

# Evergreen Neighbourhood Traffic Review



# Evergreen Neighbourhood Traffic Review

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## Authorization

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- Evergreen Community Association
- Saskatoon Police Service
- Saskatoon Light and Power
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- Saskatoon Transit
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- City of Saskatoon Planning and Development
- City of Saskatoon Roadways, Fleet and Support
- City of Saskatoon Community Standards
- City of Saskatoon Transportation
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### Executive Summary

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

A public meeting was held in July 2020 to identify traffic concerns and potential solutions within the Evergreen 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 March 2021.

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

The Evergreen Traffic Plan is illustrated in Exhibit ES-1.

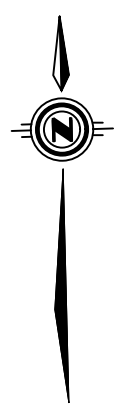
## Evergreen Neighbourhood Traffic Review

Table ES-1: Evergreen Neighbourhood Recommended Improvements

Item	Location	Recommended Improvement	Justification
1	Zary Road and Sauer Crescent (north leg)	Pedestrian ramp (northeast corner)	Improve pedestrian accessibility and enhance trail connectivity
		Median island (north side)	Reduce speed and increase visibility of pedestrian crossing
2	Glacial Shores Manor at Manek Road	Convert yield control to stop control	Increase safety in the school zone
3	Baltzan Boulevard and Boykovich Crescent (south leg)	Standard crosswalk (east side)	Improve pedestrian safety
4	Baltzan Boulevard and Boykovich Crescent/ Marlatte Street	Standard crosswalk (north side)	Improve pedestrian safety
5	Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed Display Board (facing westbound traffic)	Reduce speed in the school zone
6	Evergreen Boulevard and Zary Road	Permanent median island on south leg	The temporary installation has been effective
		Pedestrian ramps (northeast and southeast corner)	Improve pedestrian accessibility

# EVERGREEN TRAFFIC PLAN

Exhibit ES-1: Evergreen Traffic Plan



## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ◫ EXISTING TRAFFIC SIGNAL
- ◫ PEDESTRIAN ACTUATED SIGNAL
- ◫ ACTIVE PEDESTRIAN CORRIDOR
- ◫ RECTANGULAR RAPID FLASHING BEACON
- Ⓝ RECOMMENDATIONS



## Contents

Executive Summary.....	iii
1. Introduction .....	1
2. Identify Issues, Concerns and Possible Solutions.....	2
2.1. Speeding and Shortcutting .....	2
2.2. Pedestrian Safety .....	2
2.3. Traffic Control.....	3
2.4. Parking .....	4
2.5. Maintenance.....	4
2.6. Major Intersections and Corridors .....	4
3. Develop Draft Traffic Plan .....	6
3.1. Methodology.....	6
3.2. Traffic Volume and Speed Assessments.....	6
3.3. Traffic Control Assessments.....	8
3.4. Pedestrian Assessments .....	9
3.5. Collision Analysis .....	10
4. Present Traffic Plan .....	11
4.1. Methodology.....	11
4.2. Speeding and Shortcutting .....	11
4.3. Pedestrian Safety .....	11
4.4. Intersection Safety.....	12
4.5. Follow-up Consultation – Presentation of Traffic Plan.....	12
4.6. Engagement Summary.....	13
5. Implementation .....	14

## List of Figures

Exhibit ES-1: Evergreen Traffic Plan .....	v
Exhibit 5-1: Recommended Evergreen Traffic Plan.....	17

## List of Tables

Table ES-1: Evergreen Neighbourhood Recommended Improvements .....	iv
Table 3-1: City of Saskatoon Street Classifications and Characteristics .....	7
Table 3-2: Speed Studies and Average Daily Traffic Counts (2020) .....	8
Table 3-3: All-Way Stop Warrant Criteria .....	9
Table 3-4: Pedestrian Assessments .....	10
Table 4-1: Recommended Improvements – Speeding and Shortcutting .....	11
Table 4-2: Recommended Improvements – Pedestrian Safety .....	12
Table 4-3: Recommended Improvements – Intersection Safety .....	12
Table 4-4: Public Meetings Summary .....	13
Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate .....	14
Table 5-2: Speed Display Board Cost Estimate .....	14
Table 5-3: Permanent Traffic Calming Cost Estimate .....	15
Table 5-4: Pedestrian Ramps Cost Estimate .....	15
Table 5-5: Total Cost Estimate .....	15
Table 5-6: Evergreen Recommended Improvements .....	16

## List of Appendices

APPENDIX A: Public Meeting #1 – July 22, 2020
APPENDIX B: Traffic Data Collection
APPENDIX C: All-Way Stop Assessments
APPENDIX D: Pedestrian Device Assessments
APPENDIX E: Collision Analysis
APPENDIX F: Public Meeting #2 – March 4, 2021
APPENDIX G: Decision Matrix
APPENDIX H: Additional Concerns Received After Presentation of Draft Plan
APPENDIX I: Resident and Stakeholder Comments



### 1. Introduction

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

The Evergreen neighbourhood is bound by University of Saskatchewan lands and Kernen Prairie to the south, city limits to the east, linear park to the west and Fedoruk Drive to the north. The land use is primarily residential with a small commercial area towards the centre of the neighbourhood. There are two elementary schools and a number of parks.

The neighbourhood traffic review includes four stages:

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

This report presents the study findings and recommendations.

## 2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in July 2020 to identify traffic concerns within the Evergreen 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, and Saskatoon Engage discussion comments received prior to the follow-up meeting.

### 2.1. Speeding and Shortcutting

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

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

- Zary Road between Evergreen Boulevard and Fedoruk Drive
- Evergreen Boulevard
- Atton Crescent
- Johns Road between Evergreen Square and Wyant Lane
- Pohorecky Crescent between Evergreen Boulevard and Pohorecky Street
- Manek Road between Evergreen Boulevard and Arscott Crescent north intersection
- Baltzan Boulevard between McOrmond Drive and Marlatte Crescent south intersection
- Boykovich Crescent east-west portion

The residents proposed the following solutions:

- Speed humps
- Lower speed limits
- Playground zones
- Pavement markings such as centerlines

### 2.2. Pedestrian Safety

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

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 Traffic Control at Pedestrian Crossings, which states that the installation of appropriate traffic

## Evergreen Neighbourhood Traffic Review

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controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide.

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

- Zary Road and Sauer Crescent north intersection
- Evergreen Boulevard and Mahabir Crescent southwest intersection
- Rajput Way and Johns Road
- Lowe Road and Atton Lane
- Evergreen Boulevard and Manek Road south traffic circle
- Baltzan Boulevard and Boykowich Crescent south intersection
- Baltzan Boulevard and Baltzan Bay
- Baltzan Boulevard and Akhtar Bend
- Baltzan Boulevard and Boykowich Crescent/Marlatte Crescent

The residents proposed the following solutions:

- Standard crosswalks
- Zebra crosswalks
- Active Pedestrian Corridor (APC)
- Rectangular Rapid Flashing Beacon (RRFB)

### 2.3. Traffic Control

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

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

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

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

- Evergreen Boulevard and Zary Road
- Evergreen Boulevard and Glacial Shores Manor/Kloppenburger Crescent
- Manek Road and Glacial Shores Manor

Proposed solutions identified by residents:

- All-way stop
- Upgrading a yield control to stop control

### 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:

- Evergreen Boulevard and Wyant Lane
- Kloppenburg Street
- Evergreen Boulevard and Glacial Shores Manor
- Baltzan Boulevard and Baltzan Cove
- Baltzan Boulevard and Akhtar Bend
- Marlatte Crescent and Akhtar Bend
- Marlatte Crescent
- Marlatte Street
- Marlatte Lane
- Akhtar Bend

Proposed solutions identified by residents:

- Restrict parking to one side of the street
- Increased parking prohibitions
- Restrict parking to two-hour parking
- Restrict some narrow streets to one-way operations

### 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:

- Curbs along Evergreen Boulevard
- Neighbourhood pathways through linear parks

### 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.

## Evergreen Neighbourhood Traffic Review

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

- McOrmond Drive and Evergreen Boulevard/Baltzan Boulevard
- Fedoruk Drive

### 3. Develop Draft Traffic Plan

#### 3.1. Methodology

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

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

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

#### 3.2. Traffic Volume and Speed Assessments

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

## Evergreen 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 Evergreen 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.

## Evergreen Neighbourhood Traffic Review

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

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (kph)
Zary Road	Fedoruk Drive and Evergreen Boulevard	Collector	3,925	54
Evergreen Boulevard	Johns Road and Wyant Lane	Collector	2,615	47
Evergreen Boulevard	Manek Road and Evergreen Square	Collector	3,290	48
Evergreen Boulevard	Kloppenburg Crescent and Manek Road	Collector	1,485	Regular = 45 School = 41
Evergreen Boulevard	Kloppenburg Crescent/ Glacial Shores Manor and Fedoruk Drive	Collector	2,995	51
Johns Road	Rajput Way and Maningas Bend	Local	835	37
Manek Road	Rajput Way and Maningas Bend	Local	2,955	49
Atton Crescent	Lowe Road and Atton Crescent west leg	Local	345	45
Pohorecky Crescent	Pohorecky Terrace and Pohorecky Rise	Local	3,290	49
Baltzan Boulevard	McOrmond Drive and Boykovich Crescent	Collector	4,345	53
Boykovich Crescent	Boykovich Link and Baltzan Boulevard	Local	230	43

### 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.



## Evergreen Neighbourhood Traffic Review

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.

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
Evergreen Boulevard and Kloppenburg Crescent/Glacial Shores Manor	376	4,220	0	Conditions NOT met.

The intersection did not meet the requirements for an all-way stop. 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.

## Evergreen Neighbourhood Traffic Review

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

A summary of the pedestrian studies is provided in Table 3-4 and details are provided in **Appendix D**.

