

# Blairmore Suburban Centre Neighbourhood Traffic Review



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## Authorization

Prepared By:



Sheliza Kelts, P.Eng.  
Senior Transportation Engineer



Nathalie Baudais, P.Eng.  
Senior Transportation Engineer

Checked By:



David LeBoutillier, P.Eng.  
Engineering Manager, Transportation

## Acknowledgements

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

- Blairmore Suburban Centre residents
- Saskatoon Police Service
- Saskatoon Light and Power
- Saskatoon Fire Department
- Saskatoon Transit
- City of Saskatoon Environmental Services
- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet & Support Services
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
- Great Works Consulting
- Councillor Ann Iwanchuk

### 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 May 2019 to identify traffic concerns and potential solutions within the Blairmore Suburban Centre 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 2019.

A summary of recommended improvements for the Blairmore Suburban Centre 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](#), the time frame may range from short-term (1 to 2 years); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

The Blairmore Suburban Centre Traffic Plan is illustrated in Exhibit ES-1.

## Blairmore Suburban Centre Neighbourhood Traffic Review

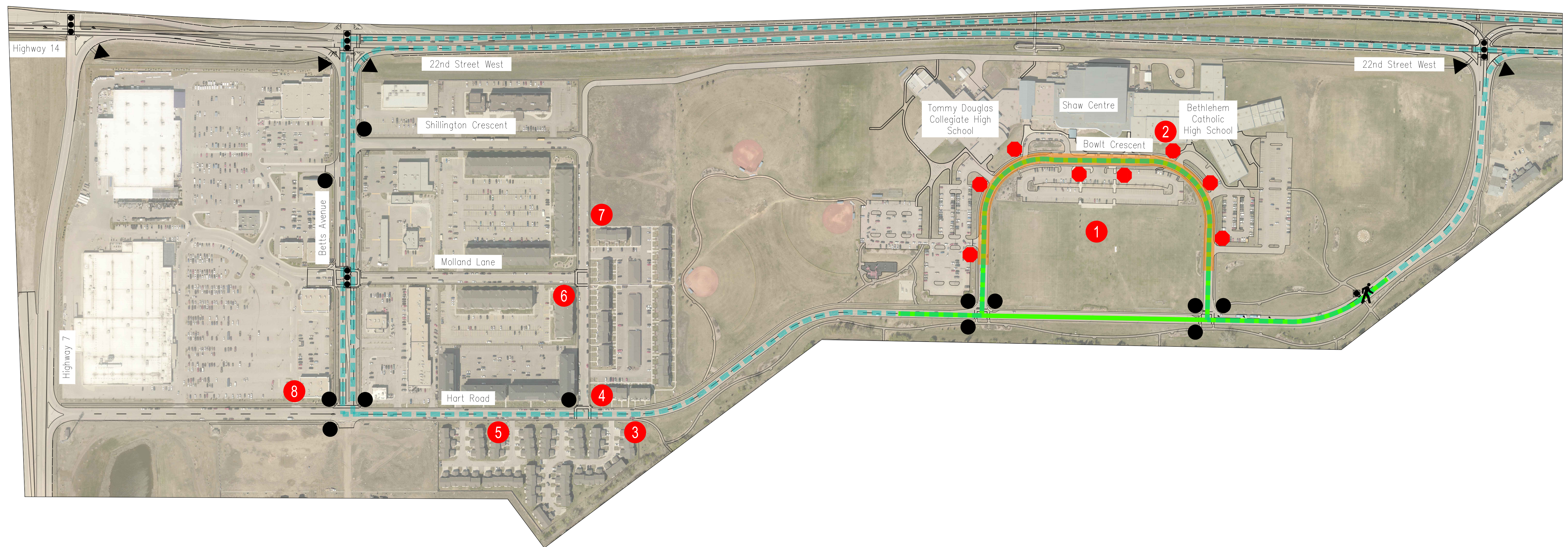
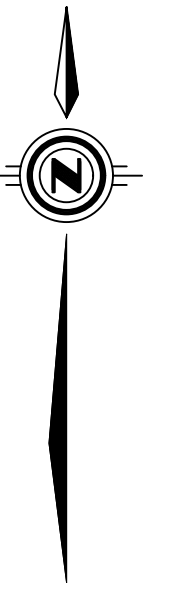
Table ES-1: Blairmore Suburban Centre Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Bowlit Crescent	Revise the posted speed limit on Bowlit Crescent to 30 kph	To align with the intended design speed of the roadway
2	Bowlit Crescent	Install stop signs at driveways	Assign right-of-way
3	Hart Road east of Shillington Crescent	Parking restriction on the north and south side of Hart Road	Ensure parked vehicles do not intrude on travel lane
4	Hart Road and Shillington Crescent	Additional pedestrian crossing sign for westbound traffic and	Raise awareness of pedestrian crossing and enhance pedestrian safety
		Curb extension on the northeast corner of Hart Road	
5	Hart Road by the Hartford Green Townhomes	Parking restrictions on the south side of Hart Road at the most westerly and most easterly accesses to Hartford Green Townhomes	Improve sight lines from driveways
6	Shillington Crescent and Molland Lane	Install yield sign on Molland Lane	Assign right-of-way
7	Shillington Crescent	Parking restriction on east and west sides of Shillington Crescent at multi-unit dwelling accesses	Improve sight lines from driveways
8	First driveway into development northwest of Betts Avenue and Hart Road	Request that developer install signage to inform drivers that this driveway is one-way (entry only)	Clarify intended driveway use

# BLAIRMORE SUBURBAN CENTRE TRAFFIC PLAN

## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- █ EXISTING SCHOOL ZONE
- █ PROPOSED SPEED LIMIT AREA
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- 🔴 # RECOMMENDATIONS



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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 manner. Accordingly, this report provides the Traffic Plan for the Blairmore Suburban Centre neighbourhood.

The Blairmore Suburban Centre neighbourhood is bound by Hart Road to the south and east, Highway 7 to the west and 22<sup>nd</sup> Street to the north. The land use is an equal mixture of high density residential and commercial, with two high schools, a leisure centre and three parks.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

## 2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in May 2019 to identify traffic concerns within the Blairmore Suburban Centre neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the residents including all correspondence, Saskatoon Engage discussion comments and survey 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:

- Hart Road;
- Bowlt Crescent;
- Shillington Crescent; and
- Residential parking lot east of Betts Avenue between Molland Lane and Shillington Crescent.

The residents proposed the following solutions:

- Curb extensions;
- Speed humps;
- Lowering posted speed limit;
- Police enforcement; and
- Additional signage.

### 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.

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

- Hart Road;
- Shillington Crescent; and
- Hart Road and Shillington Crescent.

The residents proposed curb extensions as a possible solution.

### 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 2019 states that stop and yield signs are not to be used:

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

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

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

- Shillington Crescent and Hart Road;
- Hart Road and Bowlt Crescent (west intersection);
- Molland Lane and Shillington Crescent; and
- Molland Lane and Betts Avenue.

Proposed solutions identified by residents:

- Three-way stop signs; and
- Left turn lane.

### 2.4. Parking

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

Neighbourhood concerns regarding parking were identified at the following locations:

- Shillington Crescent and Hart Road;
- Multi-residential complex entrances on Hart Road;
- Multi-residential complex entrances on Shillington Crescent;
- Multi-residential complex entrances on Molland Lane; and
- Hart Road.

Proposed solutions identified by residents:

- Parking restrictions;
- Extend existing parking restrictions; and
- Parking allowed only on one side of Hart Road.

### 2.5. Maintenance

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

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Hart Road and Shillington Crescent - Request that snow be removed from parking lanes because on-street parking is in high demand.

### 2.6. Major Intersections and 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:

- 22<sup>nd</sup> Street and Kensington Boulevard – Drivers are not aware that the rightmost southbound lane is a right lane must turn right.

### 3. Develop Draft Traffic Plan

#### 3.1. Methodology

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

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

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

#### 3.2. Traffic Volume and Speed Assessments

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

## Blairmore Suburban Centre Neighbourhood Traffic Review

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

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

\*May be considered beyond the clear zone

Vehicle speeds were measured to determine the 85<sup>th</sup> percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Blairmore Suburban Centre 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.

## Blairmore Suburban Centre Neighbourhood Traffic Review

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Bowlt Crescent	East side of loop	Local	1,825	43 (38 school zone)
Shillington Crescent	Hart Road and Molland Lane	Local	1,140	42
Hart Road	Betts Avenue and Shillington Crescent	Collector	3,120	48
Hart Road	22 <sup>nd</sup> Street West and Bowlt Crescent	Collector	4,665	55

### 3.3. Traffic Control Assessments

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

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

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

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

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

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

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Hart Road and Shillington Crescent	507	6,260	2	Criteria Met. Proceed to Step 2.

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

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

Location	Condition 1: Traffic on minor street is at least 35% (25% for a 3-way stop)	Condition 2: No all-way stop or traffic signals within 200 metres	Results
Hart Road and Shillington Crescent	Condition Not Met	Condition Met	All-way stop NOT warranted.

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

### 3.4. Pedestrian Assessments

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

Pedestrian crossing devices include:

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

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

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

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

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
Hart Road and Shillington Crescent	Confirmed	Distance from nearest control >200 m. Connection for multi-unit residence to commercial centre. Existing standard crosswalk is appropriate. Curb extension recommended for northeast corner to improve pedestrian visibility.

### 3.5. Collision Analysis

The most recently available five-year collision data (2014 to 2018) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. Intersections with two or more collisions per year within Blairmore Suburban Centre include:

- Betts Avenue and Molland Lane;
- Shillington Crescent and Molland Lane;
- Betts Avenue between Molland Lane and Hart Road;
- Betts Avenue and Hart Road;
- Hart Road between Betts Avenue and Shillington Crescent;
- Hart Road and Shillington Crescent;
- Hart Road and Bowlt Crescent (west intersection); and
- Bowlt Crescent.

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 draft plan that illustrates the appropriate recommended improvements.
- Present the draft plan to the residents at a follow-up public meeting.
- Circulate the draft plan to the civic divisions for comment.
- Revise the draft plan based on feedback from the stakeholders.
- Prepare a technical document summarizing the 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, “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
Bowlit Crescent	Revise posted speed limit on Bowlit Crescent to 30 kph	To align with the intended design speed of the roadway

Details of the review for the Bowlit Crescent posted speed limit is included in **Appendix F**.

### 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
Hart Road and Shillington Crescent	Additional pedestrian crossing sign for westbound traffic	Raise awareness of pedestrian crossing and enhance pedestrian safety
	Curb extension on the northeast corner of Hart Road	

### 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
Bowlt Crescent	Install stop signs at driveways	Assign right-of-way
Shillington Crescent and Molland Lane	Install yield sign on Molland Lane	Assign right-of-way
First driveway into development northwest of Betts Avenue and Hart Road	Request that developer install signage to inform drivers that this driveway is one-way (entry only)	Clarify intended driveway use

### 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
Hart Road east of Shillington Crescent	Parking restriction on the north and south side of Hart Road	Ensure parked vehicles do not intrude on travel lane
Hart Road by the Hartford Green Townhomes	Parking restrictions on the south side of Hart Road at the most westerly and most easterly accesses to Hartford Green Townhomes	Improve sight lines from driveways
Shillington Crescent	Parking restriction on east and west sides of Shillington Crescent at multi-unit dwelling accesses	Improve sight lines from driveways

### 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 2019. 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 meeting were assessed and outlined **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations received general support from Saskatoon Police Service, Saskatoon Light and Power, Saskatoon Fire Department, Environmental Services, Parking Services, Roadways, Fleet & Support, and Transit.

### 4.7. Engagement Summary

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

*Table 4-5: Public Meetings Summary*

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1</b> May 2, 2019 Shaw Centre Meeting Room 1 attendee	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Meeting #2</b> October 17, 2019 Shaw Centre Meeting Room 4 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in <b>Appendix G</b>

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

- a flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, [saskatoon.ca/engage](http://saskatoon.ca/engage), and [saskatoon.ca/NTR](http://saskatoon.ca/NTR);
- changeable message sign placed on Hart Road between Highway 7 and Betts Avenue prior to the first meeting;
- request to the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

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

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

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

- the [saskatoon.ca/engage](http://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 [saskatoon.ca/engage](http://saskatoon.ca/engage) website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix J**.

### 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. Installations for Blairmore Suburban Centre are likely to begin in spring/summer 2020.

