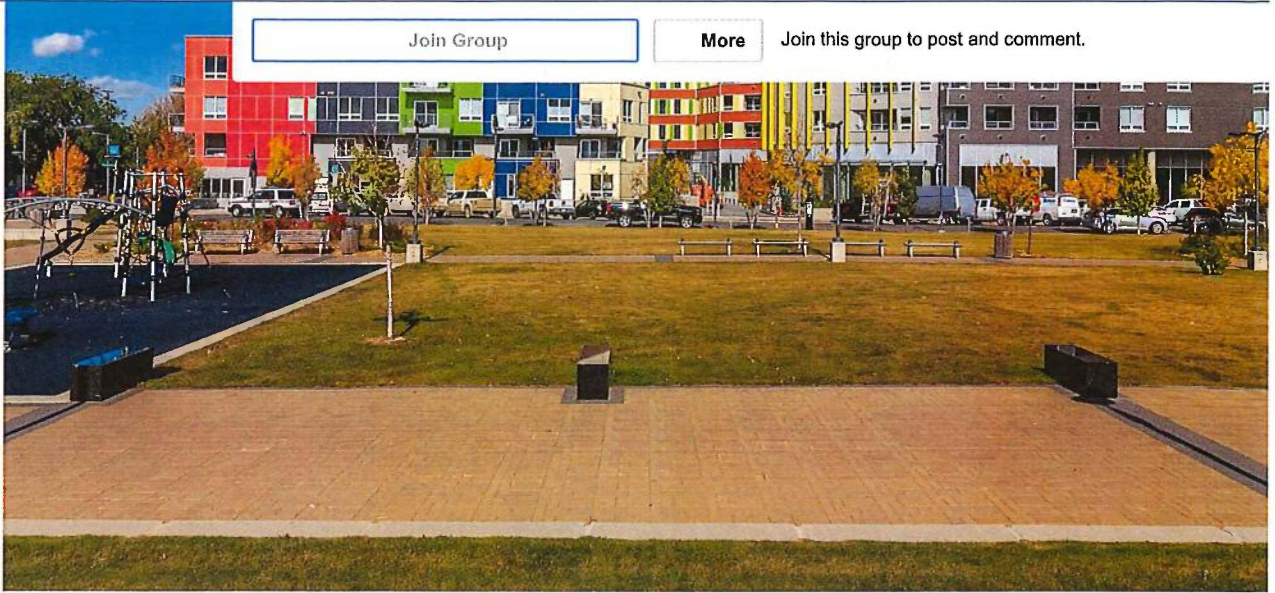
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RECENT ACTIVITY



Traffic Review shared a link.
November 26, 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS.
The City of Saskatoon undertook a Neighbourhood Traffic Review in Riversdale in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between April 24 and November 23.
For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.



SASKATOON.CA

Neighbourhood Traffic Reviews

Did you know #yxeGreenStrategy is made up of 10 Principles? Principle 6,...

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Traffic Review shared a link.
November 26, 2018

The deadline to submit comments on the draft Riversdale Traffic Plan was November 25, 2018. City staff can no longer incorporate feedback received after this date.
For questions about the Riversdale NTR, please contact NTR@saskatoon.ca.

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the report is added to this page. If you wish to submit a letter or

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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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Traffic Review shared a link.
November 26, 2018

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Traffic Review shared a link.
November 25, 2018

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after this date.

For questions about the NTR@saskatoon.ca.

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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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Traffic Review shared a link.

October 26, 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Riversdale is midnight, November 23rd. The plan, which was released for comment on October 23rd, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Riversdale, October 23, materials) See link below.

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 (incl... [See More](#)



SASKATOON.CA

Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

1

5 Comments Seen by 35

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spadina can the take these street people every block. Let's not wreck a nice driving route completely.