*Table 3-4: Pedestrian Assessments*

Location	Pedestrian Desire Confirmation	Results
Baltzan Boulevard and Boykovich Crescent (east)	Yes	Provides connection to neighbourhood pathway system. Standard crosswalk recommended.
Baltzan Boulevard and Boykovich Crescent (south)	Yes	Provides connection to neighbourhood pathway system. Standard crosswalk recommended.
Evergreen Boulevard and Evergreen Square	Yes	Provides connection to neighbourhood pathway system. Existing standard crosswalk appropriate.
Evergreen Boulevard and Mahabir Crescent	Yes	Provides connection to neighbourhood pathway system. Existing standard crosswalk appropriate.
Low Road and Atton Lane/ Pohorecky Crescent	Yes	Provides connection to neighbourhood pathway system. Existing standard crosswalk appropriate.
Zary Road and Sauer Crescent	Yes	Provides connection to neighbourhood pathway system. Existing standard crosswalk appropriate. Median island recommended.

### 3.5. Collision Analysis

The most recently available five-year collision data (2015 to 2019) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews. There are no intersections with two or more collisions per year within Evergreen.

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 traffic plan. This was achieved by completing the following steps:

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

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

### 4.2. 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
Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed Display Board (facing westbound traffic)	Reduce speed in the school zone
Zary Road and Sauer Crescent (north intersection)	Median island (north side)	Reduce speed and increase visibility of pedestrian crossing

### 4.3. Pedestrian Safety

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

## Evergreen Neighbourhood Traffic Review

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Zary Road and Sauer Crescent (north intersection)	Pedestrian ramp (northeast corner)	Improve pedestrian accessibility and enhance trail connectivity
	Median island (north side)	Reduce speed and increase visibility of pedestrian crossing
Baltzan Boulevard and Boykowich Crescent (south leg)	Standard crosswalk (east side)	Improve pedestrian safety
Baltzan Boulevard and Boykowich Crescent/ Marlatte Street	Standard crosswalk (north side)	Improve pedestrian safety
Evergreen Boulevard and Zary Road	Pedestrian ramps (northeast and southeast corner)	Improve pedestrian accessibility

### 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
Glacial Shores Manor at Manek Road	Convert yield control to stop control	Increase safety in the school zone

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

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in March 2021. The meeting minutes and presentation are provided in **Appendix F**. Recommended improvements that were not supported were eliminated or altered accordingly.

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

### 4.6. Engagement Summary

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

*Table 4-4: Public Meetings Summary*

Meeting Details	Meeting Purpose	Meeting Materials
<b>Meeting #1</b> July 22, 2020 Microsoft Teams Online Meeting 14 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in <b>Appendix A</b>
<b>Meeting #2</b> March 4, 2021 Microsoft Teams Online Meeting 4 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in <b>Appendix F</b>

Residents and stakeholders in Evergreen 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);
- billboards placed in Elaine Hnatyshyn Park prior to the first meeting;
- requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- notifying the appropriate City Councillor.

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

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

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

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

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 I**.

## 5. Implementation

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

The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring/summer of the following year. Therefore, installations for Evergreen are likely to begin in summer 2021.

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

- Table 5-1: Signs, Pavement Markings and Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Display Board Cost Estimate
- Table 5-3: Permanent Traffic Calming Cost Estimate
- Table 5-4: Pedestrian Ramps Cost Estimate
- Table 5-5: Total Cost Estimate

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

Location	Device	Cost Estimate	Implementation Goal
Zary Road and Sauer Crescent (north intersection)	Median island	\$500	1 to 2 years (all traffic calming devices will be installed temporary for at least one year to measure effectiveness)
Glacial Shores Manor at Manek Road	Convert yield control to stop control	\$250	
Baltzan Boulevard and Boykovich Crescent (south intersection)	Standard crosswalk (east side)	\$750	
Baltzan Boulevard and Boykovich Crescent/ Marlatte Street	Standard crosswalk (north side)	\$750	
<b>Total</b>		<b>\$2,250</b>	

Table 5-2: Speed Display Board Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed Display Board (facing westbound traffic)	\$0 (Ten devices purchased in 2017 are relocated annually.)	1 to 2 years
<b>Total</b>		<b>\$0</b>	

## Evergreen Neighbourhood Traffic Review

Table 5-3: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Evergreen Boulevard and Zary Road	Permanent median island on south leg	\$5,000	3 to 5 years
Zary Road and Sauer Crescent (north leg)	Median island	\$5,000	
<b>Total</b>		<b>\$10,000</b>	

Table 5-4: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Implementation Goal
Zary Road and Sauer Crescent (north leg)	Pedestrian ramp (northeast corner)	\$3,500	5 years plus
Evergreen Boulevard and Zary Road	Pedestrian ramps (northeast and southeast corner)	\$7,000	
<b>Total</b>		<b>\$10,500</b>	

Table 5-5: Total Cost Estimate

Category	Implementation Goal		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings, and Temporary Traffic Calming	\$2,250		
Speed Enforcement	\$0		
Permanent Traffic Calming		\$10,000	
Pedestrian Accessibility Ramps			\$10,500
<b>Total</b>	<b>\$2,250</b>	<b>\$10,000</b>	<b>\$10,500</b>

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$2,250. The total cost estimate for medium and long-term improvements (permanent traffic calming, and pedestrian ramps) is \$20,500.

The list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-6.

## Evergreen Neighbourhood Traffic Review

The resulting recommended Evergreen Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

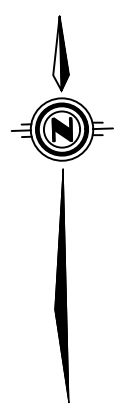
*Table 5-6: Evergreen Recommended Improvements*

Item	Location	Recommended Improvement	Justification
1	Zary Road and Sauer Crescent (north leg)	Pedestrian ramp (northeast corner)	Improve pedestrian accessibility and enhance trail connectivity
		Median island (north side)	Reduce speed and increase visibility of pedestrian crossing
2	Glacial Shores Manor at Manek Road	Convert yield control to stop control	Increase safety in the school zone
3	Baltzan Boulevard and Boykovich Crescent (south leg)	Standard crosswalk (east side)	Improve pedestrian safety
4	Baltzan Boulevard and Boykovich Crescent/ Marlatte Street	Standard crosswalk (north side)	Improve pedestrian safety
5	Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed Display Board (facing westbound traffic)	Reduce speed in the school zone
6	Evergreen Boulevard and Zary Road	Permanent median island on south leg	The temporary installation has been effective
		Pedestrian ramps (northeast and southeast corner)	Improve pedestrian accessibility



# EVERGREEN TRAFFIC PLAN

Exhibit 5-1: Recommended Evergreen Traffic Plan



## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ◫ EXISTING TRAFFIC SIGNAL
- ◫ PEDESTRIAN ACTUATED SIGNAL
- ◫ ACTIVE PEDESTRIAN CORRIDOR
- ◫ RECTANGULAR RAPID FLASHING BEACON
- Ⓝ RECOMMENDATIONS



# Appendix A

Public Meeting #1 – July 22, 2020

# CITY OF SASKATOON

## Evergreen Neighbourhood Traffic Review Minutes

**Date:** Wednesday, July 22, 2020

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

<b>Name</b>	<b>Position</b>
Chelsea Lanning	City of Saskatoon Transportation Engineer Evergreen Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Zach Jeffries	Ward 10 City Council Representative
Nolan Berg	Staff Sergeant Traffic Unit Saskatoon City Police

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Chelsea Lanning – Transportation Engineer)

See Video – Online meeting video recording – July 22, 2020

**Concerns received since preparing the slides:**

1. Speeding on Kloppenberg Bend.
2. There is vehicle noise, speeding, and racing on McOrmond Drive and Fedoruk Drive late at night.
3. Traffic failing to stop at the intersection of Evergreen Boulevard and Zary Road.
4. Pedestrian crossing requested at Zary Road and the 900 block of Sauer Crescent.

5. People parking in front of the stop signs at Zary Road and Evergreen Boulevard.
6. Pedestrian crossings requested on Baltzan Boulevard and Boykowitch Crescent on both ends.
7. Excessive speed in the mornings and noisy vehicles with limited mufflers in the evenings close to Evergreen Square. Especially people leaving Leopold's Tavern.

### Question and Answer Session

1. Question: I have some issues with traffic on Marlatte Crescent. The streets are too narrow for two-way traffic, especially in the winter. I took a video but I don't think I can upload it on this forum. Possibly changing streets to one-way traffic might fix this? (Video was emailed to Chelsea Lanning after the meeting.)

**Chelsea:** I have heard this from some of your neighbours that some streets, including Marlatte and Akhtar Bend, are narrow with parking. The majority of our local roads are designed to have parking on both sides and they are designed to be narrower than a street that carries a significant amount of traffic. A lot of the reason for this is to slow vehicles down. It is common practice in cities throughout Canada and it usually helps to reduce speed on local streets and is on shorter local streets. Through this project we wouldn't be looking to remove parking from one side of the street entirely, which I've had requests for on Marlatte and on Akhtar Bend, but we would consider parking restrictions that are in alignment with our parking restriction bylaw. Those include parking too close to the intersection or parking too close to a driveway. Within Bylaw 7200 it states that vehicles shouldn't be parked within 1.0 metre of a private driveway or 10.0 metres of an intersection. If you see things like that going on in your neighbourhood you can call parking enforcement and tell them the location. Their number is 306-975-8344. If there are visibility issues, we will restrict parking, but we typically don't restrict parking along an entire side of a street.

2. Comment: The traffic circles really help with slowing traffic down!

**Chelsea:** That's great to hear, thank you for that comment. At a couple of the traffic circles we've heard that same thing from your neighbours. We've also heard a little bit about some difficulties with visibility for pedestrians particularly at the traffic circle on Evergreen Boulevard and Manek Road (south), so that will be a location that I go and do a site visit and make sure that there's nothing that can be modified to improve it.

3. Comment: Streets are too narrow on Maningas Bend as well. Parking is always a concern.

Refer to response for Question 1.

4. Comment: Leaving out of the back lane going on Wyant Lane to Evergreen Boulevard is really dangerous. I drive 2 cars, one being a convertible that can't see any of the oncoming traffic when leaving the back lane to go to Evergreen. This is really because of large vehicles and so many closely parked together.

**Chelsea:** We have heard about vehicles parking close to the intersection and site line issues at the intersection of Wyant Lane and Evergreen Boulevard.