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

- Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate
- Table 5-2: Permanent Traffic Calming Cost Estimate
- Table 5-3: Total Cost Estimate

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

Location	Device	Cost Estimate	Time Frame
Bowl Creek	Revised school zone and speed limit signage	\$1,000	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Bowl Creek Driveways	Stop signs (8)	\$2,000	
Hart Road east of Shillington Crescent	Relocate No Parking signs (2)	\$250	
Hart Road and Shillington Crescent	Pedestrian Crossing sign (1) and temporary curb extension (1)	\$750	
Hart Road by the Hartford Green Townhomes	Relocate No Parking signs (4)	\$500	
Shillington Crescent and Molland Lane	Yield sign (1)	\$250	
Shillington Crescent	No Parking signs (6)	\$1,500	
<b>Total</b>		<b>\$6,250</b>	

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Table 5-2: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Hart Road and Shillington Crescent	Curb extension (1)	\$45,000	3 to 5 years
<b>Total</b>		<b>\$45,000</b>	

Table 5-3: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Sign, Pavement Markings and Temporary Traffic Calming	\$6,250	-	-
Permanent Traffic Calming	-	\$45,000	-
<b>Total</b>	<b>\$6,250</b>	<b>\$45,000</b>	-

The total cost estimate for short-term improvements (signs and temporary traffic calming) is \$6,250. The total cost estimate for medium and long-term improvements (permanent traffic calming) is \$45,000.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-4. The recommended Blairmore Suburban Centre Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

## Blairmore Suburban Centre Neighbourhood Traffic Review

Table 5-4: Blairmore Suburban Centre Recommended Improvements

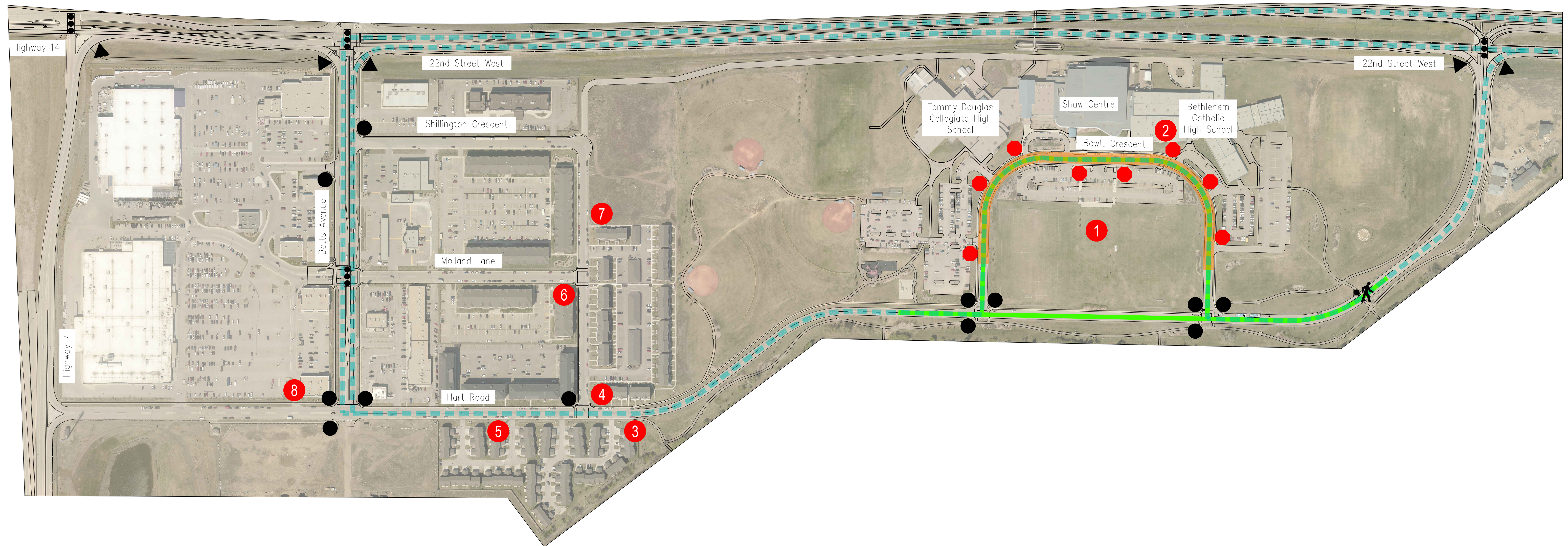
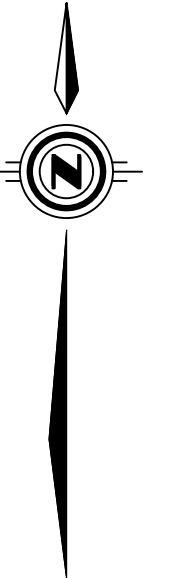
Item	Location	Recommended Improvement	Justification
1	Bowlit Crescent	Revise the posted speed limit on Bowlit Crescent to 30 kph	To align with the intended design speed of the roadway
2	Bowlit Crescent	Install stop signs at driveways	Assign right-of-way
3	Hart Road east of Shillington Crescent	Parking restriction on the north and south side of Hart Road	Ensure parked vehicles do not intrude on travel lane
4	Hart Road and Shillington Crescent	Additional pedestrian crossing sign for westbound traffic and	Raise awareness of pedestrian crossing and enhance pedestrian safety
		Curb extension on the northeast corner of Hart Road	
5	Hart Road by the Hartford Green Townhomes	Parking restrictions on the south side of Hart Road at the most westerly and most easterly accesses to Hartford Green Townhomes	Improve sight lines from driveways
6	Shillington Crescent and Molland Lane	Install yield sign on Molland Lane	Assign right-of-way
7	Shillington Crescent	Parking restriction on east and west sides of Shillington Crescent at multi-unit dwelling accesses	Improve sight lines from driveways
8	First driveway into development northwest of Betts Avenue and Hart Road	Request that developer install signage to inform drivers that this driveway is one-way (entry only)	Clarify intended driveway use



# BLAIRMORE SUBURBAN CENTRE TRAFFIC PLAN

## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- █ EXISTING SCHOOL ZONE
- █ PROPOSED SPEED LIMIT AREA
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- 🔴 # RECOMMENDATIONS



# Appendix A

Public Meeting #1 – May 2, 2019

# CITY OF SASKATOON

## Blairmore Suburban Centre Neighbourhood Traffic Review Minutes

**Date:** Thursday, May 2, 2019

**Time:** 7:00 – 9:00 pm

**Location:** Shaw Centre Meeting Room (122 Bowlt Crescent)

**Attendees:**

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Blairmore Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Councillor Randy Donauer	Ward 5 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

See Attachment: Presentation – May 2, 2019

**Saskatoon Police Services**

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

**Small Group Discussions**

Breakout into small groups to discuss traffic concerns in Blairmore Suburban Centre and potential solutions.

Group 1: Sheliza Kelts & Nathalie Baudais

- 22<sup>nd</sup> Street & Kensington Boulevard:
  - When travelling southbound on Kensington Boulevard it is difficult to see that the rightmost lane is a right lane only. Relocate the existing lane designation signage from the boulevard to the overhead traffic signal.

- Betts Avenue:
  - The current speed limit is 60 kph, but it feels like it should be a 50 kph roadway.
  - City representatives confirmed that Betts Avenue from 22<sup>nd</sup> Street West to Hart Road was reduced to 50 kph roadway in the traffic bylaw. Signage will be revised accordingly.
- Betts Avenue & Molland Lane:
  - Some concerns raised around drivers shortcutting through the residential parking lot west of Betts Avenue between Molland Lane and Shillington Crescent because drivers are unable to make a southbound turn left from Betts Avenue onto Shillington Crescent.
- Neighbourhood is great for walking with many pathway connections.
- Shillington Crescent & Molland Lane:
  - No stop or yield signs present at this intersection.
- Hart Road:
  - Not in favour of restricting parking on one side of this roadway.
  - Would like to try and encourage vehicle to use this road to access the neighbourhood. Removing the school zone from Hart Road would help with that.
  - East of Hart Road & Shillington Crescent intersection, where the road transitions to allowing on-street parking (north side), the No Parking sign should be relocated further west. Sometimes parked vehicles encroach into the driving lane.
  - Some semi-trailers park on Hart Road and walk to the Best Western Blairmore. They shouldn't park there but it is better than parking on Shillington Crescent.
- Molland Lane:
  - Between Betts Avenue and first commercial driveways, traffic backs up due to turning vehicles into / out of the commercial driveways.
- Shillington Crescent:
  - Some of the multi-residential units in the area charge extra for parking creating higher demand for on-street parking.
  - This will get worse once construction is completed for the two new buildings on the east side of Shillington Crescent.
  - Sometimes semi-trailers are parked on Shillington Crescent because drivers are staying at the Best Western Blairmore.
- First commercial driveway west off Betts Avenue & Hart Road intersection:

- Too narrow for two lanes of traffic. Widen driveway or sign as a one-way entrance.
- Betts Avenue & Hart Road:
  - Would like the south leg of this intersection to connect to Parkridge neighbourhood. It takes a long time to drive from Parkridge to the Blairmore Suburban Centre. It is faster to walk then drive.
- Commercial driveway on Betts Avenue between Hart Road and Molland Lane (east side):
  - Would like more vehicles to use this driveway but there is a median preventing southbound left turns.
  - Garbage bins in the parking lot area block sight lines at this driveway.

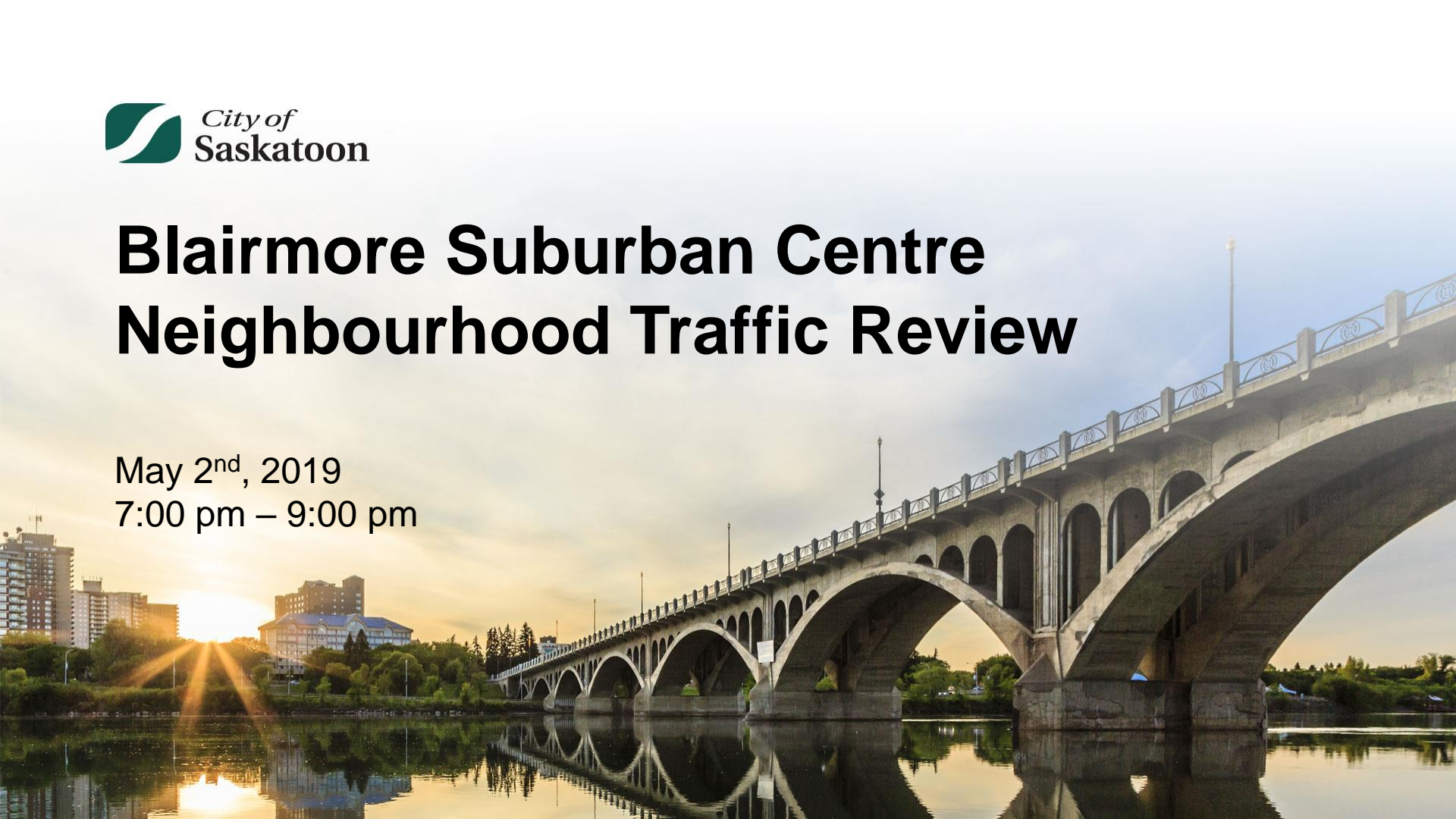
### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 30<sup>th</sup>, 2019
3. Additional public input via Engage Page no later than May 30<sup>th</sup>, 2019
4. Traffic counts data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation



# Blairmore Suburban Centre Neighbourhood Traffic Review

May 2<sup>nd</sup>, 2019  
7:00 pm – 9:00 pm



# Agenda

- Welcome & Introductions
- Traffic Management Presentation
- Traffic Issues Discussion – Your Ideas / Solutions
- Next Steps
- Question / Answer Period – 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