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Like · 10w

Unfortunately I was unable to attend the evening of the 23rd in order to hear the plans developed to address traffic issues in Riversdale. I appreciate the opportunity to provide feedback here on Facebook. If there is another process to provide feedback more effectively please let me know as it would seem my concerns were not addressed in the plan that was presented to the community. When the lot where Giant Tiger and Tim Hortons was being rezoned community members were provided assurances that traffic would be kept to 22nd Street. This has not been the case. The feedback I provided is the 200 block of Avenue F South is not wide enough to accommodate two way traffic. Speed is not the issue. Cars wait at each end of the block waiting their turn to drive down the street as the street is not wide enough to accommodate cars passing one another especially when cars are parked on the street. Cars do accelerate quickly in order to get onto the street before the car coming in the opposite direction. However, the street is not long enough for a car to be exceeding the speed limit. The temporary curb extensions that were put in place years ago did not solve the problem. Making them permanent will not solve the problem. In addition a four way stop at the intersection of 21st Street and Avenue F will not allow Avenue F to more easily accommodate two way traffic.

Like · 10w · Edited

Traffic Review The plan still will undergo more changes before being finalized. However, please note that some concerns that have been raised as part of the NTR public input process will not be addressed through the traffic plan. This is due to a variety of reasons including lack of larger public support, resources, traffic data analysis results indicating the problem does not meet the criteria for traffic management changes, etc. We do encourage you to keep bringing your concerns forward (as you have here).

Like · 6w

Approximately 10 years ago a barrier on the 100 block of Avenue F South to the south of the parking lot exit preventing vehicles from travelling south on Avenue F past the Giant Tiger significantly reduced the two way traffic congestion on the 200 bloc... [See More](#)

Like · 10w · Edited

Traffic Review Thanks for this input. It's important to note that some concerns that have been raised as part of the NTR public input process will not be addressed through the traffic plan. This is due to a variety of reasons including lack of larger public support, resources, traffic data analysis results indicating the problem does not meet the criteria for traffic management changes, etc. That being said, please continue to bring these concerns forward as the plan is still in draft form and not final.

Like · 6w

So true. It seems our concerns are taken with the wind and city plans just go forward without taking heed of our suggestions. This is happening in many areas of the city.

Like · 10w

I have provided feedback in the manner you requested. Can you please advise when you will respond and how our feedback will be incorporated into the recommendations. There has been no response to the feedback posted in this group. [City of Saskatoon News Hilary Gough Mayor Charlie Clark](#)

Like · 9w

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... included including traffic da

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meet the criteria for traffic management changes, etc. You should still continue to bring your concerns forward (leaving them on this page is perfect) as the plan is still in draft form and may undergo more changes.

Like · 6w

Thank you for your response. As a follow up I have some questions. Will the related rationale for each concern not addressed in the traffic plan be provided? If so, when and how. If not, I am requesting they be provided. In regards to a lack of larger public support can you please explain how you take into account a communities socio-economic status. Individual and family socio-economic status directly affects their ability to participate in a process such as this.

Lastly, will the traffic analysis related to each concern identified be shared. If so, when and how. If not I am requesting the related traffic analysis be shared. Thank you for your continued engagement.

Like · 6w



Traffic Review shared a link.

October 26, 2018

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April 20, 2018

I am concerned that priority on 19th street, where pedestrian crossing should be safe and without hazard, is prioritized for the automobile. The city seems to have chosen to only allow safe crossing if the button is pressed before the automatic lights change occurs. Should anyone arrive at the crossing as the lights change they are not given the grace of being able to cross freely and safely under a white walk light. I consider it is now, as the city further develops its river landing area, an important time to rectify these crossing

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park, the Meewasin tr
gallery. It is now a high
more so every year. I l

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cross signs should reflect this and automatically change to white as they do within the downtown core. I believe this area is an extension of the downtown core, if not already a key part of it.

7

2 Comments Seen by 56

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Yeah, I have seen a lot of near misses with pedestrians nearly getting mowed down attempting to cross 19th. One lane of traffic stops and the pedestrian thinks it safe but the cars in the second lane don't stop. It would be so great if reduced to one lane each direction. The far right lanes be turned into the dual use parking /bike lane like on 4th ave.