5. Comment: Street name blade correction required at Dalgliesh. It is missing an L.

**Nathalie:** We will have to check that one and get it corrected. Must be a printing error.

6. Question: There is an abundance of excessive acceleration at the 3-way stop of Zary Road and Evergreen Boulevard, particularly when coming off of Evergreen Boulevard to Zary Road. Can anything be done to reduce that excessive acceleration?

**Chelsea:** We have also heard about speeding on Zary Road so that will be something that we measure. Driver behaviour is something that is difficult to do anything about the fast acceleration, but we can look to see if there are excessive speeds close to the intersection and look at what can be done about that to minimize it.

7. Question: For excessive speeding, are the speed radars that flash the driver's speed a viable option?

**Chelsea:** Those are recommended through the NTR program and are called speed display boards. They are installed temporarily for approximately six months. This is because if we leave them up indefinitely drivers get used to them and stop really seeing them and they become less effective. In the beginning, when we put them up, often drivers don't realize how fast they're going and it's a good reinforcement for them to slow down. We have seen that they're effective in many of the locations that we install them.

8. Question: How are decisions made to deploy or not deploy speed display boards?

**Chelsea:** As I'm going through the data collection phase for this neighbourhood traffic review I will be measuring the speeds over three to seven days of data 24 hours of the day. If the data indicates that there is a speeding issue, there are a few things that we can do. One of them is the speed display board. We can also use horizontal deflections to try and bring those speeds down. If we see that there's excessive speeding consistently happening at a specific time of day we will often forward that information on to the Police Department and then the Traffic Unit can target their work around the data that we've collected so that they can be as effective as they can be as well.

**Nathalie:** The speed display boards are only temporary, so depending how significant the speeding issue is would determine if we recommend a temporary measure, or something more permanent, like traffic calming devices.

9. The westbound guide sign in the centre median of Evergreen Boulevard west of McOrmond Drive is totally obscured by trees.

**Chelsea:** This is likely the guide sign approaching the roundabout. We will look into if tree trimming would be an option here.

I'll take this opportunity to say that this is another good point. This is a newer neighbourhood, so there might not be trees large enough to obstruct signs, but if you're driving around the neighbourhood and you see that there's a sign that's blocked by leaves or other things, you can send that in to me and we'll get those looked at.

**Nathalie:** Urban forestry has a seven year tree trimming rotation cycle, so they should get to your neighbourhood every seven years. If we are seeing issues prior to that we can accelerate some tree trimming for problem signs that are blocked.

10. Comment: Speeding on Evergreen Boulevard from the intersection of Zary Road to the roundabout northeast of the school. It's a long stretch and there are countless vehicles speeding on this route.

**Chelsea:** We've heard speeding concerns about the majority of Evergreen Boulevard.

11. Comment: Request for a sound barrier for the residents of Glacial Shores that back McOrmond Drive. The intersection of Fedoruk Drive and McOrmond

Drive has continually become louder with more traffic and racing late in the evening.

**Chelsea:** Our sound wall devices are installed based on a policy that talks about when we'll install sound barriers. Locations for sound attenuation measures are reviewed under the Traffic Noise Sound Attenuation Program. This program was created to help maintain the quality of outdoor amenity space in residential areas located adjacent to high speed roadways.

McOrmond Drive is an arterial roadway, so it would be eligible for consideration under this policy. However, I do believe there is a berm, and if a berm already exists then a berm is a sound attenuation measure so it's unlikely that it would qualify for additional sound attenuation measures.

12. Comment: Drivers are going the wrong way on the one-way near the businesses on Evergreen Square.

**Chelsea:** We have plans out right now to install additional signs to indicate that Evergreen Square is a one-way loop. Hopefully that will help alleviate the problem. If you see issues throughout the summer once the signs have been installed please let me know.

13. Question: Pedestrian safety at the roundabout at Evergreen Boulevard, Manek Road, and Pohorecky Crescent. Pedestrians trying to cross Manek Road have difficulty being seen with the angle of the turn onto Manek Road. There is a fence there and it's causing dangerous conditions for pedestrians crossing there. Some of the drivers are coming in pretty fast from McOrmond Drive and they don't slow down enough going around that roundabout.

**Chelsea:** We have heard this issue through email as well, so that will be a location for a site investigation to see if there is anything that can be improved.

**Nathalie:** One of the residents requested an RRFB for the pedestrian crossing.

14. Question: I have a concern about the speed at the pedestrian crosswalk at the corner of Sauer Crescent and Zary Road.

**Chelsea:** The comments that I've received for that location have really been about the compound issue of difficulty crossing, site line issues for pedestrians, visibility issues at the location, and speeding from vehicles in both directions. That's definitely something that we'll need to look into.

15. Question: Lowe Road south of Evergreen has very steep ditches. A car could rollover if they went off the road. Can anything be done to make the road safer? Would jersey barriers work? The road has a 60 km/h speed limit.

**Answer:** Sharp drop off pavement edge signs were installed at the end of June to inform drivers aware of that hazard.

16. Question: Once the 2 lanes are complete on Fedoruk, will it remain a 3 way stop? or will a light be installed? (Assume this is at Zary Road and Fedoruk Drive)

**Chelsea:** There are no plans for any signalized intersections along Fedoruk Drive. They weren't part of the neighbourhood concept plan, and they weren't deemed necessary through the traffic assessments that we have our developers do when they submit a neighbourhood to us. If signals are requested at this location, we would probably wait until it is four lanes of traffic and do some counting then. It would go into the queue for installation and review with all of our locations city-wide. It would be controlled by either a one-way stop on Zary Road or a three-way stop as it is today.

### **Updates on other relevant projects**

#### School Site traffic circulation:

A couple of years back we heard about traffic issues at the school site. I think it was the really cold winter when the busses weren't running. A lot of parents were driving their children to school. I don't know if that's improved since then, but we work with the school to come up with solutions on circulation around their site. We'll continue to work with them if that continues to be an issue.

#### Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. There is a report going to Council on Monday, July 27, 2020 for approval to apply for provincial funding for a Vehicle Noise Study. We hope that these actions will help us make progress on the vehicle noise issue throughout Saskatoon.

#### Fedoruk Drive Construction Schedule:

We spoke with some of our colleagues who are in charge of completing the additional two lanes of construction on Fedoruk Drive. They've informed us that they are planning to construct the additional two lanes between Central Avenue and Zary Road this fall. You should see work happening out there between August and October to complete those additional two lanes. I did get some comments from the neighbourhood asking when that would be completed, and



also comments that some people aren't aware that it's two-way traffic. The plan is to construct this section of Fedoruk Drive to its completed state this fall.

#### McOrmond Drive and Central Avenue Speed Limit Changes:

Recently, City Council voted to change the speed limits on Central Avenue and on McOrmond Drive through the Northeast Swale to 60 km/h. That change will be in effect as of August 1, 2020. This is an increase from 50 km/h to 60 km/h.

#### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than August 22, 2020
3. Additional public input via Engage Page no later than August 22, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Standing Policy Committee on Transportation

**Greetings from Councillor Zach Jeffries**

**Adjournment**



# Evergreen Neighbourhood Traffic Review

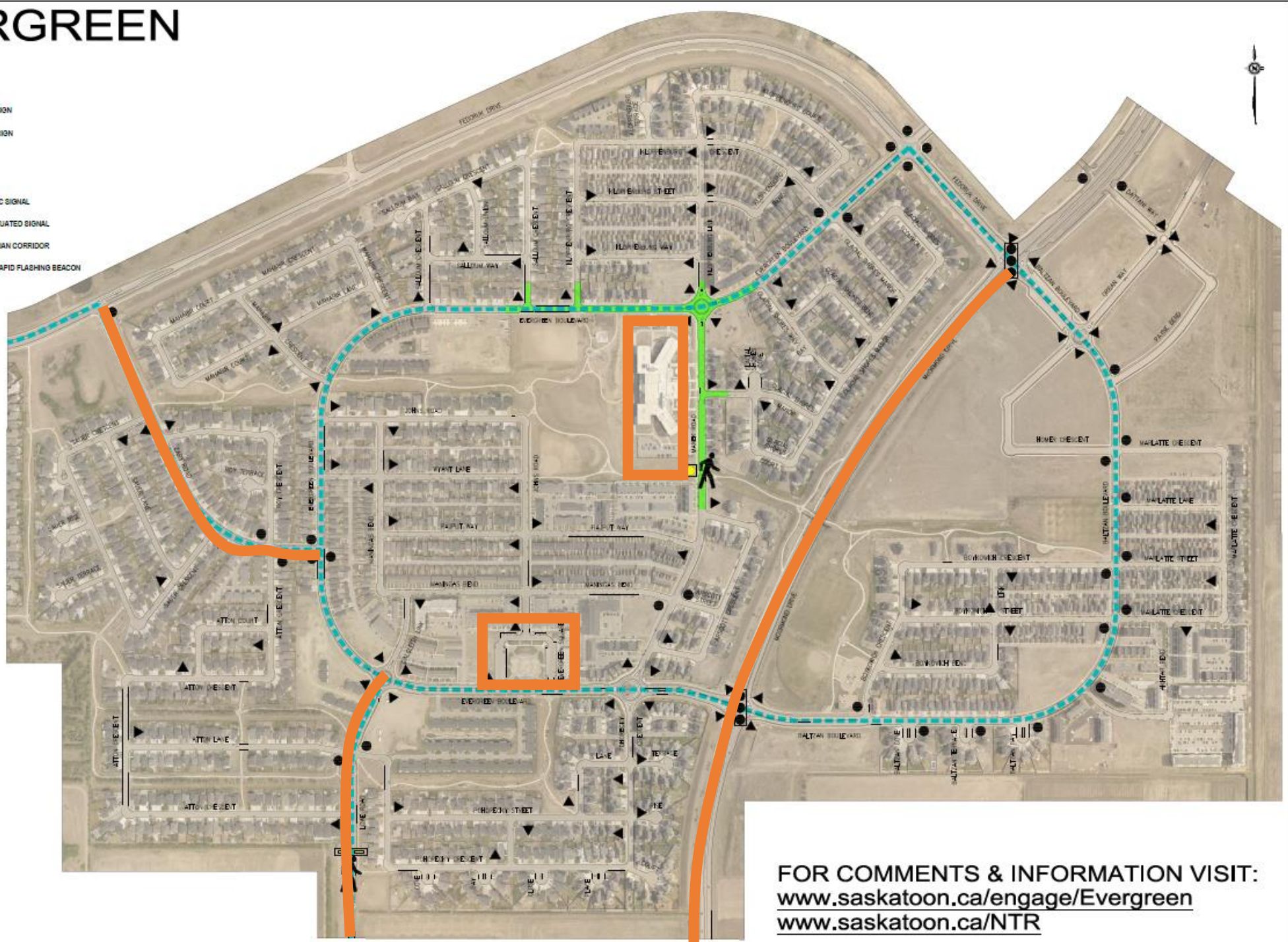
July 22, 2020



# EVERGREEN

## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL
- ACTIVE PEDESTRIAN CORRIDOR
- RECTANGULAR RAPID FLASHING BEACON