# NEIGHBOURHOOD TRAFFIC REVIEW

# Outline

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

# Neighbourhood Traffic Review Background

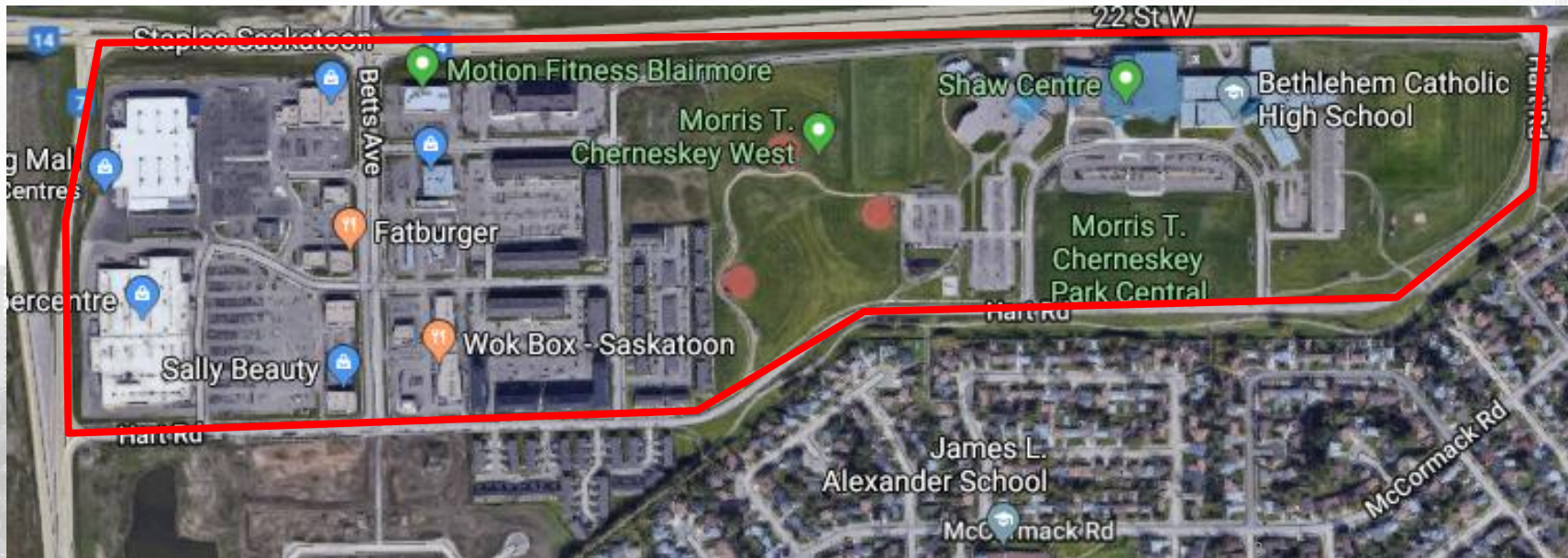
- NTR Introduction
  - Developed to address traffic issues holistically rather than case by case
  - Mandate: Reduce and calm traffic, improve safety within neighbourhoods
- Neighbourhood Selection
  - Number of outstanding concerns
  - Number of collisions
  - Number of existing temporary traffic calming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

# Neighbourhood Traffic Review Background

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

# Study Area

- Study Limits
  - 22<sup>nd</sup> Street to the north, Highway 7 to the west and Hart Road to the east and south
- Local and Collector Roads

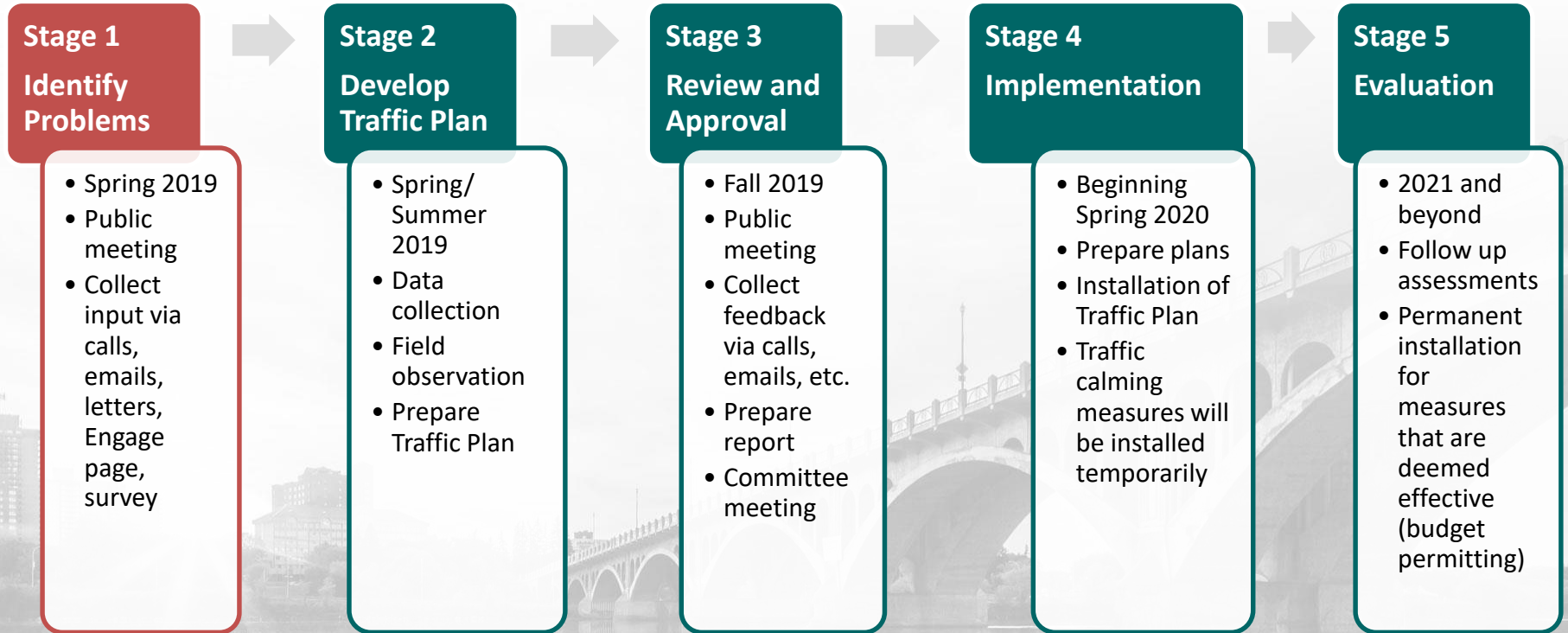


# Neighbourhood Traffic Review Process



← We are here

# Neighbourhood Traffic Review Schedule



# Sample of Concerns Received

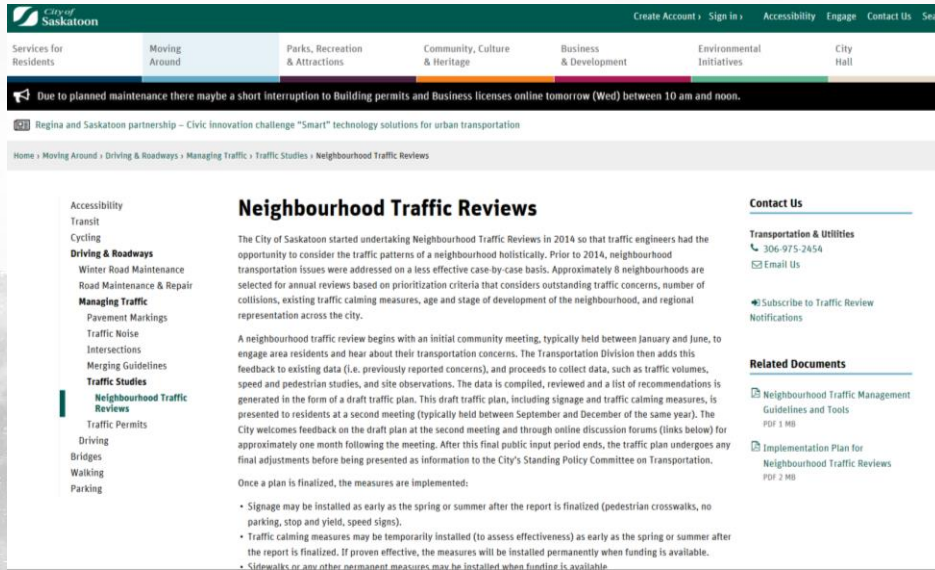
- Hart Road & Shillington Crescent
  - Pedestrian safety
  - Parking – blocked sight lines
- Shillington Crescent
  - Speeding
- Bowlt Crescent School Zone
  - Drivers not complying
- Hartford Green Townhome
  - Parking – blocked sight lines
- Hart Road & Bowlt Crescent
  - Traffic operations

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



# Additional Study

- Parkridge Neighbourhood Traffic Review
  - Conducted in 2016
  - Report available on [website](#)



The screenshot shows the City of Saskatoon website. The header includes the City of Saskatoon logo and navigation links: Create Account, Sign In, Accessibility, Engage, Contact Us, Search. A secondary navigation bar lists various services: Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, Environmental Initiatives, City Hall. A banner below the navigation bar reads: "Due to planned maintenance there may be a short interruption to Building permits and Business licenses online tomorrow (Wed) between 10 am and noon." Below this is a link to "Regina and Saskatoon partnership - Civic innovation challenge 'Smart' technology solutions for urban transportation". The breadcrumb trail is: Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews.

**Neighbourhood Traffic Reviews**

The City of Saskatoon started undertaking Neighbourhood Traffic Reviews in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood holistically. Prior to 2014, neighbourhood transportation issues were addressed on a less effective case-by-case basis. Approximately 6 neighbourhoods are selected for annual reviews based on prioritization criteria that considers outstanding traffic concerns, number of collisions, existing traffic calming measures, age and stage of development of the neighbourhood, and regional representation across the city.

A neighbourhood traffic review begins with an initial community meeting, typically held between January and June, to engage area residents and hear about their transportation concerns. The Transportation Division then adds this feedback to existing data (i.e. previously reported concerns), and proceeds to collect data, such as traffic volumes, speed and pedestrian studies, and site observations. The data is compiled, reviewed and a list of recommendations is generated in the form of a draft traffic plan. This draft traffic plan, including signage and traffic calming measures, is presented to residents at a second meeting (typically held between September and December of the same year). The City welcomes feedback on the draft plan at the second meeting and through online discussion forums (links below) for approximately one month following the meeting. After this final public input period ends, the traffic plan undergoes any final adjustments before being presented as information to the City's Standing Policy Committee on Transportation.

Once a plan is finalized, the measures are implemented:

- Signage may be installed as early as the spring or summer after the report is finalized (pedestrian crosswalks, no parking, stop and yield, speed signs).
- Traffic calming measures may be temporarily installed (to assess effectiveness) as early as the spring or summer after the report is finalized. If proven effective, the measures will be installed permanently when funding is available.
- Sidewalks or any other permanent measures may be installed when funding is available.

**Contact Us**

**Transportation & Utilities**  
306-975-2454  
Email Us

Subscribe to Traffic Review Notifications

**Related Documents**

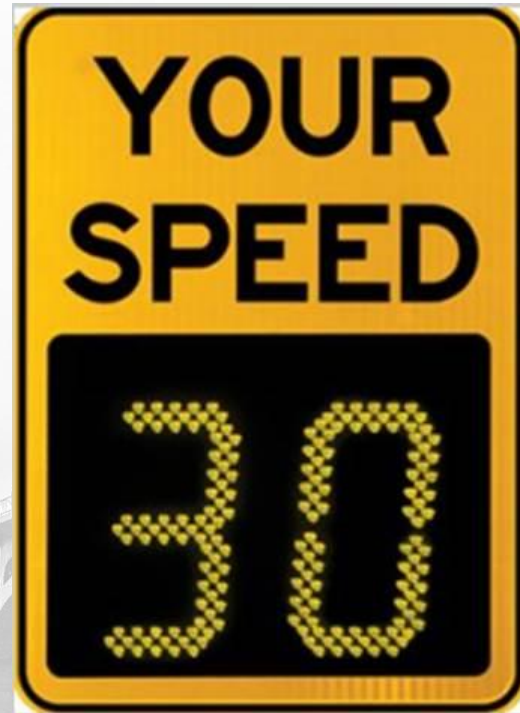
- Neighbourhood Traffic Management Guidelines and Tools PDF 1 MB
- Implementation Plan for Neighbourhood Traffic Reviews PDF 2 MB

# Traffic Calming Measures Examples



# Speed Display Devices

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



# Horizontal Deflection Devices

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

# Curb Extension



# Raised Median Island



# Roundabout



# Vertical Deflection Devices

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



# Raised Crosswalk



# Raised Intersection



# Speed Humps



# Obstructions

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

# Directional Closure



# Diverter



# Right In / Right Out Island



# Raised Median Through Intersection





# Full Closure



# Pedestrian Crossing Devices

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

# Standard Crosswalk



# Zebra Crosswalk



# Rectangular Rapid Flashing Beacon



# Active Pedestrian Corridor



# Pedestrian Actuated Signal



# TRAFFIC ISSUES IN BLAIRMORE SUBURBAN CENTRE

Seeking Your Ideas and Solutions!