Like · 37w

3

Great idea. In key areas along 19th we definitely need to see a better use of public space, a greater percentage to safer and alternative means of transport. The near misses are only likely to increase as this area becomes ever more popular.

Like · 37w

Traffic Review Hi . There is an ongoing study of Idylwyld Drive from 20th street to 25th Street called "Imagine Idylwyld". This intersection is part of the project and there will be recommendations on the safety improvements to both pedestrians, cyclist and motorists at this location. To learn more about it visit saskatoon.ca/imagineidylwyld



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Like · 37w

Many thanks for your response and it is great to see this corridor vision for Idylwyld between 20th and 25th taking shape. I assume this ongoing study will only inform on safety recommendations, as 19th falls outside the scope of this study? Also you refer to "this intersection", which intersection?, my reference was to a series of intersections along 19th, not one in particular. I would not like to see the simplicity of my concerns to get caught up in a long and drawn out study. 19th as a whole would benefit from the study's findings, absolutely, but my points already shows there is a clear safety issue for pedestrians along this corridor.

Like · 37w · Edited

1

Review was intending to respond to post about 22nd/Idylwyld. I suspect Traffic

Like · 37w

Also, re: 19th street. I completely agree with the comments. I regularly see cars speeding through the cross walks while kids are waiting. Thankfully the kids seem to have been taught to not enter into the cross walk unless cars are completely stopped, but it's pretty sad that it's up to the kids to be the responsible ones. Adding bike lanes to 19th street and corner bulbing on adjacent streets would do wonders to slow traffic down on 19th to a neighbourhood level, while also creating a safe bike route and pleasant pedestrian environment. As it is, it is super unpleasant walking or biking along 19th.

Like · 37w

4

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The same on th

Like · 11w

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April 24, 2018 · Saskatoon, SK

We live on [redacted]. We need wheelchair accessible corners throughout the neighbourhood. Especially for accessing the block around Giant Tiger. Many of our sidewalks are deteriorated, cracked and broken and are now serious trip hazards. Several examples are the one beside Giant Tiger, 200 block of Ave E and the 200 block of Ave D.

5

4 Comments 1 Share Seen by 54

Like

Share

I totally agree. Last year I fell and sprained my ankle when a piece of the curb fell off when I stepped on it. I still have the piece at home. I kept it to show my city council member.

Like · 37w

I would also like to add that there are NO sidewalks on the south side of 21st from

Like · 11w

Ave E to Ave F and from Ave F to Ave G. This causes a lot of unnecessary pedestrian crossings to the north side to get to a sidewalk. Additionally, most of these people cross at a diagonal as there are no marked crosswalks and, as mentioned by [redacted] are trying to get to the alley to access the sidewalk more easily if they are pushing baby carriages etc.

Like · 11w

I was actively involved in the entire process to produce the Riversdale local Area Plan. In the development of that plan, traffic was discussed. Has that been looked at? We discussed driveways and realized that they were self regulating in the area by the nature of the requirements such as distance from boulevard trees, enough space so that vehicles were completely parked on the owner's property etc. With most lots 25' wide and the house 8' to 10' in, no driveway was possible unless the home was further back. Those with wider lots e.g, 2 x 25'W a driveway was possible depending on placement of boulevard trees. We agreed that with driveways, more vehicles would be off the street making it easier for traffic, especially emergency vehicles, to get down the street as they also provided a spot where oncoming traffic could pull into to let vehicles get by. We all know that the residential streets are narrow enough, traffic essentially becomes one-way. A few years later, in its infinite wisdom, the City brought in a very expensive group of consultants from Calgary to determine ways to "maintain the characteristics of Riversdale"! Wasn't that one of the major reasons for developing local area plans? anyway, one of their recommendations was to ban any driveway on any residential property in Riversdale!! That is where we are now, the few that could have had them now cannot and the streets remain one-way! Yet we must clear the street for cleaning and rarely snow clearing. It is illegal to park in the alley so this forces residents to park where it is not yet scheduled. The residential streets closest to downtown are already seeing greatly increased numbers of parked cars as people who work downtown are avoiding the high rates for daily parking. We all know that 50 km/hr. is a MAXIMUM speed, not a required speed. Narrow residential streets lined with cars on both sides is not safe for that speed and it is expected that drivers will slow down accordingly. When they don't, lives are endangered.