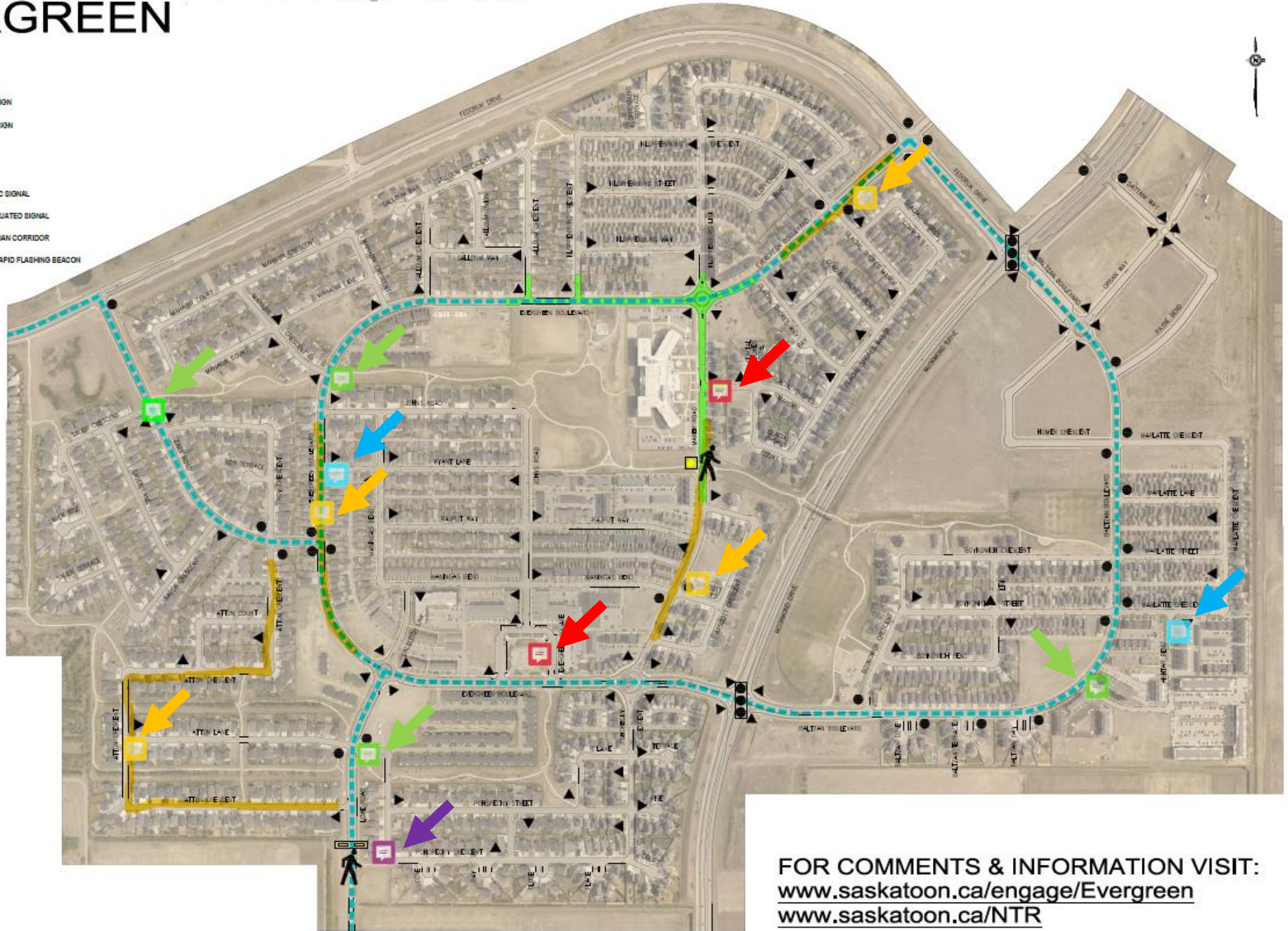


FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/engage/Evergreen](http://www.saskatoon.ca/engage/Evergreen)  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

# EVERGREEN

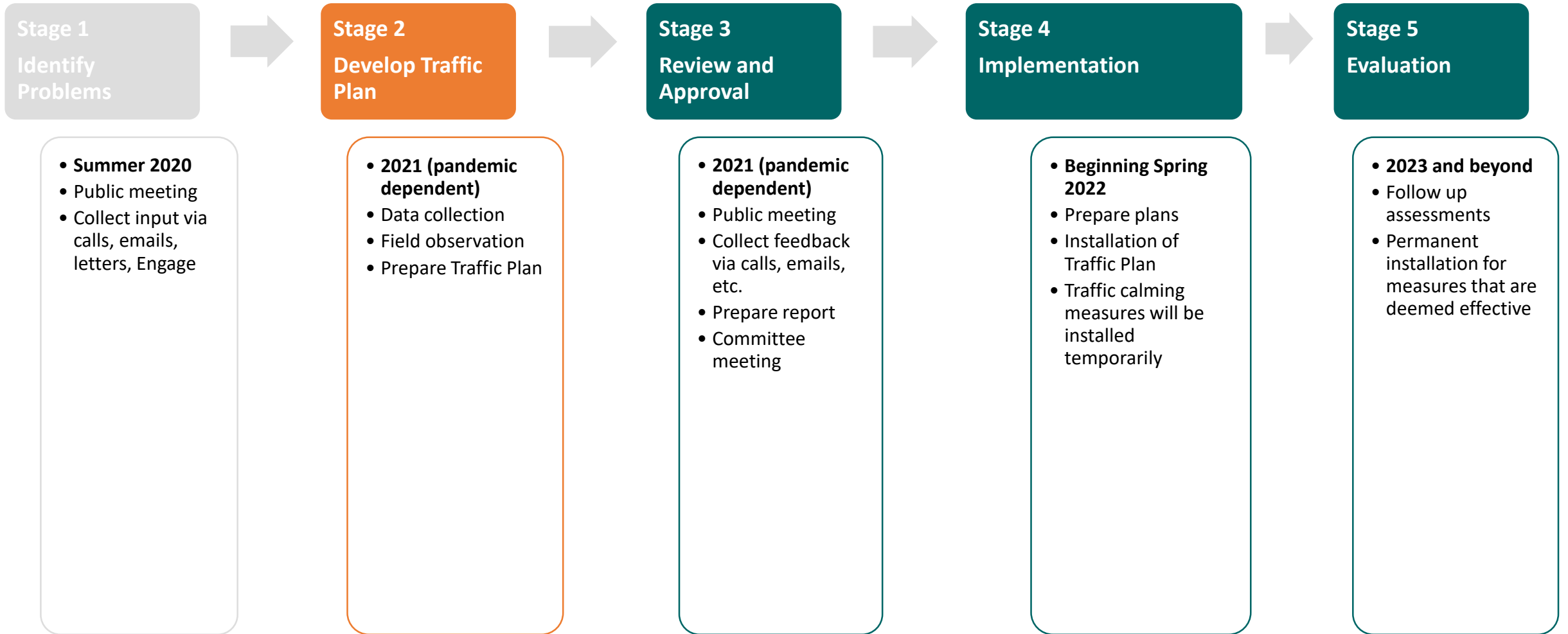
## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTUATED SIGNAL
- ACTIVE PEDESTRIAN CORRIDOR
- RECTANGULAR RAPID FLASHING BEACON



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/engage/Evergreen](http://www.saskatoon.ca/engage/Evergreen)  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