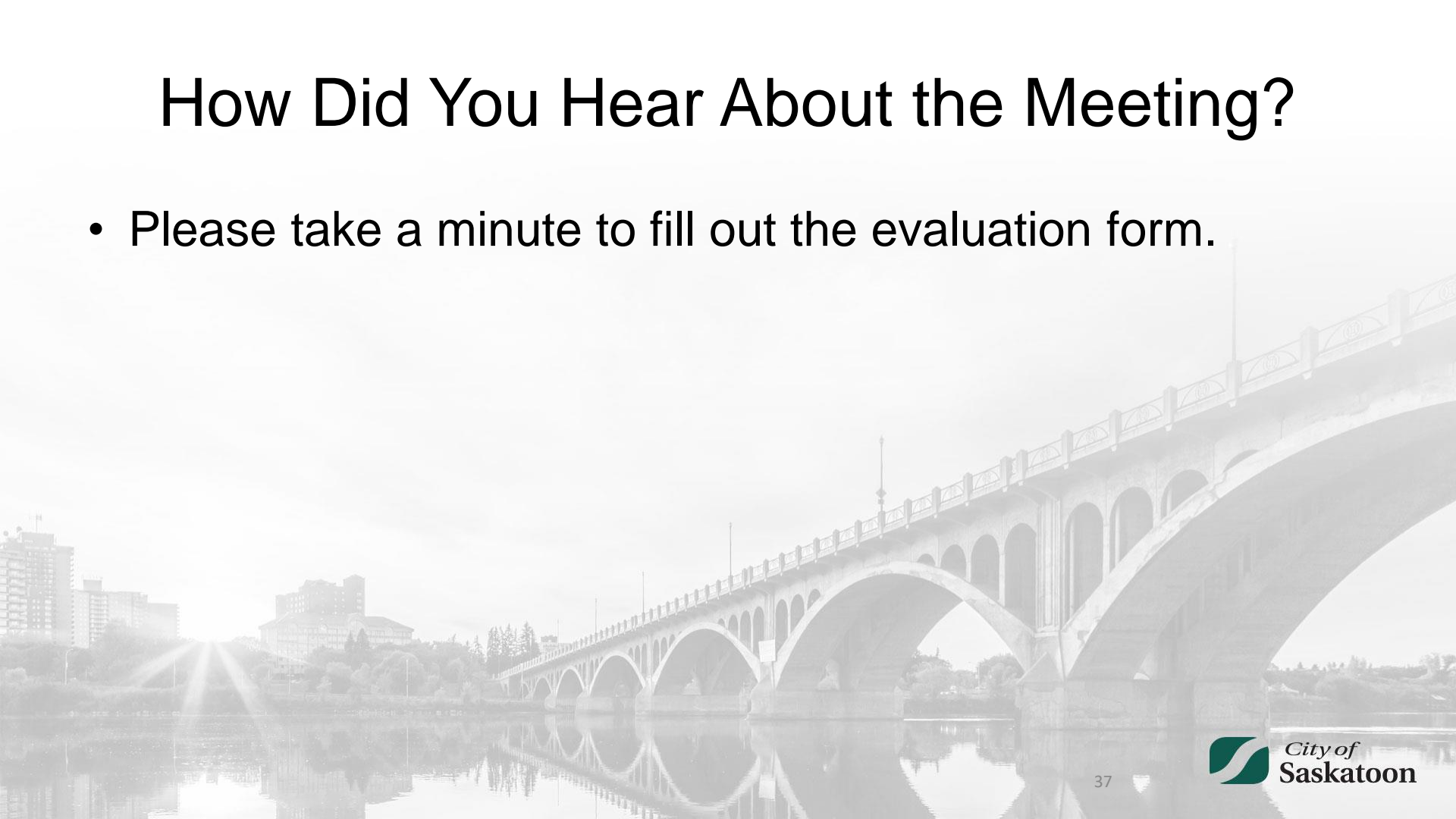


# Table Group Discussions

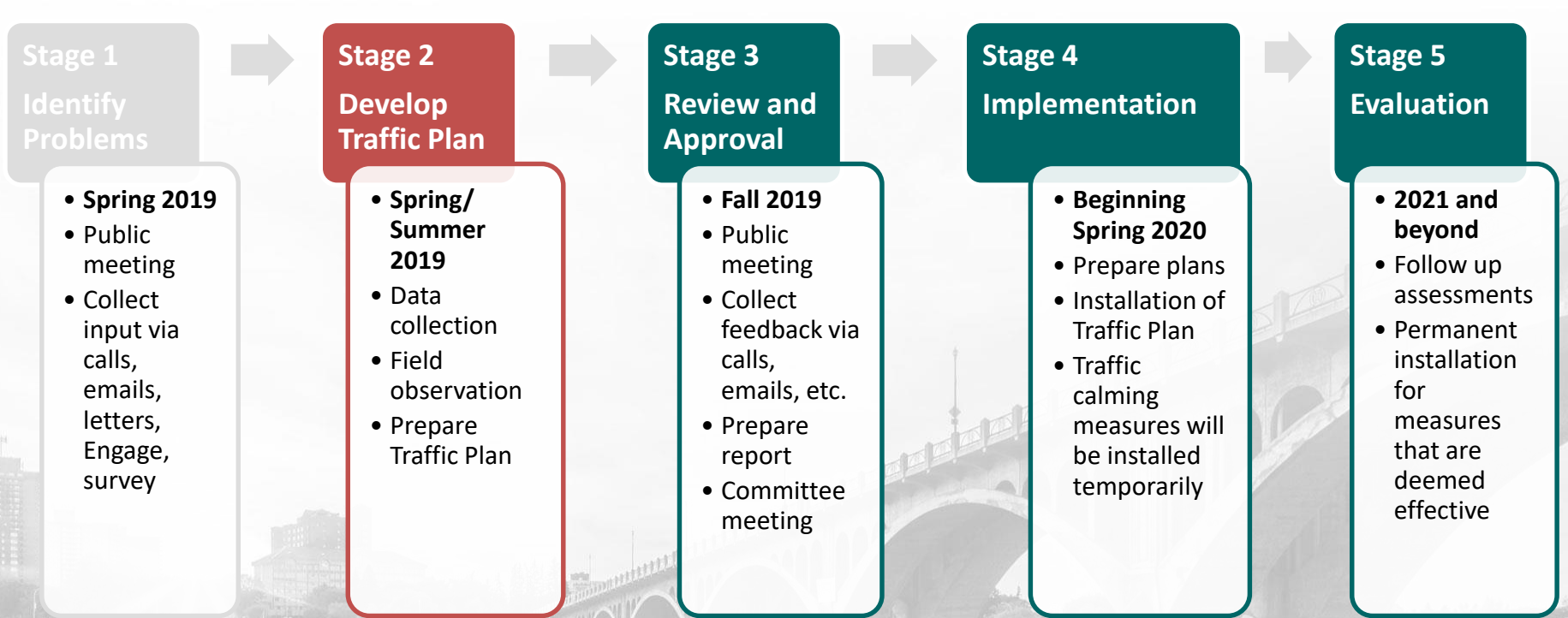
1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Blairmore Suburban Centre.

# How Did You Hear About the Meeting?

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



# Next Steps



# Join the Discussion

- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)

- Provide comments by:  
May 30<sup>th</sup>, 2019

The screenshot shows the City of Saskatoon website's navigation menu with categories: Services for Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, New to Saskatoon, and City Hall. The breadcrumb trail is: Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews. The page title is "Neighbourhood Traffic Reviews". A sidebar lists navigation options: Accessibility, Transit, Cycling, Driving & Roadways (with sub-items: Winter Road Maintenance, Road Maintenance & Repair, Managing Traffic (with sub-items: Pavement Markings, Traffic Noise, Intersections, Merging Guidelines), Traffic Studies, and Neighbourhood Traffic Reviews), Driving, Bridges, Walking, and Parking. The main content area includes a "Subscribe to Traffic Review Notifications" link, a paragraph about the review process, a list of measures (Signage, Traffic calming, Sidewalks), and contact information for the Transportation Customer Service at 306-975-2454.

The screenshot shows the "Blairmore Suburban Centre" page for the Neighbourhood Traffic Review. It features a header with the city logo and navigation menu. The main heading is "Blairmore Suburban Centre" with a sub-heading: "The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole." Below this is a photo of a street scene with a stop sign. A notice states: "Due to planned maintenance there may be a short interruption to Building permits and Business licenses online tomorrow (Wed) between 10 am and noon." The page has tabs for "Engage", "Background", and "Process". The "Engage" tab is active, showing a "Contact Us" section with the name "Sheelza Kells", phone number "306-966-3143", and an "Email Us" link. A "Stay Connected" section is also visible at the bottom.



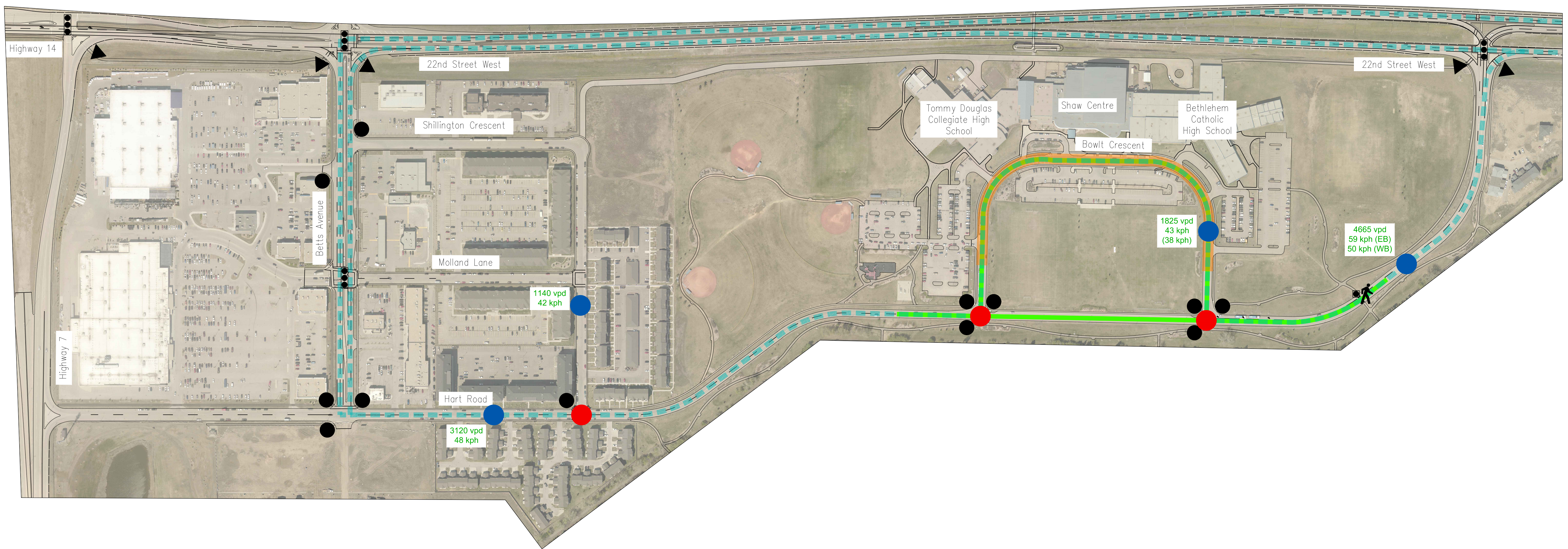
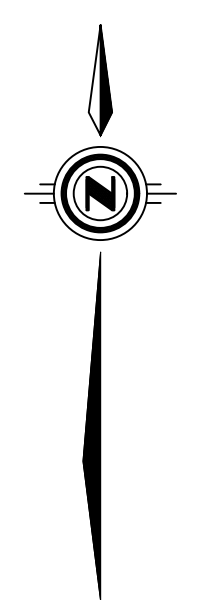
# Appendix B

## Traffic Data Collection

# BLAIRMORE SUBURBAN CENTRE TRAFFIC DATA

## LEGEND

- EXISTING STOP SIGN
- EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- EXISTING SCHOOL ZONE
- PROPOSED SPEED LIMIT AREA
- EXISTING TRAFFIC SIGNAL
- ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- TRAFFIC MOVEMENT COUNT + PEDESTRIAN COUNT (INTERSECTION)
- 7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
- NUMBER OF VEHICLES PER DAY
- 85th PERCENTILE SPEED



# Appendix C

## All-Way Stop Assessments



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

Step 1:

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

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

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Hart Road and Shillington Crescent	2 – Criteria not met	507 – Criteria not met 6,260 – Criteria met	NA	No – Criteria not met	NA	Criteria met. Proceed to Step 2.

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

Step 2:

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

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

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way stop within 200m	All-Way Stop Warrant
Hart Road and Shillington Crescent	10% - Condition NOT met	No – Condition met	Conditions NOT met

# Appendix D

## Pedestrian Device Assessments

## Hart Road and Shillington Crescent

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	NA
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	< 15 EAU
	Vehicular Volume	3,120
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	~ 260 metres
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	< 15 EAU
	Required connection?	Important connection for multi-unit residence to commercial centre.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	Standard crosswalk is appropriate. Existing standard crosswalk to remain. Curb extension recommended for northeast corner to improve pedestrian visibility.

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<sup>1</sup> 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 (2014 – 2018)	All collisions (2018)	Right Angle, Left Turn & Right Turn (2014-2018)	Right Angle, Left Turn & Right Turn (2018)	Average # of Collisions Per Year (2014-2018)
Betts Ave	Shillington Cres	BB8-11	5	3	1	0	1
Shillington Cres	Betts Ave – Shillington Cres	BB8-18	6	1	1	0	1
Betts Ave	Molland Lane	BB8-9	11	2	3	1	2
Molland Lane	Betts Ave – Shillington Cres	BB8-12	5	1	1	0	1
Shillington Cres	Molland Lane	BB8-15	8	2	2	0	2
Betts Ave	Molland Lane – Hart Rd	BB8-13	13	2	1	0	3
Betts Ave	Hart Rd	BB8-7	13	2	3	0	3
Hart Rd	Betts Ave – Shillington Cres	BB8-10	17	3	2	0	3
Hart Rd	Shillington Cres	BB8-14	12	2	1	0	2
Hart Rd	Shillington Cres – Bowlt Cres (west int)	AA8-38	7	2	0	0	1
Hart Rd	Bowlt Cres (west int)	AA8-35	16	2	1	0	3
Hart Rd	Bowlt Cres (west int) – Bowlt Cres (east int)	AA8-37	7	1	1	0	1
Hart Rd	Bowlt Cres (east int)	AA8-34	0	0	0	0	0
Bowlt Cres	Hart Rd – Hart Rd	AA8-32	14	3	1	0	3

# Appendix F

## Bowl Creek Crescent Posted Speed Limit Review

## Transportation & Construction

To: David LeBoutillier, P. Eng  
Transportation Engineering Manager

Date: March 17, 2020

Nathalie Baudais, P.Eng  
Senior Transportation Engineer

Phone: 306-986-3141

Our File:

From: Sheliza Kelts, P. Eng  
Senior Transportation Engineer

Your File:

### Re: **Bowlit Crescent Posted Speed Limit Review**

As part of the Blairmore Suburban Centre Neighbourhood Traffic Review, we received concerns from residents regarding speeding on Bowlit Crescent in front of the Shaw Centre. They requested that speed humps be installed to reduce speeds. The following summarizes the findings of the review of Bowlit Crescent.