Like · 11w



Traffic Review

September 24, 2018

On April 24, 2018, a community meeting was held in Riversdale to engage area residents and hear about their transportation concerns. The

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recommendations. Co Alexandra School gym on Tuesday, October 2 Before y... See More

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October 1, 2018

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

The City is undertaking a Neighbourhood Traffic Review for Riversdale and inviting your input. This neighbourhood is bound by 22nd Street / rail corridor (north), Idytwyld Drive (east), 17th Street (south) and Avenue K / Avenue L (west).

This review was initiated in April 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 April 24, 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. The draft plan will be discussed at the public meeting and posted to Facebook and the Website after the meeting date. Please note that this is the last public meeting regarding your neighbourhood's new traffic plan.

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Tuesday, Oct. 23 rd 5:30 pm - supper 6:00 pm - meeting Princess Alexandra School Gym 210 Avenue H South	<ol style="list-style-type: none"> 1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Riversdale 3. Choose Groups from menu choices across top 4. Click Join beside our Group 	Find the tile for Neighbourhood Traffic Review – Riversdale

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: Pending approval, begin implementation of recommendations.

Contact Us:

You may also submit your comments on the draft traffic plan directly.
Email: Olanrewaju.Akindipe@saskatoon.ca
Phone: 306-975-3657

1 Comment 2 Shares Seen by 47

Like

Share

Could you please provide a link to the presentation to be reviewed prior to attending the meeting. Thank you

Like · 15w

2

Traffic Review shared a link.

April 30, 2018

Minutes from the April 24th Riversdale Neighbourhood Traffic Review
Minutes are available on the Saskatoon Engage Page!



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Engage Stay tuned for

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Like

Share



Traffic Review shared a link.

April 27, 2018

The Riversdale Neighbourhood Traffic Review presentation is now available on the City's Engage website.

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www.saskatoon.ca

1

Seen by 54

Like

Share

April 27, 2018

This is an awkward shaped intersection and dangerous. As nothing can be done about its shape because of the rail tracks, both signs should be stop signs. Once people pass the stop sign they either miss the yield sign (because of the heavy traffic on 23rd Street) or think they have the right away because they've stopped. Two stop signs would eliminate them entering 23rd Street when the oncoming traffic from 23rd have the right of way. It is worse when they are trying to cross 23rd to continue on Avenue D.



Seen by 54

Like

Share

April 24, 2018

We live in the neighbourhood. The crosswalk situation here could definitely use some help. There is no safe way for pedestrians to cross from Ave E across 17th to the Legion or Spadina. Also, the crosswalk at Ave E over to Victoria park needs a blockade (something like what was installed at Ave D and Spadina). The Road is wide, and drivers can't see pedestrians waiting to cross from E to the park until you are halfway out into the street (not to mention that drivers are often speeding down Spadina!). There are a lot of kids in the neighbourhood and safe crossings into and out of the park are important!

10

1 Comment Seen by 55

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...gel
over the slight
looking for ped
to say the least.

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Like · 37w

1

April 20, 2018

If you have ever tried walking down 22nd Street, you know the meaning of fear. There is no buffer between the sidewalks and the road and people roar down 22nd exceeding the speed limit most of the time. Even if a car is going the legal speed limit, if it hits ice or has a blowout, a pedestrian doesn't have a chance. Something like these images or planters would help protect people.



6

1 Comment 1 Share Seen by 55

Like

Share

Crossing the street at 22nd and Idylwyld as a pedestrian or cyclist is terrifying.

Like · 37w

2

March 26, 2018

I would like to request street parking permits for people who live in areas with 2 - 4 hour parking time limits.