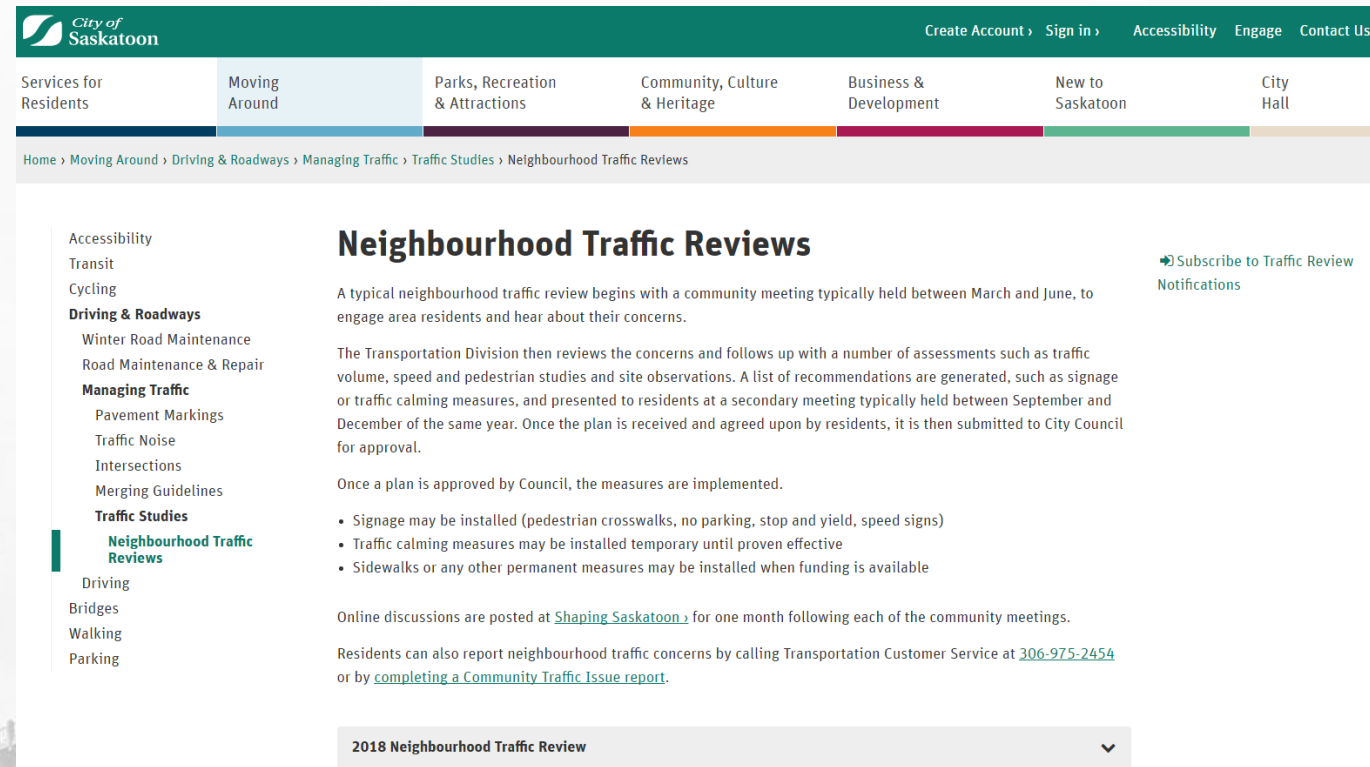
# Next Steps



# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App
- Call Chelsea at 306-975-2483
- Email us at [ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)
- Send us a letter

Attn: Chelsea Lanning, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5



The screenshot shows the City of Saskatoon website's navigation and content for Neighbourhood Traffic Reviews. The header includes the City of Saskatoon logo and links for 'Create Account', 'Sign in', 'Accessibility', 'Engage', and 'Contact Us'. A secondary navigation bar lists various services: 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail reads: 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. A left-hand sidebar menu lists categories: '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' (with sub-item: 'Neighbourhood Traffic Reviews'), 'Driving', 'Bridges', 'Walking', and 'Parking'. The main content area is titled 'Neighbourhood Traffic Reviews' and includes a 'Subscribe to Traffic Review Notifications' link. The text describes the process: a typical review begins with a community meeting (March-June), followed by a review by the Transportation Division (September-December), and implementation of measures (signage, traffic calming, sidewalks) once approved by Council. It also mentions online discussions on 'Shaping Saskatoon' and reporting concerns via phone (306-975-2454) or a 'Community Traffic Issue report'.

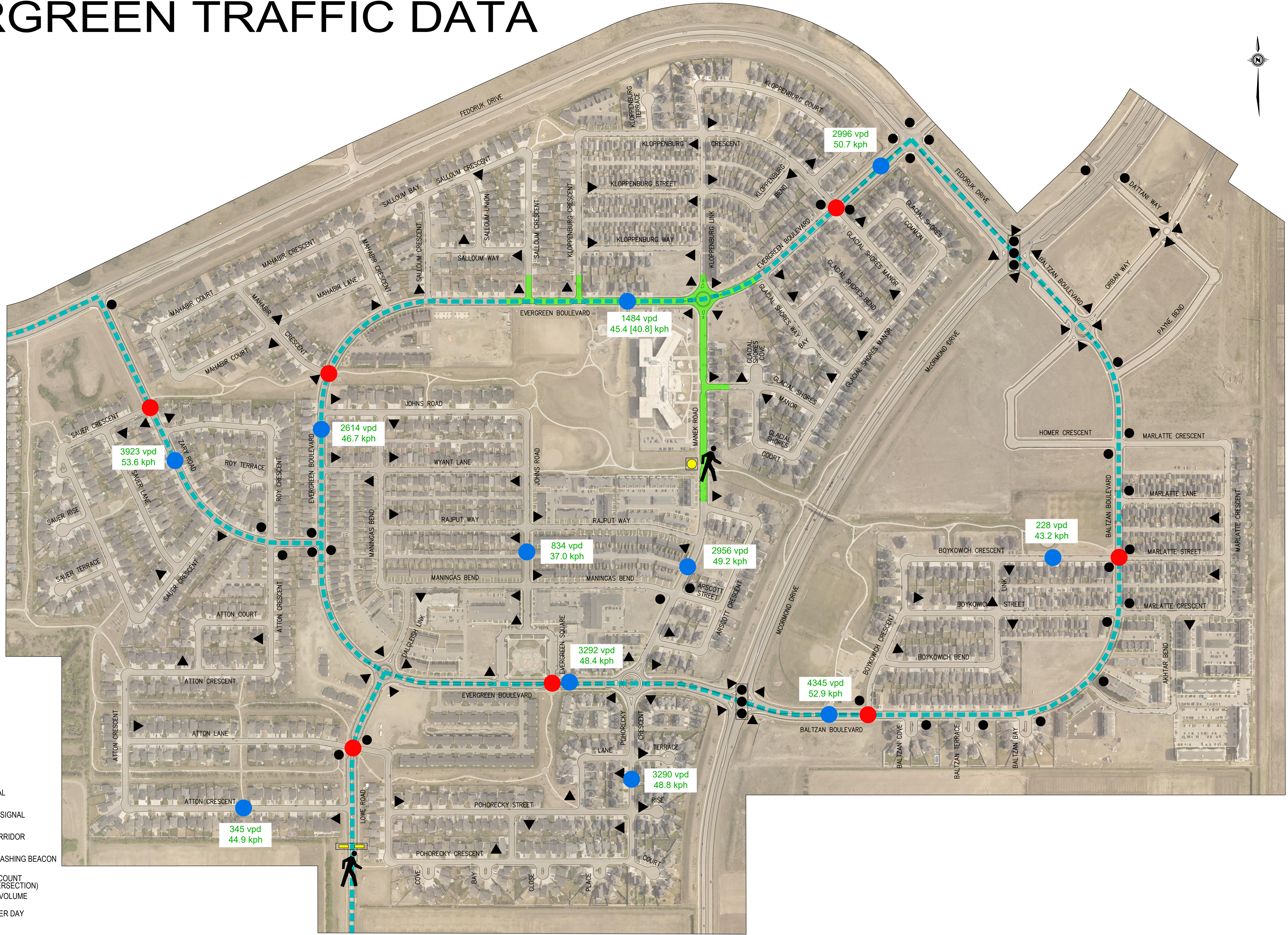
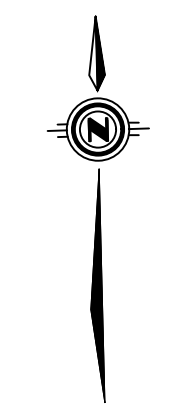


# Appendix B

## Traffic Data Collection



# EVERGREEN TRAFFIC DATA



## LEGEND

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

# Appendix C

## All-Way Stop Assessments

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

Step 1:

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

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

Location	Criteria 1: # of Collisions	Criteria 2: Peak hour is greater than 600 vehicles OR total exceeds 6,000 vpd	Criteria 3: Delay	Criteria 4: Interim Measure	Criteria 5: Safety Concern	All-Way Stop Warrant
Evergreen Boulevard and Kloppenburg Crescent / Glacial Shores Manor	0 – Criteria NOT met	376 – Criteria NOT met 4,220 – Criteria NOT met	NA	No – Criteria NOT met	NA	Criteria NOT met. Do Not Proceed to Step 2.

# Appendix D

## Pedestrian Device Assessments

### Baltzan Boulevard and Boykovich Crescent (East)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	EAU < 15
	Vehicular Volume	1,200 vehicles/day
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	> 200m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system that connects to Elementary Schools
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate

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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.

### Baltzan Boulevard and Boykowich Crescent (South)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	EAU < 15
	Vehicular Volume	4,345 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	220 m from McOrmond Drive
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system that connects to Elementary Schools
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate

---

<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.

## Evergreen Boulevard and Evergreen Square (East)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	EAU > 15
	Vehicular Volume	3,290 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	100 m from Manek Road traffic circle
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system that leads to commercial area
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Existing standard crosswalk appropriate

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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.

## Evergreen Boulevard and Mahabir Crescent (South)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	EAU < 15
	Vehicular Volume	2,615 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	290 m from Zary Road
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system that connects to Elementary Schools
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Existing standard crosswalk appropriate

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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.



### Lowe Road and Atton Lane/Pohorecky Crescent (North)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	EAU < 15
	Vehicular Volume	5,300 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	125 m from Evergreen Boulevard
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	4,500 < ADT < 9,000 Existing standard crosswalk appropriate

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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.

### Zary Road and Sauer Crescent (north leg)

Preliminary Assessment Decision Point		Pedestrian Crossing
Traffic Signal Warrant	Points	-
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume $\geq$ 15 EAU's AND vehicular volume $\geq$ 1,500 veh/day?	Average Hourly Pedestrian Volume	EAU > 15
	Vehicular Volume	3,925 vehicles/day
	Answer (Y/N)	Yes
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	200 m from Zary Road
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand $\geq$ 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	Provides connection to transit stop and a neighbourhood pathway system that leads to Elementary Schools
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Existing standard crosswalk appropriate