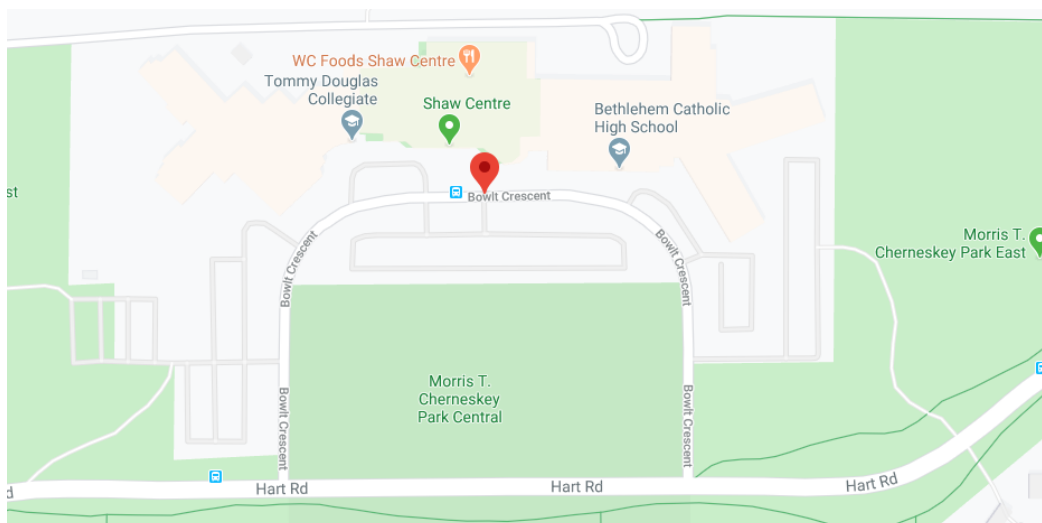
#### **Existing Conditions**

Bowlit Crescent is a local road with two travel lanes for each direction of travel. It has a posted speed limit of 50 kph. The entire crescent is a school zone with a reduced speed limit of 30 kph from 8:00 am to 5:00 pm, Monday to Friday, September to June.

Bowlit Crescent provides access to the Shaw Centre, Tommy Douglas Collegiate, Bethlehem Catholic High School, and Morris T. Cherneskey Park.

Bowlit Crescent is approximately 560 m in length. Bowlit Crescent has two T-intersections with Hart Road. Figure 1 shows a map of Bowlit Crescent.

*Figure 1: Bowlit Crescent Map*



**Collision History**

There have been 14 collisions along Bowlt Crescent in the last 5 years with an average of 3 collisions per year. One of the collisions resulted in a fatality, two of the collisions resulted in injuries, the remainder of the collisions resulted in property damage only.

**Traffic Data**

The average daily traffic for Bowlt Crescent is 1,825 vehicles per day. The 85<sup>th</sup> percentile operating speed is 38 kph during school hours and 43 kph during non-school hours.

**Road Design**

The horizontal radius of the two curves on Bowlt Crescent are 70 m. According to Section 3.2.2 Circular Curves of the Transportation Association of Canada's *Geometric Design Guide for Canadian Roads* (Guide), a radius of 40 m translates to a design speed of 40 kph (i.e. posted speed of 30 kph).

**Discussion**

Bowlt Crescent is the main access point to the Shaw Centre, Tommy Douglas Collegiate, Bethlehem Catholic High School, and Morris T. Cherneskey Park. These facilities generate high numbers of pedestrians. The majority of Shaw Centre users must cross Bowlt Crescent to access the main entrance. The operating hours for these facilities extend beyond the hours of the school zone (i.e. 8:00 am to 5:00 pm).

Bowlt Crescent has nine driveway access points. Many of the collisions on Bowlt Crescent are related to the driveway accesses. Several of the driveways are near the horizontal curves, with limited sightlines to oncoming traffic.

The Guide states that low design speeds are appropriate for streets with lower vehicle mobility requirements, frequent access, and pedestrian and cyclist activity.

**Conclusion**

Bowlt Crescent was designed for a posted speed limit of 30 kph. As such, it is recommended that a 30 kph speed limit be posted without the time of day restrictions of a school zone.

There are several benefits to aligning the posted speed limit with the intended design, including:

- Improving traffic safety;
- Improving pedestrian safety; and
- Meeting road user expectations.

This recommendation was presented to the community at the second Neighbourhood Traffic Review and received support from the residents. The recommendation will be included in the final recommendations for the Blairmore Suburban Centre Neighbourhood Traffic Review, to be brought to Standing Policy Committee on Transportation in 2020.



# **Appendix G**

Public Meeting #2 – October 17, 2019

# CITY OF SASKATOON

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## Blairmore Suburban Centre Neighbourhood Traffic Review Minutes

**Date:** Thursday, October 17<sup>th</sup>, 2019

**Time:** 4:30 – 6:30 pm

**Location:** Shaw Centre – Meeting Room (122 Bowlt Crescent, Saskatoon)

**Attendees:**

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon, Senior Transportation Engineer
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Councillor Ann Iwanchuk	Ward 3 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

See Attachment: Presentation – October 17, 2019

**Saskatoon Police Service**

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

**Small Group Discussions**

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

### Group 1: Sheliza Kelts

- Hart Road & Shillington Crescent
  - Suggest installing a curb extension on either the southeast or the southwest corner of Hart Road. Southeast may be better since school busses load at the southwest corner.
  - Concerns about the traffic operations at this intersection once the new multi-units are built. When will another review be completed here? *The City is wrapping up the NTR program but can reassess neighbourhood intersections as major changes occur.*
  - Request to have snow removed from parking lanes because on-street parking in this neighbourhood is in high demand.
  - Concerns with speeding along Hart Road raised by attendees. Some would like to see more aggressive traffic calming measures recommended. Others were satisfied with the recommendations.
- First driveway into development northwest of Betts Avenue & Hart Road (by Subway and Walmart)
  - Most attendees agree with asking the developer to install signage to inform drivers that this driveway is a one-way (entry only).
  - One attendee requested that this driveway be converted to a two-way driveway.
- Hart Road by the Hartford Green Townhomes
  - Concerns about speeding down Hart Road. Suggest installing speed humps or lowering the posted speed limit to 40 kph on this section of the roadway.
  - Some attendees requested that the existing parking restrictions be increased at the driveways to improve sightlines when exiting the driveways, especially at the most westerly driveway.
  - One attendee said that the existing parking restrictions are adequate. On-street parking is in high demand and should not be further restricted.
- Question about how flyers for this meeting were delivered. One resident from 706 Hart Road did not receive the flyer. *Flyers are delivered through Canada Post. Residents who have requested to not receive flyers through Canada Post may have been skipped.*
- Hart Road & Bowlt Crescent (west intersection)
  - Request to have an eastbound to northbound left turn lane at this intersection so that through traffic does not have to wait so long.
  - Traffic backs up at this stop sign during the morning peak hour.
  - Many drivers avoid using this intersection during this time because of the delays.
- Hart Road & Bowlt Crescent (both intersections)
  - Vehicles are driving through the stop signs at these intersections.
- Glad that the City is conducting these Neighbourhood Traffic Review meetings.

- Hart Road & Betts Avenue  
Concerns about whether the City would ever revisit the closure of the south leg of this intersection to provide a roadway connection to the Parkridge Neighbourhood. Attendees did not want this to be opened.  
*There are no plans to revisit this closure.*

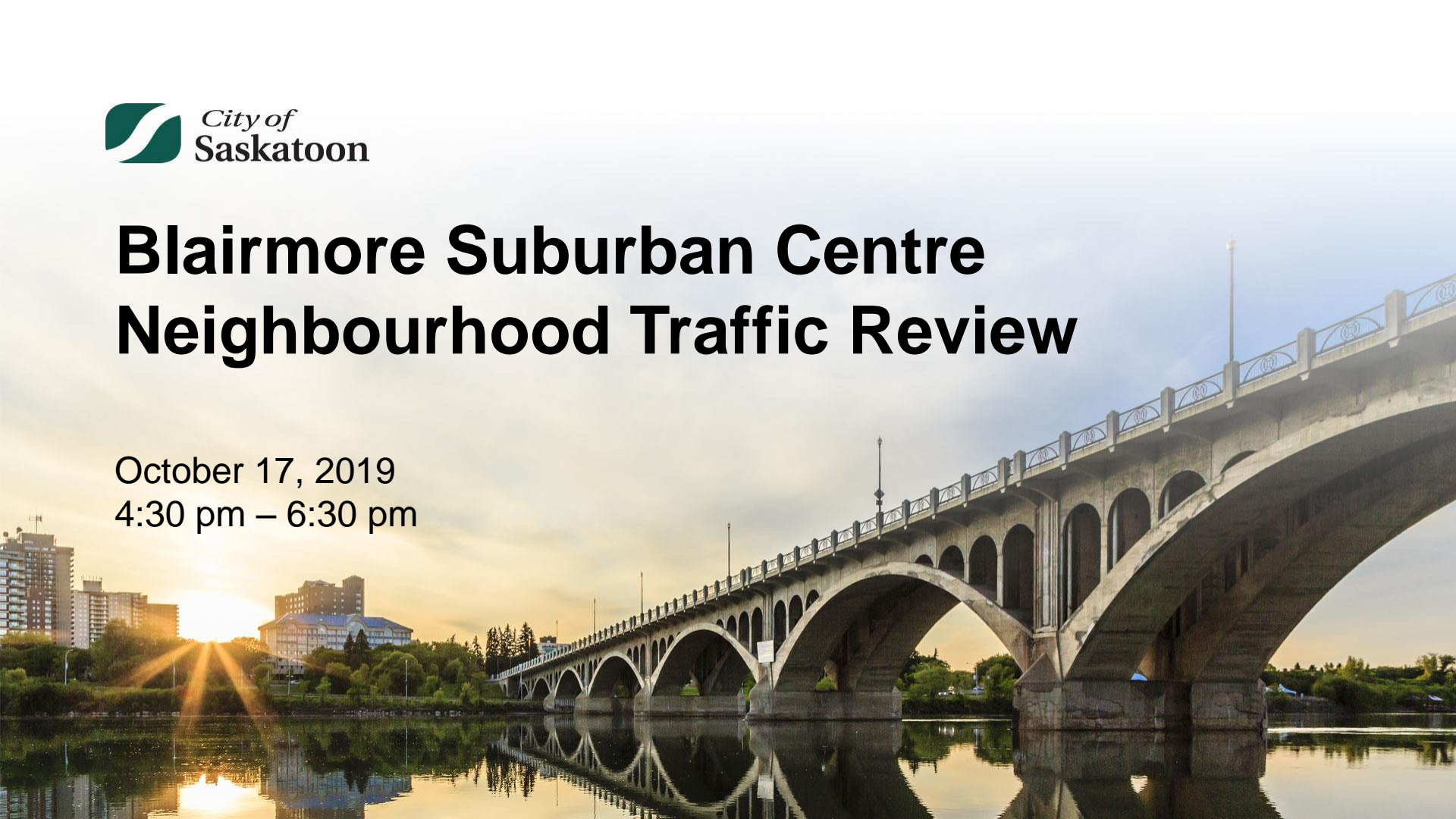
### **Next Steps**

1. Mail-in or email comments no later than November 15<sup>th</sup>, 2019.
2. Additional public input via City Engage Page no later than November 15<sup>th</sup>, 2019.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?