3

2 Comments Seen by 57

Like

Share

Specifically . But, I know other people nearby will also want street-level parking.

Like · 41w

Traffic Review Hi Cuylar. Parking permits are addressed through

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<https://www.sas>

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Residential Parking Program

Like · 38w

Thanks for the response. I am familiar with the residential parking program, but feel quite powerless to catalyze a change in zoning. I am surprised that the Traffic Review does not consider parking relevant to their mandate.

Like · 38w

1

Another silo in which to redirect peoples' concerns. It becomes so frustrating that a person gives up. Please, [Neighbourhood Traffic Review - Riversdale](#), try and see the relevance of the permits to the traffic issues. Perhaps someone from that department should attend the meeting.

Like · 37w

April 14, 2018

We are on One of our main concerns is the planned closure of the 11th street and avenue H intersection. We are opposed to this mostly because there is no good alternate route for the traffic to go. This intersection has been closed for extended periods during the improvements to the water treatment plant. During these times we have experienced constant two way traffic in front of our house. With our street being narrow and not built heavy enough this amount of traffic it creates congestion and excessive wear and tear on our street.

For example when this traffic was diverted onto 12th street between H and I during one closure, within a few weeks the road was damaged so bad it required rebuilding.

Other problems with this are that the closure literally cuts off the access for fire or ambulance to the residence along Spadina and more importantly our power plant. As well, the negative impact on our businesses in the area. When the city decided to close this intersection several years ago it caused the loss of our local drug store and minor emergency clinic.

Some time after the city changed their mind, and decided to leave it open, but that business is lost to our community will never come back.

11 the street and Avenue H always have and always will be the access into these communities. This is because they actually take you somewhere without several turns and jogs. 11th connects to Ave. P , W and circle drive. Ave. H to 19th , 20th, 22nd and beyond.

Unless there is a major shift in roads and a more convenient route is created, any closure of these roads will just divert traffic onto the residential streets. The changes needed to divert the traffic would be far to costly for the small benefit we might gain.

7

6 Comments 1 Share Seen by 58

Like

Share

-- This is the problem in many new neighborhoods no alternate exists. I see this as a problem also and so I avoid them for that reason.

Like · 38w

I am o gree with the above noteu concerns. My block is going to see an incredible increase in traffic that it is not equipped to handle efficiently, and the city has no real plan to handle the increase to this specific road.

Like · 38w

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Take a look at other cities and their plans - from the get-go they're thinking of the future and putting the infrastructure in place to accommodate. This city's lack of planning is very frustrating.

Like · 38w

1

I'm c and I wholeheartedly agree. During the 2 years Of the construction at the water treatment plant (to create what they now want to close down - !?) the traffic was diverted over to Ave I and 12th. It was a TERRIBLE time. Traffic ripping down our street constantly. It was noisy, unsafe and annoying.

Like · 38w · Edited

I've heard that the plan is that the City will divert traffic around and King George using the 17th St/Avenue P route. But this is already in place and people don't use it. They speed down H and rip onto 11th. Why would we think this will change at all? The traffic will just use 12th and I or J to get to 11th.

Like · 38w

1

I live on South for 11 years. Every time traffic is diverted down our block when Ave h & 11 th street corner is closed off, there are always serious issues. Getting in and out of a vehicle was dangerous when treatment plant expansion occurred. On more than one occasion while while helping my preschooler out of the van i literally had to throw him back into the van and jump on top of him to avoid be hit dead on by a driver barreling down the street. I also have seen several collisions in front of our house and many near misses including a near miss was between an ambulance and a fire truck. My parked vehicle has been hit or side swiped more than once.

Like · 37w

live on and our only access to anything south is Avenue W to 11th Street. The only alternatives are going north first and then either to Circle Drive or Avenue P, yet we have only a 2-way stop at 11th. Turning left can feel like putting your life at risk. Stopping at the stop sign when you actually have an immediate chance to go is really not an option because if you miss your chance, who knows when the next one will come along? My point is that with Circle Drive South now open, 11th Street has become a major route out of all of our communities, yet getting onto 11th is not always easy, and when it closes it creates a lot of problems.