---

<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	U-Grid	All Collisions (2015-2019)	All Collisions (2019)	Right Angle, Right Turn, Left Turn (2015-2019)	Right Angle, Right Turn, Left Turn (2019)	Coll Freq (2015-2019)
ROY CR	100	SKO2-15	4	1	0	0	0.8
ATTON CR	ZARY RD	SKO2-4	2	0	2	0	0.4
ZARY RD	100	SKO2-6	7	1	0	0	1.4
SAUER CR	700	SKO2-7	2	1	0	0	0.4
MAHABIR CR	MAHABIR CRT N	SKO2-8	2	1	0	0	0.4
ATTON CR	ATTON CT	SKO3-1	1	1	0	0	0.2
ATTON CR	700	SKO3-2	2	0	0	0	0.4
MANNIGAS BEND	DALGLEISH LINK - RAJPUT WAY	SKP2-10	1	1	0	0	0.2
GLACIAL SHORES BEND	GLACIAL SHORES WAY	SKP2-13	3	2	0	0	0.6
WYANT LN	200	SKP2-14	5	1	0	0	1.0
EVERGREEN BLVD	GLACIAL SHORES WAY	SKP2-15	4	0	1	0	0.8
EVERGREEN BLVD	SALLOUM CR - SALLOUM CR	SKP2-17	6	1	0	0	1.2
MANEK RD	500	SKP2-18	1	0	0	0	0.2
ARSCOTT ST / MANINGAS BEND	MANEK RD	SKP2-19	5	1	2	0	1.0
EVERGREEN BLVD	KLOPPENBURG LINK	SKP2-20	3	1	0	0	0.6
SALLOUM CR W LEG	SALLOUM WAY	SKP2-21	3	1	0	0	0.6
KLOPPENBURG CR	KLOPPENBURG ST	SKP2-5	6	2	0	0	1.2
SALLOUM CR	300	SKP2-9	1	0	1	0	0.2
ATTON LN	LOWE RD	SKP3-2	8	1	2	0	1.6
POHORECKY CR	POHORECKY ST	SKP3-5	2	0	0	0	0.4
EVERGREEN BLVD	LOWE RD	SKP3-6	4	2	0	0	0.8
EVERGREEN BLVD	POHORECKY CR	SKP3-7	6	0	1	0	1.2
POHORECKY CR	700	SKP3-9	2	1	0	0	0.4
POHORECKY ST	200	SKP3-10	1	0	0	0	0.2
POHORECKY CR	100	SKP3-11	3	1	0	0	0.6
100 MANEK RD	ARSCOTT CR - EVERGREEN BLVD	SKP3-13	2	1	0	0	0.4
MCCORMAND RD	N OF FEDORUK DR	SKQ2-1	5	3	1	1	1.0
MARLATTE CR	200	SKQ2-2	10	4	0	0	2.0
GLACIAL SHORES COMMON	GLACIAL SHORES - GLACIAL SHOR	SKQ2-4	2	0	0	0	0.4
BOYKOWICH ST	BOYKOWICH CR - BOYKOWICH LINK	SKQ2-5	4	2	1	1	0.8
MARLATTE LN	BALTZAN BLVD - MARLATTE CR	SKQ2-6	6	3	0	0	1.2
BALTZAN BLVD	MARLATTE CR N LEG	SKQ2-7	4	1	1	0	0.8
BALTZAN BLVD	MARLATTE CR S LEG	SKQ2-8	1	1	0	0	0.2
BALTZAN BLVD	BOYKOWICH CR - MCORMOND DR	SKQ3-1	10	5	0	0	2.0

# Appendix F

Public Meeting #2 – March 4, 2021

# CITY OF SASKATOON

## Evergreen Neighbourhood Traffic Review Minutes

**Date:** Thursday, March 4, 2021

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

### Attendees:

Name	Position
Chelsea Lanning	City of Saskatoon Transportation Engineer Project Manager Evergreen Neighbourhood Traffic Review
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Katie Sapieha	City of Saskatoon Transportation Engineer
Councillor Zach Jeffries	Ward 10 City Council Representative

### Regrets:

Name	Position
Trent Emigh	Saskatoon Police Service Traffic Unit, Staff Sergeant

### Items:

#### Welcome and Introductions

#### Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Video – Online meeting video recording – March 4, 2021

See Draft Traffic Plan and Recommendation List – March 4, 2021

#### Zary Road and Sauer Crescent

1. **Comment:** I like the Zary Road solution, but will the crosswalk be upgraded to a zebra crossing?

**Chelsea:** We're recommending a standard pedestrian crossing at this point, which is two black and white pedestrian signs on the side of the street and two white pavement markings. We typically reserve installation of zebra

crosswalks to our school zones. The median island that we're installing should help with the visibility of that crosswalk.

### Speed Display Board on Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent

2. **Comment:** Thank you for adding this. Do you know the dates that it will be installed?

**Chelsea:** We have a list of all of the speed display board installations that have been recommended through our Neighbourhood Traffic Review process and this location will go on that list. There are a few locations, so hopefully we could get it up this summer, but it depends how many locations we have.

**Nathalie:** We only have so many boards to go around and there are a lot of NTR recommendations that include that type of device.

3. **Comment:** I think there is more speeding at night.

**Nathalie:** We can do an hour by hour breakdown, and we do pass the information over to the police.

**Chelsea:** Yes, we do. If we find speeds are quite high, we can send that information over to the police so that they can target their enforcement and be as effective as possible as well.

4. **Comment:** What times did you monitor speeds?

**Chelsea:** Our speed measurements are usually for 7 days, 24 hours a day. So that's from midnight to midnight every day for a week. If we are in a school zone, we will analyze those hours separately since the speed limit is different during those hours. We can look for trends within that data to see if there are certain times of day or days of week where there are issues.

**Nathalie:** We typically check the direction of travel as well, which is why the speed display board is recommended to face westbound. That's where we saw the higher speeds.

**Chelsea:** Evergreen was a neighbourhood where traffic calming was installed as a part of the neighbourhood development, and it appears that that was done really well at the time. Speeding is not a huge issue in Evergreen.

### Evergreen Boulevard and Zary Road

5. **Comment:** Will you restrict some parking as there are a lot of cars blocking the sidewalk?

**Chelsea:** There is a parking restriction at Evergreen Boulevard and Zary Road right now along the east side of the road, or the top of the 'T'. Other than that, our traffic bylaw covers that no vehicle should be parked within 10 metres of an intersection. If you see vehicles encroaching on the crosswalks or on the intersection, you can call Parking Enforcement at 306-975-8344.

6. **Comment:** At the top of the 'T' along Evergreen Boulevard, visibility is poor because cars are parked right up to the intersection.

**Chelsea:** I can look at that.

#### Other

7. **Comment:** There are parking problems throughout Evergreen.

**Chelsea:** We did hear comments about parking at a few different locations and we performed some site visits to review the concerns. For the most part, people were parked outside of the 10-metre zone restricted in the Traffic Bylaw. It is possible that it may be more of a problem at certain times of day. We tried to stagger our visits to capture that.

8. **Comment:** There is not enough parking for this area. General for the neighbourhood that there is just so much parking demand and not enough on-street parking.

**Chelsea:** We heard from a few residents that on-street parking is pretty busy in Evergreen. Unfortunately, there isn't a lot we can do about that through the Neighbourhood Traffic Review. All streets in Evergreen have on-street parking.

9. **Comment:** Do you plan to add blinking lights at the crosswalks in front of the schools on Manek Road?

**Chelsea:** We do have a flashing crosswalk light along Manek Road that connects to the pedestrian network where the green overpass is. In school zones, we typically mark zebra crosswalks to increase the visibility of the crossings. We don't always place higher devices in front of schools. Schools often have other programs where they have teachers or parents help children cross the street. We work with the schools to make sure that their needs are accommodated.

**Nathalie:** If it's about the Glacial Shores Manor location, there are curb extensions to improve pedestrian safety, which is why an activated device is not warranted. We are recommending a stop sign for Glacial Shores Manor because we had heard from residents that drivers turning from Glacial Shores Manor weren't always paying attention to the crosswalk.



10. **Comment:** Do you know what the traffic flow from the potential development across from the schools parking lot will be? Where the new speed display board is suggested, there are rumours that the entrance to their parking lot will be on Evergreen Boulevard near the entrance to the school staff parking lot and the City bus stop (northwest of the roundabout). It will cause a significant traffic issue for the school if the driveway is on that side.

**Response:** A development application has not yet been approved for this site. Our review of future development applications will consider impacts of any proposed driveways and will consider possible conflicts with the school driveway on Evergreen Boulevard.

11. **Comment:** Do you know when the bus shelter will be relocated to the new bus stop locations (on Evergreen Boulevard, near the school)?

**Nathalie:** Our colleagues at Saskatoon Transit have confirmed that the shelter will be relocated in the spring once the ground thaws.

### **Updates on other relevant projects**

#### Low Road Rectangular Rapid Flashing Beacon (RRFB) Pilot Project

An RRFB was installed on Lowe Road south of Atton Crescent as a part of the RRFB Pilot project. Since the development of national guidelines for the installation of these devices, it has been determined that the installation on Lowe Road is not warranted, so the RRFB will be removed and relocated. The zebra crosswalk will remain.

#### **Next Steps**

- Continue monitoring traffic issues in your neighbourhood.
- Mail-in or email comments no later than April 2, 2021.
- Additional public input via Engage Page no later than April 2, 2021.
- Determine revisions and finalize traffic plan.
- Present traffic plan to City Standing Policy Committee on Transportation.

### **Adjournment**



# Neighbourhood Traffic Review Evergreen Neighbourhood

March 4, 2021



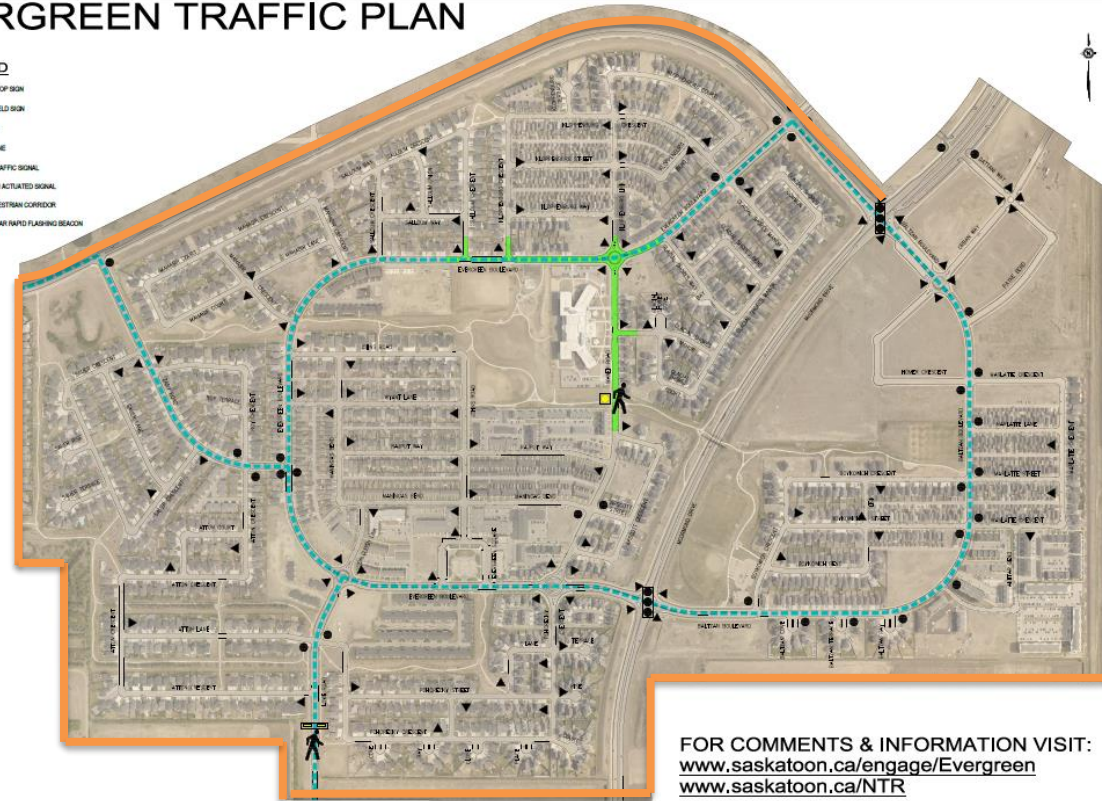
# Study Area

- Study Limits
  - Fedoruk Drive
  - City Limits
  - U of S Lands/Kernen Prairie
  - Linear Park
- Local and Collector Roads