# Blairmore Suburban Centre Neighbourhood Traffic Review

October 17, 2019  
4:30 pm – 6:30 pm



# Agenda

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

# Having a Productive Discussion

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

# Outline

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

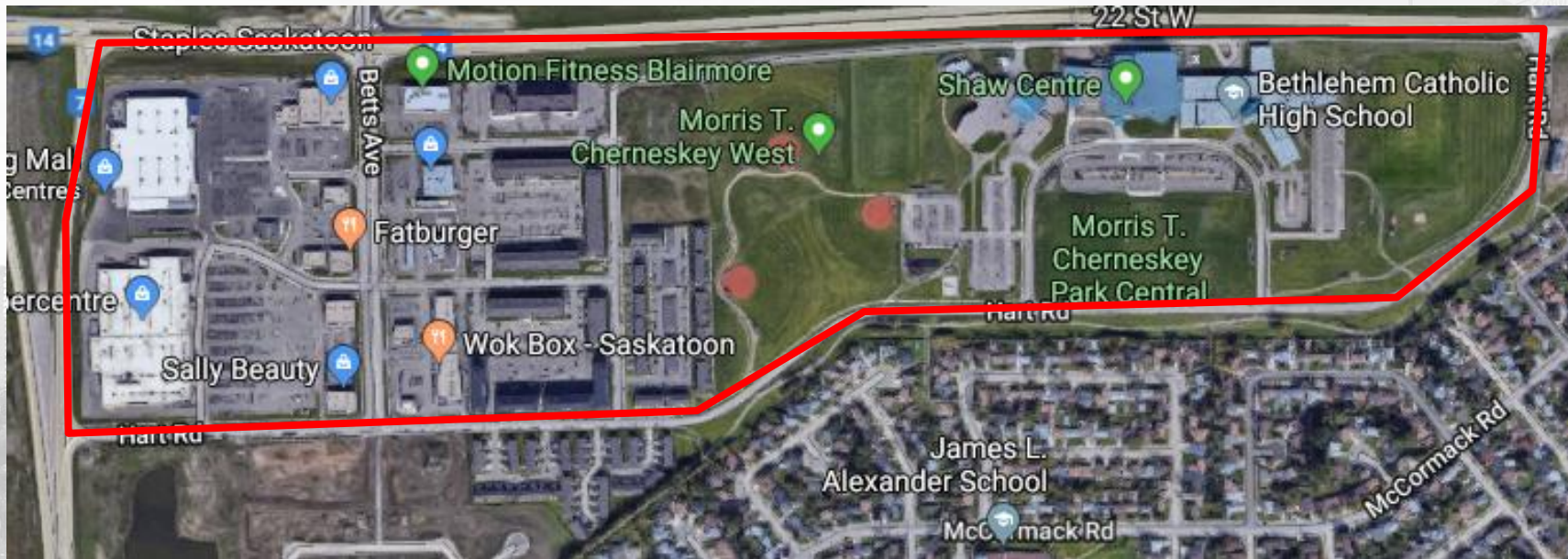


# Neighbourhood Traffic Review Process

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

# Study Area

- Study Limits
  - 22<sup>nd</sup> Street to the north, Highway 7 to the west and Hart Road to the east and south
- Local and Collector Roads

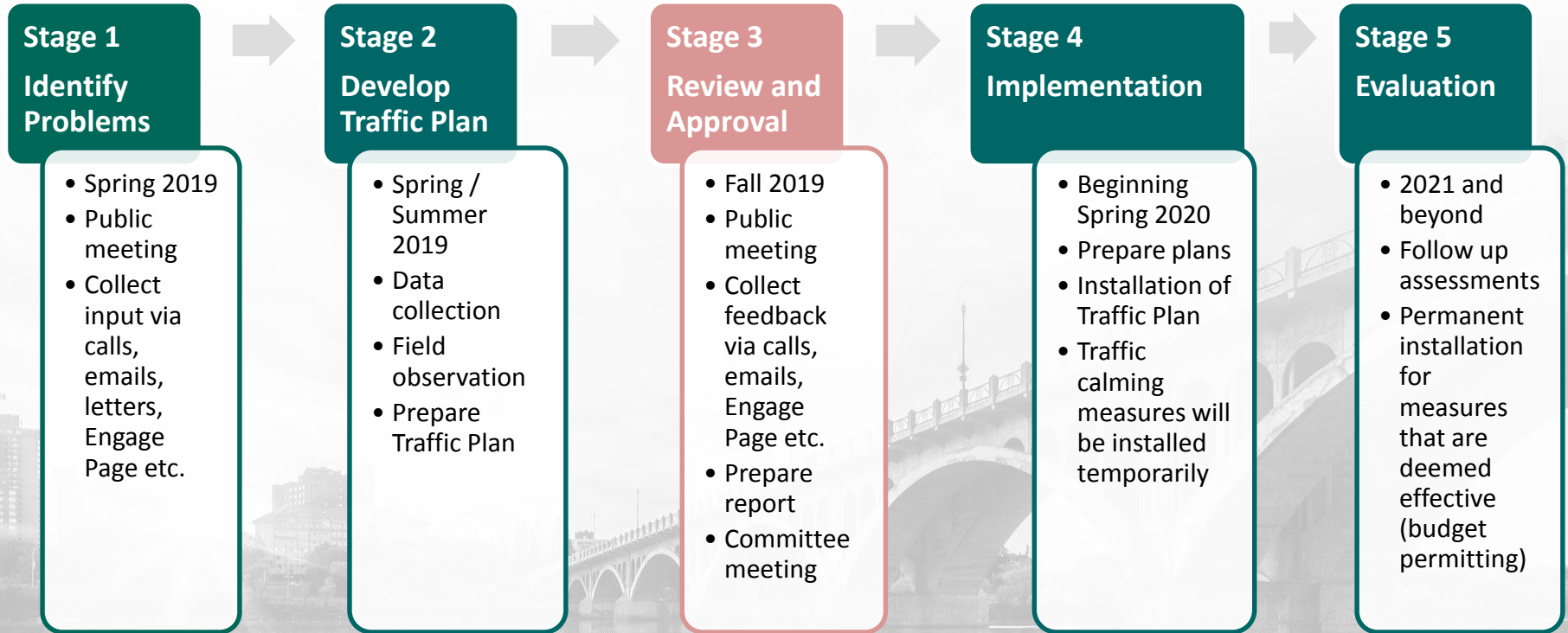


# Neighbourhood Traffic Review Process



We are here

# Neighbourhood Traffic Review Schedule



# What We Heard

## **A. Speeding and Shortcutting Concerns:**

- Hart Road
- Bowlt Crescent
- Shillington Crescent

# What We Heard

## **B. Pedestrian Safety Concerns:**

- Hart Road & Shillington Crescent

# What We Heard

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

- Hart Road & Shillington Crescent
- Shillington Crescent & Molland Lane
- Hart Road & Bowlt Crescent Intersections

# What We Heard

## D. Parking:

- Hart Road & Shillington Crescent
- Hartford Green Townhome

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

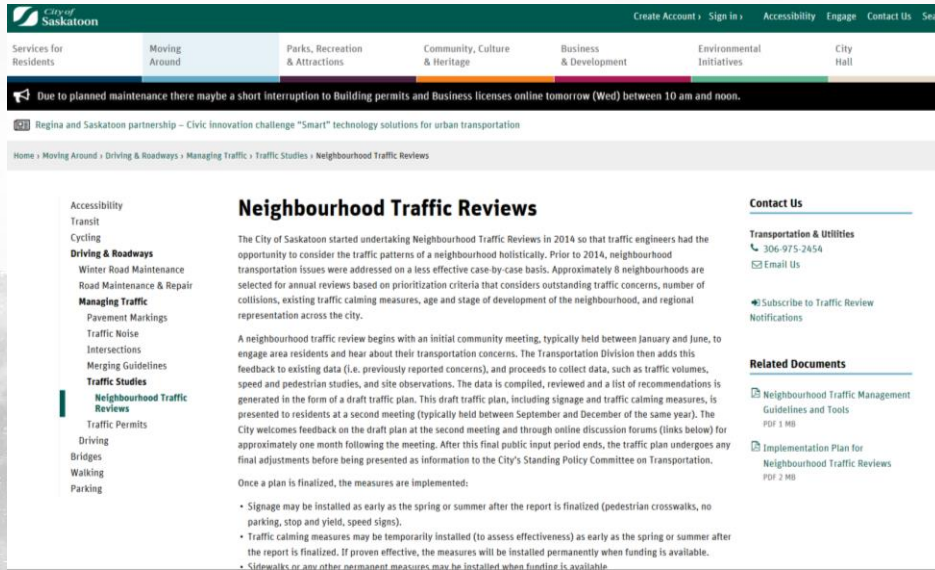


# What We Did

- Field observations
- Data collection:
  - 3 pedestrian counts
  - 3 intersection counts
  - 4 traffic volume / speed studies
- Collision Analysis

# Additional Studies / Projects

- Parkridge Neighbourhood Traffic Review
  - Conducted in 2016
  - Report available on [website](#)



The screenshot shows the City of Saskatoon website. The header includes the City of Saskatoon logo and navigation links: Create Account, Sign In, Accessibility, Engage, Contact Us, and Search. A secondary navigation bar lists various services: Residents, Moving Around, Parks, Recreation & Attractions, Community, Culture & Heritage, Business & Development, Environmental Initiatives, and City Hall. A banner below the navigation bar states: "Due to planned maintenance there may be a short interruption to Building permits and Business licenses online tomorrow (Wed) between 10 am and noon." Below this, a link is provided for "Regina and Saskatoon partnership - Civic innovation challenge 'Smart' technology solutions for urban transportation". The breadcrumb trail reads: Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews.

**Neighbourhood Traffic Reviews**

The City of Saskatoon started undertaking Neighbourhood Traffic Reviews in 2014 so that traffic engineers had the opportunity to consider the traffic patterns of a neighbourhood holistically. Prior to 2014, neighbourhood transportation issues were addressed on a less effective case-by-case basis. Approximately 6 neighbourhoods are selected for annual reviews based on prioritization criteria that considers outstanding traffic concerns, number of collisions, existing traffic calming measures, age and stage of development of the neighbourhood, and regional representation across the city.

A neighbourhood traffic review begins with an initial community meeting, typically held between January and June, to engage area residents and hear about their transportation concerns. The Transportation Division then adds this feedback to existing data (i.e. previously reported concerns), and proceeds to collect data, such as traffic volumes, speed and pedestrian studies, and site observations. The data is compiled, reviewed and a list of recommendations is generated in the form of a draft traffic plan. This draft traffic plan, including signage and traffic calming measures, is presented to residents at a second meeting (typically held between September and December of the same year). The City welcomes feedback on the draft plan at the second meeting and through online discussion forums (links below) for approximately one month following the meeting. After this final public input period ends, the traffic plan undergoes any final adjustments before being presented as information to the City's Standing Policy Committee on Transportation.

Once a plan is finalized, the measures are implemented:

- Signage may be installed as early as the spring or summer after the report is finalized (pedestrian crosswalks, no parking, stop and yield, speed signs).
- Traffic calming measures may be temporarily installed (to assess effectiveness) as early as the spring or summer after the report is finalized. If proven effective, the measures will be installed permanently when funding is available.
- Sidewalks or any other permanent measures may be installed when funding is available.

**Contact Us**

**Transportation & Utilities**  
306-975-2454  
Email Us

Subscribe to Traffic Review Notifications

**Related Documents**

- Neighbourhood Traffic Management Guidelines and Tools PDF 1 MB
- Implementation Plan for Neighbourhood Traffic Reviews PDF 2 MB

# What We Propose

- Yield sign
- Stop signs
- Parking restrictions
- Additional signage
- Curb extension
- School Zone removal
- 30 kph posted speed limit

# Curb Extension

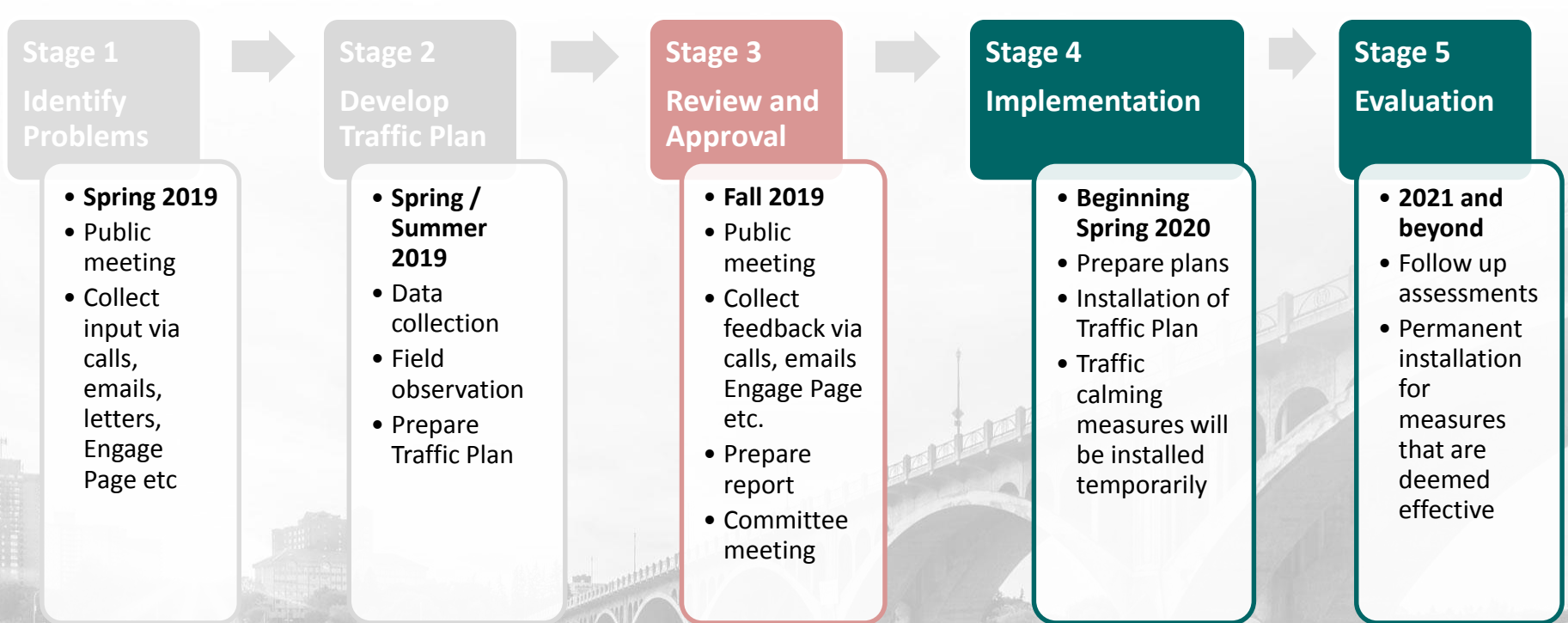


# SMALL GROUP DISCUSSIONS

# 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 15, 2019
2. Additional consultation if required
3. Present traffic plan to City Council as information
4. If City Council approval is required, an additional recommendation will be included in the report to City Council.
5. What if I don't agree?