Like · 37w

1

April 20, 2018

A study was performed concerning traffic on the 100 and 200 blocks of F South a few years ago due to the increased traffic from Giant Tiger and Tim Hortons. The study revealed there are between 1,000 and 3,000 cars a day travelling down Avenue F that is residential. The average speed was shown to be below the speed limit.

The lot Giant Tiger and Tim Hortons sits on was zoned for green space. When community consultation occurred in order to rezone the lot residents were assured traffic would be kept to 22nd Street. This has not been the case.

Avenue F is too narrow to accommodate two way traffic. My car parked in front of my home has been side swiped more than once by cars trying to squeeze past each other on the street. I have had two vehicles totalled off this way while simply being parked in front of my home.

There is a perception that cars are exceeding the speed limit while travelling Avenue F because they are trying to get down the street before oncoming traffic gets there first. They are not speeding, but accelerating quickly in

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This would help with traffic on the street and reduce noise. I suggest this because Giant Tiger parking onto 22nd Street is not an option.

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4

Seen by 55

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April 19, 2018

I understand from this page that permit parking falls under a different jurisdiction at City Hall, but I would like to reiterate a need for it. I have noticed all the side streets in Riversdale from Avenues D to G are full during the day and empty at night because of day-parkers who work downtown. I would like to see a 4 hour limit on parking in the neighbourhood if you don't have a permit.

More directly related, heading north on Avenue I and turning onto 20th Street is difficult because parking is allowed right to the corner which means you can't see oncoming vehicles until you are in the intersection. There have been a few accidents at this corner.

4

1 Comment Seen by 56

Like

Share

That was something I meant to add as well. It is the same thing on Ave F. Parking is allowed right to the corner of 20th on both sides of the street. If a vehicle is waiting at the light, there isn't any room for traffic from 20th to turn onto Ave F. Same goes for traffic on F turning onto 20th - it can be very difficult to see if there is any oncoming traffic.

Like · 37w

March 26, 2018 · Saskatoon, SK

I would really love to see the parking situation on the 100 block of Ave J S addressed there is a Technical Institute on 22 and J. Countless times I have to park a block away from home and I am a property owner (seems wrong). Other areas address it with 2hr limits and property owners have permits (city hospital area/Slast)to park as any other residential area.

Thank you

3

1 Comment Seen by 57

Like

Share



Traffic Review Hi Dolly. Parking permits are addressed through the Parking Services Programs rather than through the Neighbourhood Traffic Reviews. Details on these programs can be found on the City's website:

<https://www.saskatoon.ca/.../residential-parking-permits>

SASKATOON.CA

Residential Parking Program

Like · 38w

April 6, 2018

My partner and I live on [redacted]. There are constantly cars flying down our block at ridiculous speeds. It is also a high traffic area because of Giant Tiger and Tim's close by. This is a concern, especially given that there are many children who live on this block and there is an

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also a lot of confusion tend to only yield at th

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2

Comment Seen by 60

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n True something should be done to correct this there is lots or children in the area

Like · 39w

1

April 5, 2018

I think we need to seriously consider permit parking on 400 Block Ave E s as farmer market traffic is starting to affect this block.

5

Seen by 57

Like

Share



Traffic Review updated the group cover photo. December 28, 2017



Seen by 56

Like

Share



Traffic Review shared a link. December 28, 2017

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 Riversdale. This page is for residents of this neighbourhood inclusively, bound by 22nd St/rail corridor (north), Idylwyld Dr (east), 17th St (south), and Ave K/Avenue L (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 implement the measures identified within the plan (subject to budgetary approvals).

The first neighbourhood meeting was held at Princess Alexandra School on April 24th. The group discussion is now underway, and will remain open for 30 days.

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

DESCRIPTION

The City of Saskatoon started a Neighbourhood Traffic Review (NT... See More

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

10

Seen by 56

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December 20, 2017

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Seen by 56

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