## EVERGREEN TRAFFIC PLAN

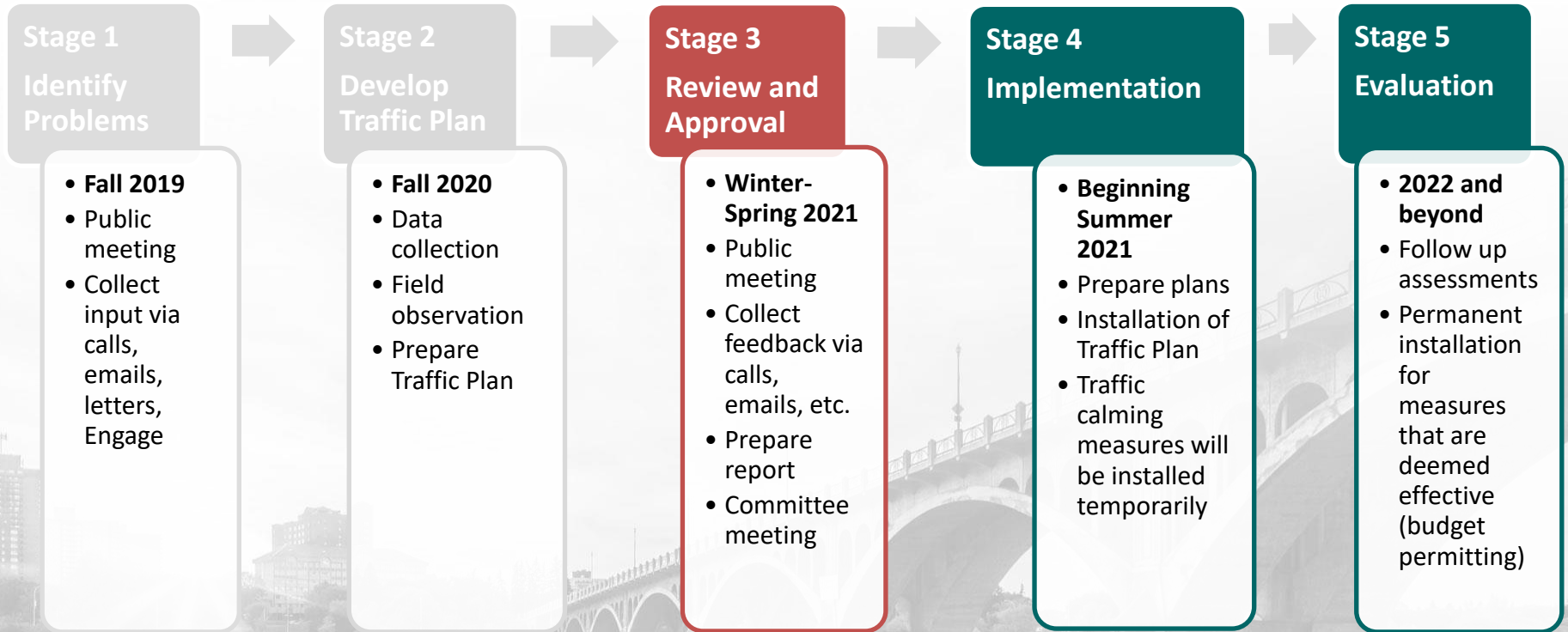
### LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- EXISTING TRAFFIC SIGNAL
- PEDESTRIAN ACTIVATED SIGNAL
- ACTIVE PEDESTRIAN CORRIDOR
- RECTANGULAR RAMP FLASHING BEACON



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/engage/Evergreen](http://www.saskatoon.ca/engage/Evergreen)  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

# Neighbourhood Traffic Review Schedule



\*Schedule is pandemic dependent

# What We Heard

## A. Speeding / Shortcutting Concerns:

- Zary Road
- Atton Crescent
- Johns Road
- Boykovich Crescent
- Baltzan Boulevard
- Evergreen Boulevard
- Pohorecky Crescent

# What We Heard

## B. Pedestrian Concerns:

- Zary Road & Sauer Crescent (N)
- Evergreen Boulevard & Mahabir Crescent
- Lowe Road & Atton Lane
- Evergreen Boulevard & Evergreen Square
- Evergreen Boulevard & Manek Road (S)
- Johns Road & Rajput Way
- Baltzan Boulevard & Boykovich Crescent (E & S)
- Baltzan Boulevard & Baltzan Bay
- Baltzan Boulevard & Akhtar Bend

# What We Heard

## B. Intersection Safety Concerns:

- Manek Road & Glacial Shores Manor
- Evergreen Boulevard & Zary Road
- Evergreen Boulevard & Glacial Shores Manor (N)
- Evergreen Boulevard & Lowe Road traffic circle

# What We Heard

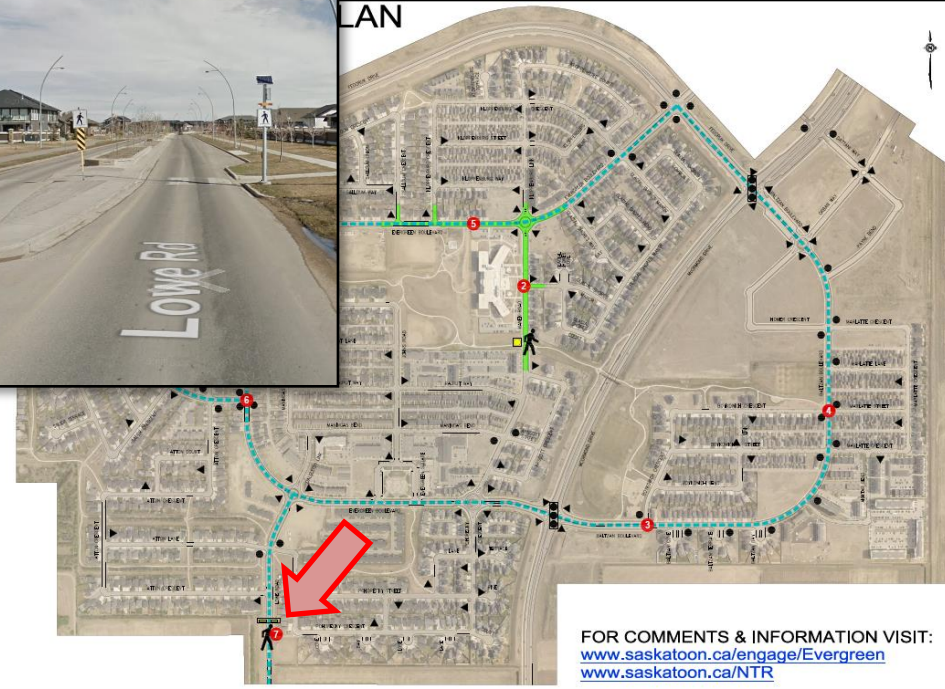
## C. Other Concerns:

- Parking
  - Evergreen Boulevard & Wyant Lane
  - Evergreen Boulevard & Glacial Shores Manor (N)
  - Along several local streets including Maningas Bend, Kloppenburg Street, Marlatte Street, & Akhtar Bend
- Traffic Operations
  - Evergreen Square one-way loop
  - Request to paint a yellow centerline on Baltzan Boulevard



# Other Projects – Lowe Road RRFB

- Remove RRFB south of Atton Crescent and retain zebra pedestrian crossing
  - RRFB not warranted at this location, zebra crosswalk appropriate.