# Stay Engaged

- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)



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

## 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.

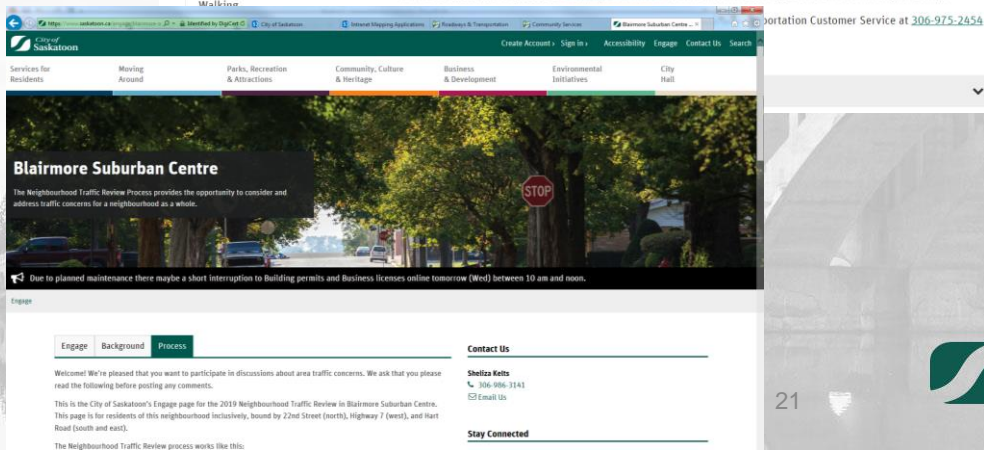
The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary 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.

[Subscribe to Traffic Review Notifications](#)

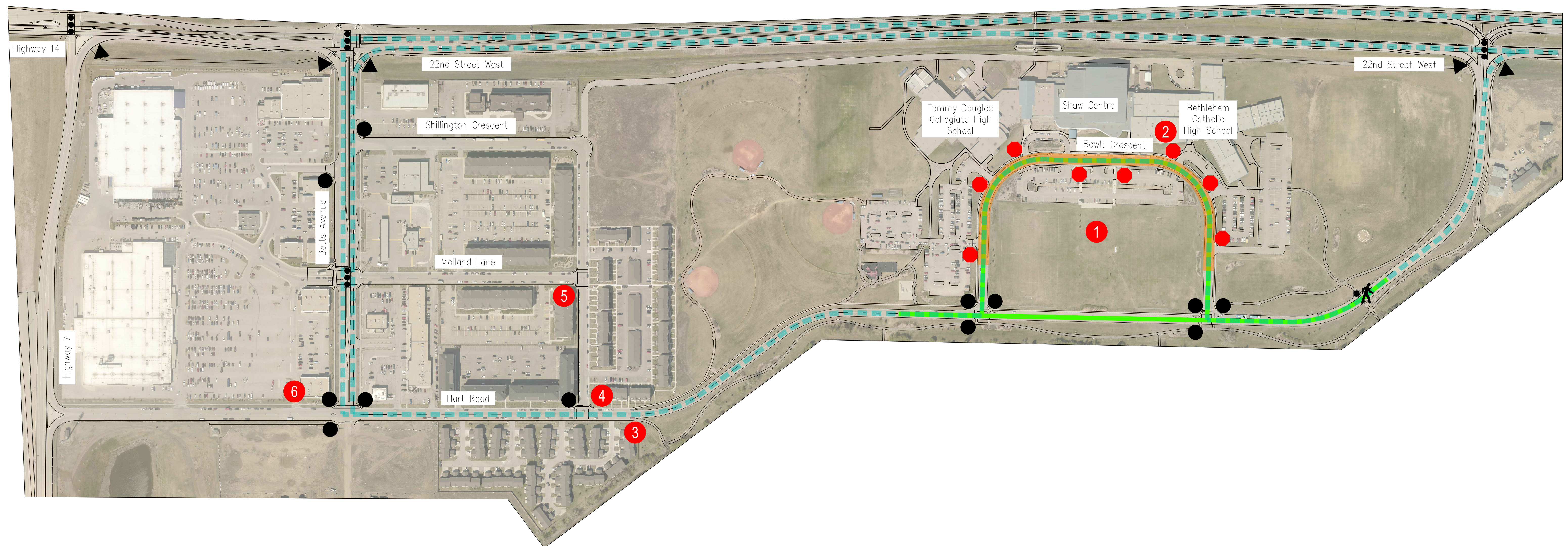
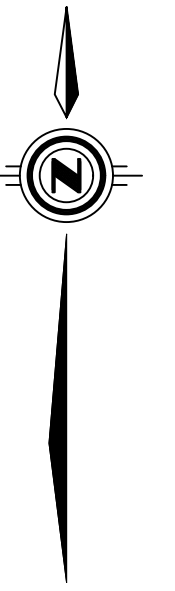




# BLAIRMORE SUBURBAN CENTRE DRAFT TRAFFIC PLAN

## LEGEND

- EXISTING STOP SIGN
- ▲ EXISTING YIELD SIGN
- EXISTING BUS ROUTE
- █ EXISTING SCHOOL ZONE
- █ PROPOSED SPEED LIMIT AREA
- 🚦 EXISTING TRAFFIC SIGNAL
- 🚶 ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
- 🔴 # RECOMMENDATIONS



FOR COMMENTS & INFORMATION VISIT:

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

[www.saskatoon.ca/engage/blairmore-suburban-centre](http://www.saskatoon.ca/engage/blairmore-suburban-centre)

## Blairmore Suburban Centre Draft Neighbourhood Traffic Plan

Item	Location	Recommendation	Reason
1	Bowlit Crescent and Hart Road between the Bowlit Crescent intersections	Remove the school zone and revise posted speed limit on Bowlit Crescent to 30 kph	To align with the intended design speed of the roadway
2	Bowlit Crescent	Install stop signs at driveways	Assign right-of-way
3	Hart Road east of Shillington Crescent	Parking restriction on the north and south side of Hart Road	Ensure parked vehicles do not intrude on travel lane
4	Hart Road & Shillington Crescent	Install additional pedestrian crossing sign for westbound traffic and install curb extension on the northeast corner of Hart Road	Raise awareness of pedestrian crossing and enhance pedestrian safety
5	Shillington Crescent & Molland Lane	Install yield sign on Molland Lane	Assign right-of-way
6	First driveway into development northwest of Betts Avenue & Hart Road	Ask developer to install signage to inform drivers that this driveway is one-way (entry only)	Clarify intended driveway use

# Appendix H

## Decision Matrix

## Appendix H: Decision Matrix

Item	Location	Recommendation	Reason	Sheliza's Group	Comments Received After Public Meeting	Decision
1	Bowlit Crescent and Hart Road between the Bowlit Crescent intersections	Remove the school zone and revise posted speed limit on Bowlit Crescent to 30 kph	To align with the intended design speed of the roadway	Supportive	None	The change to Bowlit Crescent is carried. The school zone on Hart Road will be reviewed as part of the speed limit review that is underway for residential streets.
2	Bowlit Crescent	Install stop signs at driveways	Assign right-of-way	Supportive	None	Carried.
3	Hart Road east of Shillington Crescent	Parking restriction on the north and south side of Hart Road	Ensure parked vehicles do not intrude on travel lane	Supportive	None	Carried.
4	Hart Road and Shillington Crescent	Install additional pedestrian crossing sign for westbound traffic and install curb extension on the northeast corner of Hart Road	Raise awareness of pedestrian crossing and enhance pedestrian safety	Suggest installing a curb extension on either the southeast or the southwest corner of Hart Road. Southeast may be better since school busses load at the southwest corner. Concerns with speeding along Hart Road raised by attendees. Some would like to see more aggressive traffic calming measures recommended. Others were satisfied with the recommendations.	Wants to slow people down on Hart Road. Would like a raised crosswalk or speed camera. Requests more parking restrictions around this intersection, specifically around the exit behind the condo on the corner of Hart Road and Shillington Crescent (Blairmore Landing complex). Also issues along Molland Lane.	Carried. Will move forward with one curb extension at this time. Will verify if this is having the desired impact. A speed study was conducted on Hart Road. The results showed that the 85 <sup>th</sup> percentile speed is 48 kph. Vertical traffic calming measures, such as raised crosswalks are typically discouraged on transit routes. A review of the sightlines around this intersection was conducted and no further parking restrictions are recommended at this time.
5	Shillington Crescent and Molland Lane	Install yield sign on Molland Lane	Assign right-of-way	Supportive	None	Carried.
6	First driveway into development northwest of Betts Avenue and Hart Road	Request that developer install signage to inform drivers that this driveway is one-way (entry only)	Clarify intended driveway use	Most attendees agree with asking the developer to install signage to inform drivers that this driveway is a one-way (entry only). One attendee requested that this driveway be converted to a two-way driveway.	None	Carried.

# Appendix I

Additional Concerns Received  
After Presentation of Draft Plan

## Appendix I: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
Hart Road by the Hartford Green Townhomes	Suggest installing speed humps or lowering the posted speed limit to 40 kph on this section of the roadway. Some attendees requested that the existing parking restrictions be increased at the driveways to improve sightlines when exiting the driveways, especially at the most westerly driveway. One attendee said that the existing parking restrictions are adequate. On-street parking is in high demand and should not be further restricted.	Vertical traffic calming measures, such as speed humps are typically discouraged on transit routes. The City of Saskatoon is developing a framework for the consideration of reducing residential posted speed limits which may include Hart Road. A review of the sightlines when exiting the driveways for Hartford Green Townhomes was conducted and further parking restrictions will be added to the recommendations for the most westerly and most easterly accesses.
Neighbourhood	Question about how flyers for this meeting were delivered. One resident from 706 Hart Road did not receive the flyer.	Flyers are delivered through Canada Post. Residents who have requested to not receive flyers through Canada Post may have been skipped.
Hart Road and Bowlt Crescent (west intersection)	Request to have an eastbound to northbound left turn lane at this intersection so that through traffic does not have to wait so long. Traffic backs up at this stop sign during the morning peak hour. Many drivers avoid using this intersection during this time because of the delays.	The traffic operations at this intersection have been reviewed and deemed acceptable.
Hart Road and Bowlt Crescent (both intersections)	Vehicles are driving through the stop signs at these intersections.	Required stop signs are in place and are within acceptable sight distances. Traffic violations can be reported to the Saskatoon Police Service Traffic Unit for enforcement at 306-975-2068.
Hart Road and Betts Avenue	Concerns about whether the City would ever revisit the closure of the south leg of this intersection to provide a roadway connection to the Parkridge Neighbourhood. Attendees did not want this to be opened.	There are no plans to revisit this closure.
Whole neighbourhood, for the entrances and exits of all multi-family dwellings including: Hart Road, Shillington Crescent and Molland Lane	Wants to see no parking signage. It is difficult to exit the property safely when vehicles are parked so close to the exits.	A review of the sightlines for driveways of all multi-family dwellings was conducted and further parking restrictions will be added to the recommendations for the driveways on the east and west sides of Shillington Crescent.



# Appendix J

## Public Feedback

## Kelts, Sheliza

---

**From:** Helt, Christopher (TU - Transportation)  
**Sent:** Wednesday, November 05, 2014 2:16 PM  
**To:**  
**Cc:** Nadon, Anthony (Police); Bakker, Nick (TU - Transportation); Matt, Shirley (TU - Transportation); Nyen, Justine (TU - Transportation)  
**Subject:** More signage needed  
**Importance:** High

Good Afternoon

Sorry to hear about your frustrations of driving in this area.

A review of the signage was completed and it was determined the signage is in the correct places. A request for an adjustment to the school zone actually needs to come from the School Board or the Principals of the High Schools. I would recommend speaking with either the two school boards or the two principals of these two high schools to explain your concerns. If the principals request this change, someone from the City does an onsite meeting with them to discuss further and if agreed upon, the recommendation would go to City Council for approval.

As for the speeding and dangerous driving you are witnessing, I'm cc'ing our City Police on this email to make them aware of this and you can also reach out to them at 306-975-8068. This number is their Enforcement number.

Thanks for your email,  
Chris

**Chris Helt** B.Comm, MBA | tel 306.975.1457  
Customer Support Coordinator – Transportation Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[christopher.helt@saskatoon.ca](mailto:christopher.helt@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:**  
**Sent:** Tuesday, October 28, 2014 1:59 AM  
**To:** Web E-mail - Infrastructure Services  
**Subject:** More signage needed  
**Importance:** High

## City of Saskatoon Website 'Contact Us' Message

To: Infrastructure Services  
From:  
Subject: More signage needed

Message: Good Morning,

I live in the Blairmore area, and travel down Hart Road several times a day. As you are aware, Tommy Douglas and Bethlehem high schools are located at the Shaw Centre, just off Hart Road.

When driving on Hart Road, there are school zone signs nearing the schools from the east and west. There are no signs located in the open space between the schools (if vehicles are leaving the schools, there are no posted school zone signs, except on Bowl). I feel signage needs to be placed in both directions by the soccer field area. Hart Road is terribly congested with traffic, and many drivers are driving way over 50km/hr. As I drive at 30km/hr in this area, many of the students behind me tend to honk and drive way to close to me, as they think it is a 50km/hr zone. Please put up additional school zone signage!! As you are aware, the stop signs are knocked down several times a year at the Bethlehem entrance.

Perhaps posting an officer or two in this area would ensure safe travel as well. Cameras are another option.

But, additional signage on Hart Road could be the first step to a safer area.

Regards,

## Kelts, Sheliza

---

**From:** Marcoux, Justine (TU - Transportation)  
**Sent:** Monday, July 10, 2017 2:20 PM  
**To:** Marcoux, Justine (TU - Transportation)  
**Subject:** FW: Voice Mail from CITY SASKATOON (27 seconds)  
**Attachments:** 27 seconds) Voice Mail.mp3

Speeding on Bowlt Cres in front of the Shaw Centre.  
Wants speed humps installed

---

**From:** Microsoft Outlook **On Behalf Of** CITY SASKATOON (No e-mail address available)  
**Sent:** July-10-17 10:22 AM  
**To:** Marcoux, Justine (TU - Transportation) <Justine.Marcoux@Saskatoon.ca>  
**Subject:** Voice Mail from CITY SASKATOON (27 seconds)

### Voice Mail Preview:

Good morning Justine calling from the shaw center in the senate master over here and I was curious about java possibilities having some speed bumps additional speed bumps put in here in front of facility bother to high schools.

Or I guess your thoughts on traffic calling measures.

Tussle some people down in front of the facility here little bit more my number and look forward to hearing for thanks have a great day.

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

---

**You received a voice mail from CITY SASKATOON at**

Caller-Id:

## Kelts, Sheliza

---

**From:** >  
**Sent:** Friday, April 12, 2019 8:05 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** ENGAGE Blairmore Traffic Concerns in Your Neighbourhood  
**Attachments:** IMG\_4296.JPG; IMG\_4298.JPG; IMG\_4300.JPG

To Whom It May Concern,

Thank you for the opportunity to voice my concern regarding my Neighborhood. I live at \_\_\_\_\_ condominium,

I have lived here for 4 years. People that live on this street call it the "Blairmore ¼ mile strip". The speeding starts in the spring and goes on until the first snow fall. Vehicles start at one end of the street and accelerate intensely until they get to the end of the street near Motion Fitness and then start back the opposite way. There are no speed bumps or monitoring to keep the speed down at all. This starts approximately 3:30 PM and goes on until early hours of the morning.

There are many children and elderly people in this area. There have been times when a Neighborhood Resident has jumped out in the street swearing and throwing items at the speeding vehicles. Someone is going to get hurt if this doesn't change.

This has gone on every year since I have lived here. I have called the Saskatoon City Police regarding this and was told they were too busy to monitor one street!

I have attached pictures of the street that I am speaking about.

Thank you

**Kelts, Sheliza**

---

**From:** >  
**Sent:** Wednesday, May 08, 2019 8:02 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Need three-way stop signs at Shillington and Hart RD.

Sent from my Bell Samsung device over Canada's largest network.

## Kelts, Sheliza

---

**From:**  
**Sent:** Friday, September 13, 2019 3:40 PM  
**To:** Baudais, Nathalie  
**Subject:** FW: 3 way stop suggestion

I talked to him, anything we can do here? Crosswalk been looked at?

---

**From:**  
**Sent:** Tuesday, September 10, 2019 3:41 PM  
**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>  
**Cc:** ST - Service Saskatoon Customer Care Centre <PWDispatchServices@Saskatoon.ca>  
**Subject:** 3 way stop suggestion

Hey guys,

is requesting a 3 way stop at Shillington Cres & Hard Rd.

Now that school is back in kids are almost getting thru at the crosswalks here and he thinks more could be done to force drivers to slow down.

Thanks,

**Mandy Hayes | tel 306.975.2476**

Service Saskatoon Contact Centre

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

[mandy.hayes@saskatoon.ca](mailto:mandy.hayes@saskatoon.ca)

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

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

## Kelts, Sheliza

---

**From:**  
**Sent:** Sunday, September 29, 2019 9:09 AM  
**To:** Kelts, Sheliza  
**Subject:** Blairmore Suburban Traffic Reviews

Good morning,

I previously have spoke and emailed you when the City of Saskatoon Engage was introduced.

I live in the condominium Complex, and have lived at this location since the Complex was built. My deck faces Hart Road and across from I witness daily, the intense speeding on this street, the daily near misses of people trying to cross the street with their children or animals and almost getting hit by the speeders on this street.

Daily, the speeders use this street as a speedway racing up and down to try make the mufflers on their cars to backfire after intense speed and then backing of acceleration.

This summer I had taken a picture of one of the cars speeding and backfiring and had called the City Police with a picture of the licence plate and of the car.

This summer a child was playing with a soccer ball on the lawn, the ball rolled onto the street and the child was going to run out in the street to get the ball just as one of these speeding vehicles turned onto Shillington Crescent from Hart Road and was accelerating. The father ran out to grab the child and screamed at the speeder as he drove by.

Everyone on this street have witnessed and listened to this speeding and backfiring of vehicles all summer, everyday and through the night!!

The traffic on the street has increase tremendously since I moved here with Tour busses, semi trucks and trailers, construction vehicles, delivery vehicles and speeders!

With the development of the new Condominiums? Apartments? now in progress at the end of Hart Road adjacent Best Western Hotel, the traffic on our street is quite honestly a death trap and someone is going to be injured.

I sit on my deck or look out my window and am quite sorry I ever bought in this location. I also am quite angry, that as a Tax payer of this City, I have to put up with all this.

At present, anyone that asks about purchasing or renting in my location, I discourage them.

Saskatoon Sk





- Engage
  - Background
  - Process
- Engage

# Engage

Thank you to everyone who sent in transportation concerns for the Blairmore Suburban Centre Neighbourhood Traffic Review. The Transportation Division considered the feedback received, analyzed traffic data and conducted field observations to develop a [Draft Neighbourhood Traffic Plan](#) with [recommendations](#).

The online discussion is now closed and all feedback is being considered in finalizing the Traffic Plan.

You can still review the [presentation](#) and [meeting minutes](#) from the second community held on Thursday, October 17. If you were unable to attend or would like to revisit what was discussed at the first community meeting, please see the [meeting presentation](#) and [minutes](#). It is also available at [saskatoon.ca/NTR](http://saskatoon.ca/NTR).

To subscribe for traffic review update email notifications, [click here](#).

- Background
- Process
- Hide Comments

Comments for this thread are now closed ✕

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  - f [Share](#)
  - [Sort by Best](#)



• 4 months ago

I'd like to see no parking signage around the whole neighborhood, for the entrances and exits of all the multi family dwellings, including Hart Road, Shillington and Molland. It's so difficult to exit the property safely when vehicles are parked so close to the exits.

## Contact Us

**Sheliza Kelts**  
 ☎ [306-986-3141](tel:306-986-3141)  
[Email Us](#)

## Stay Connected

[Subscribe to Traffic Review Notifications](#)

## Timeline



### May 2, 2019

Meeting #1 - Identify Traffic Issues



### Spring 2019

Develop Draft Traffic Plan



### October 17, 2019

Meeting #2 - Draft Traffic Plan



### Winter 2020

Council Report



### Spring 2020

Begin Implementation

^ | v • Share ›



**Sheliza Kelts, Transp. Eng.** Mod →  
4 months ago • edited

Thank you for submitting your concerns. I have noted several no parking zones that already exist at the entrances and exits of the multi-family dwellings along some of these streets. To help me investigate further, is there a particular one or few that you are seeing this problem at?

^ | v • Share ›



▶ Sheliza Kelts, Transp. Eng. • 4 months ago

Hi Sheliza  
Specifically the exit behind the condo on the corner of Hart and Shillington, ( east side of Shillington the Blairmore Landing complex) it's very difficult to see traffic from either direction, however, I have also been travelling along Molland and have people jump out from the rental properties. It could be that their sight lines are also blocked from parked vehicles.

^ | v • Share ›



**Sheliza Kelts, Transp. Eng.** Mod →  
• 4 months ago

Thanks for the clarification.

^ | v • Share ›



1 months ago • edited

I agree with the comments made about Hart Road and Shillington Crescent. Vehicles driving down Hart Road are often speeding making it difficult to turn onto Hart Road from Shillington Cres. Some vehicles barely slow down while turning right onto Shillington Cres; my son was almost hit by a car while crossing East on Shillington Cres while in the crosswalk. A 3-way stop would help at this intersection. Though, as another commenter mentioned, the stop signs would need to be visible. The traffic on Shillington Cresc is often speeding. It is also difficult to safely turn from Mulland Lane onto Shillington Cres because one cannot see past the parked cars, as well as, the speed of some drivers. A 3-way stop at Shillington Cres and Mulland Lane may help slow

## Related Pages

[Neighbourhood Management Guideline](#)

down the traffic that uses Shillington Cres as a quick route through the neighbourhood.

^ | v • Share ›



**Nathalie Baudais, Transp. Eng.** Mod ↗

• 10 months ago

The intersection of Hart Road and Shillington Crescent and the intersection of Shillington Crescent and Molland Lane will be reviewed as part of the study. Thanks for sharing your experiences at both locations.

^ | v • Share ›



• 10 months ago

I agree with everything that has been said about Hart Road & Shillington. I have counted as many as five cars driving past us when we are trying to cross Hart Road. I have also seen many people almost get hit by vehicles turning right from Hart Road onto Shillington as they cannot see past the parked vehicles and just assume the intersection is clear. A 3-way stop would be the ideal situation and at the very least, overhead lights at the crosswalks. Some sidewalk bump-outs at the crosswalks would likely be beneficial as well. This is currently a dangerous intersection for our children, especially because of the high school students driving through the area.

I also agree that parking needs to be restricted further from the driveways at 715 Hart Road as well as being monitored more often by parking officials. I have almost been hit multiple times leaving the complex.

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**Nathalie Baudais, Transp. Eng.** Mod ↗

• 10 months ago

Thanks for submitting your concerns, Hart Road will be included in the neighbourhood traffic review, including a review of the intersection of Hart Road & Shillington Crescent.

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• 10 months ago

The intersection at Hart and Shillington is definitely worth a review in my opinion. Making that intersection a 3 way stop or putting in speed bumps would be helpful. Traffic along Hart rarely seems to be the speed limit for coming

through a residential area. Vehicles fly through. I'm sure 2 extra stop signs are cheaper than installing speed bumps but if stop signs are a consideration then please also consider that they need to be VISIBLE. With traffic parking right up to the corners of the intersection at Hart and Shillington there is a high probability of people blowing the stop signs (if placed on Hart Road for East and Westbound traffic) which could very likely result in more accidents...I witness people blowing through the stop signs at Hart and Bowlt Crescent all the time with highly visible stop signs so the likelihood of people seeing the ones at this intersection would need more than just the signs themselves. I'm not necessarily in favour either of removing parking options along Hart as street parking is scarce already in such a densely populated area.

I'm also curious if this review would address non local traffic of pedestrians going through the property where I live, which is at [redacted] School kids are regulary trespassing onto our property to get through to the restaurants and commercial area on Betts, damaging and littering constantly on our property. Despite multiple calls with the school principles and their Constable over the years we have been told there is nothing we can do. I just thought it would be worth mentioning here as well.

Thank you!

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**Nathalie Baudais, Transp. Eng.** Mod →

• 10 months ago

Hello

Hart Road will be included in the neighbourhood traffic review, as well as the intersection of Hart Road & Shillington Crescent. Thanks for clarifying the need for some on-street parking along Hart Road since we've heard from others that would like it removed completely.

It is up to property owners to secure their property to discourage/prevent trespassing. Pedestrians will use the shortest path possible and it appears that there are sidewalk / walkway connections through this development parcel that could be encouraging pedestrians to use this to get to Molland Lane. Trespassing is not addressed through the neighbourhood traffic review.

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Share



athalie Baudais,

Transp. Eng. • 10 months ago

Thank you Nathalie!

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The scope of the Neighbourhood Traffic Review is for the local and collector streets in the neighbourhood. Concerns regarding arterial streets will be addressed through a separate process. Please identify the location you have concerns about specific to the neighbourhood identified above using an intersection, street name, address or other indicator.		Please help us understand why you selected the answer above. Add a description of your concern.
Open-Ended Response	Other (please specify)	Open-Ended Response
Corner of Rae street and Hart road. Hart road from 22nd street to Dalmeny road.		There is a lot of excessive speeding on Hart road. There are two stop signs by the high schools that people do not stop at, which are crosswalks. People do not stop for pedestrians at any of the crosswalks long Hart road. Further down on Hart road there are a lot of Semi trucks and trailers parked on a regular basis. They let their vehicles run all night when it is cold out. They also block the stop sign going north. These drivers often use their Jake brakes causing excessive noise in our residential area. Cleaning of the sidewalks against city-owned property would be an asset to the pedestrians.
22nd Street by the Tim Hortons, Highway 11, circle drive in Confederation SC.	Fairmount Dr. going to 22nd is dangerous. I have had to swerve due to people not yielding at the sign. I have also witnessed people crossing three lanes to turn left off 22nd.	There should be a stop sign which is enforced or block this off and make people use Diefenbaker.
Hart Road and Shillington Crescent Hart Road and Betts Avenue		The repainting of the crosswalks happens vety slowly once snow has melted, alot of school kids crossing (dashing) to and from their school buses, people are unaware that there are marked crosswalks at these intersections.
Steeves Ave	Increase in traffic	Steeves is the only way to get to 33rd and now that Kensington is open all the traffic comes from Blairmore and Kensington
Where to start? How about the lack of any proper West End entrance to the city? Everything is half done? Half an overpass, Half of 33rd? 11 th street is still a mess....Neither 11th street or Neault Road properly address the truck traffic that need to use them.....Nevermind that they don't have proper shoulders....the West end continues to be forgotten in the process....Drive over the brand new bridge on the North end and see finished infrastructure that won't even be infilled for years.....It is beyond ridiculous already. Bike paths on both sides of the finished streets. And don't even get me started on the highway plan for the new Perimeter Road.	Nothing is done properly over here?!!!!	The West end is the last to get anything done.
The speeding vehicles along Hart Road, specifically between Betts Ave and Shillington Crescent. I'm certain they likely continue at high speeds down Hart Road, past Shillington, however I can longer see them.		With the high rate of speeders along Hart Road, it's difficult to cross the street safely and with school children in the area, it's getting very hard to watch each day.