# What We Did

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

# What We Propose

- Stop Sign
- Standard and Zebra Crosswalks
- Speed Display Devices
- Median Island
- Pedestrian Accessibility Ramps

## EVERGREEN TRAFFIC PLAN

- LEGEND**
- EXISTING STOP SIGN
  - ▼ EXISTING YIELD SIGN
  - BUS ROUTE
  - SCHOOL ZONE
  - EXISTING TRAFFIC SIGNAL
  - PEDESTRIAN ACTUATED SIGNAL
  - ACTIVE PEDESTRIAN CORRIDOR
  - RECTANGULAR RAPID FLASHING SIGN
  - RECOMMENDATIONS



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

# Draft Traffic Plan

- Zary Road & Sauer Crescent
  - Pedestrian ramp on the northeast corner
  - Median island on the north side of the intersection



## EVERGREEN TRAFFIC PLAN

- LEGEND
- EXISTING STOP SIGN
  - ▼ EXISTING YIELD SIGN
  - BUS ROUTE
  - SCHOOL ZONE
  - EXISTING TRAFFIC SIGNAL
  - PEDESTRIAN ACTUATED SIGNAL
  - ACTIVE PEDESTRIAN CROSSING
  - RECTANGULAR RAPID FLASHING BEACON
  - RECOMMENDATIONS



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

# Draft Traffic Plan

- Glacial Shores Manor & Manek Road
  - Convert Yield control to Stop control

## EVERGREEN TRAFFIC PLAN

- LEGEND
- EXISTING STOP SIGN
  - ▼ EXISTING YIELD SIGN
  - BUS ROUTE
  - SCHOOL ZONE
  - EXISTING TRAFFIC SIGNAL
  - PEDESTRIAN ACTUATED SIGNAL
  - ACTIVE PEDESTRIAN CROSSING
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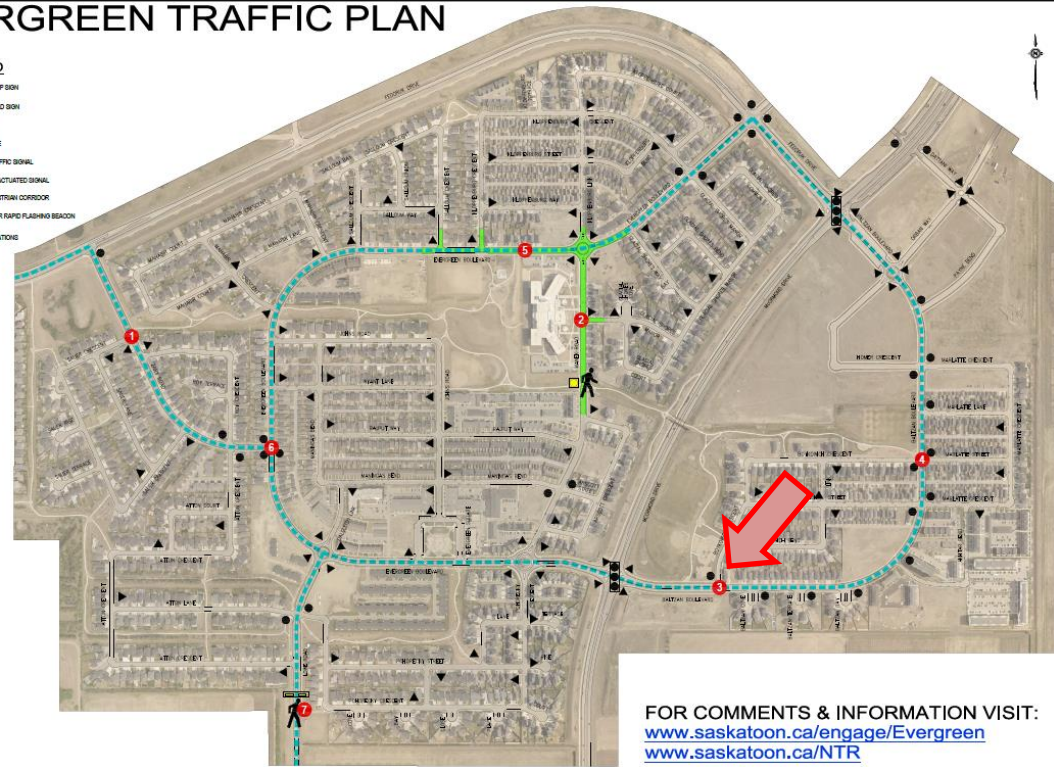
# Draft Traffic Plan

- Baltzan Boulevard & Boykovich Crescent (south intersection)
  - Install standard crosswalk (east side)



## EVERGREEN TRAFFIC PLAN

- LEGEND**
- EXISTING STOP SIGN
  - ▼ EXISTING YIELD SIGN
  - BUS ROUTE
  - SCHOOL ZONE
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  - PEDESTRIAN ACTUATED SIGNAL
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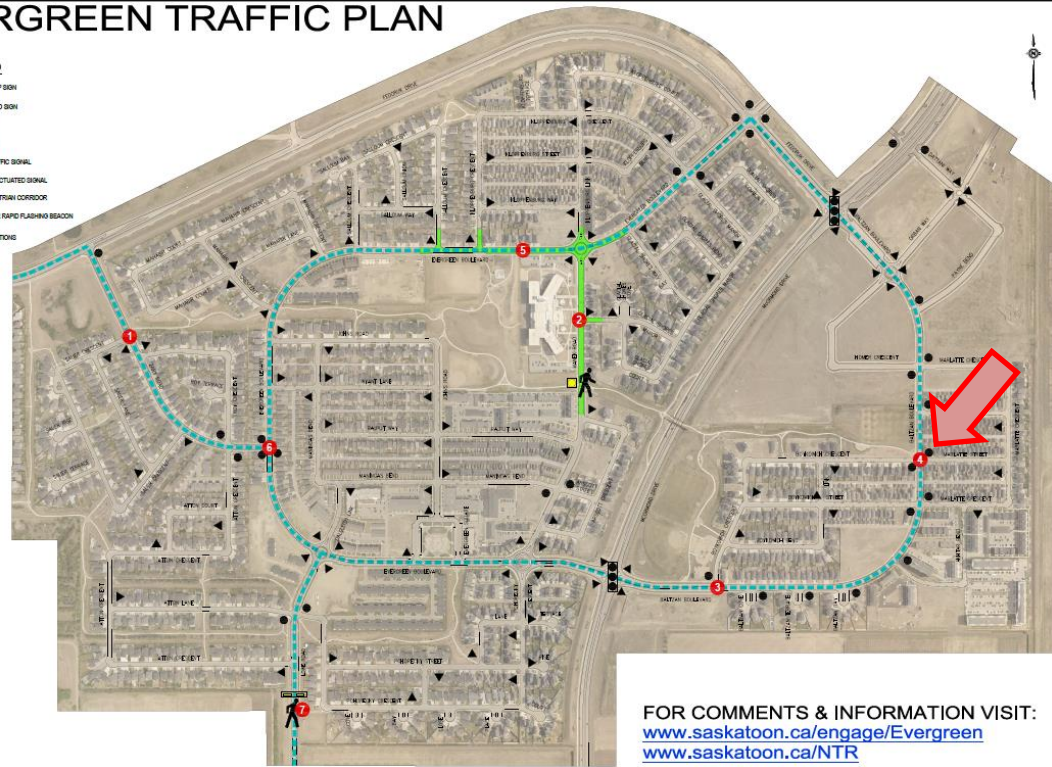
# Draft Traffic Plan

- Baltzan Boulevard & Boykovich Crescent/Marlatte Street
  - Install standard crosswalk (north side)



## EVERGREEN TRAFFIC PLAN

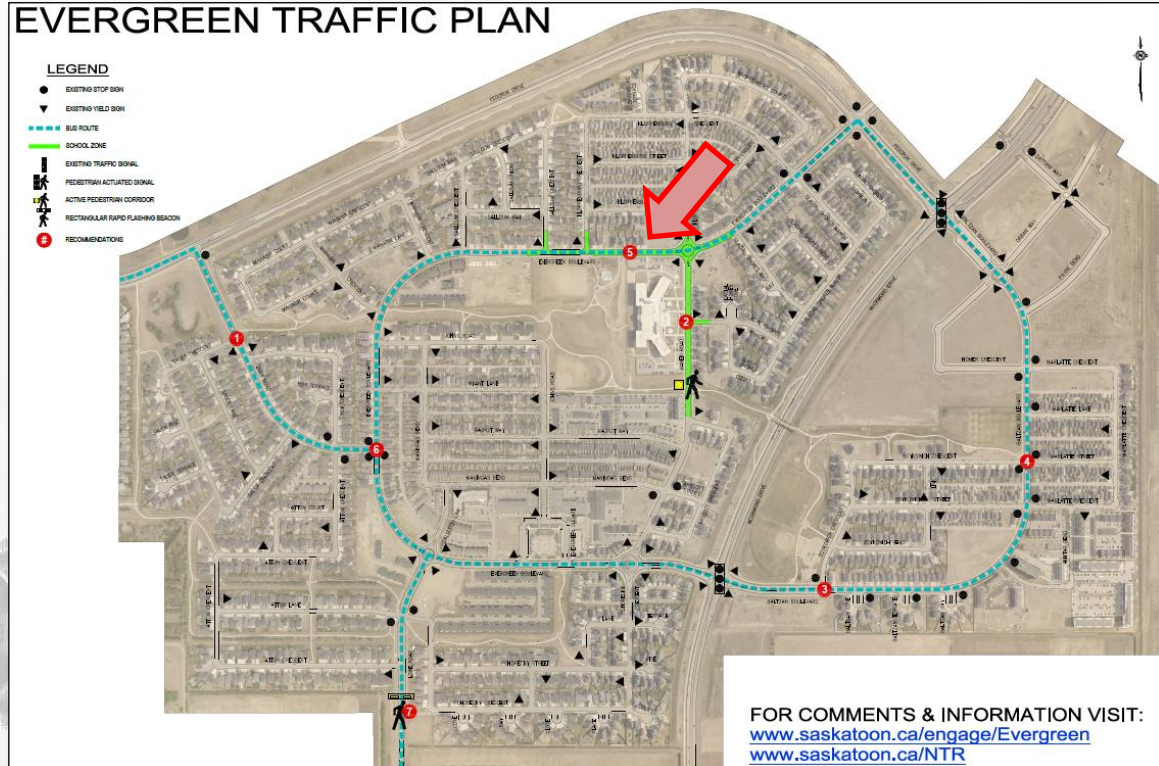
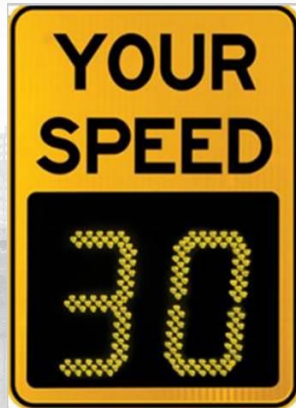
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  - PEDESTRIAN ACTUATED SIGNAL
  - ACTIVE PEDESTRIAN CORRIDOR
  - RECTANGULAR RAPID PLANNING SCHOOL
  - Ⓡ RECOMMENDATIONS



FOR COMMENTS & INFORMATION VISIT:  
[www.saskatoon.ca/engage/Evergreen](http://www.saskatoon.ca/engage/Evergreen)  
[www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)

# Draft Traffic Plan

- Evergreen Boulevard between Kloppenburg Link & Kloppenburg Crescent
  - Speed display board (facing westbound traffic)



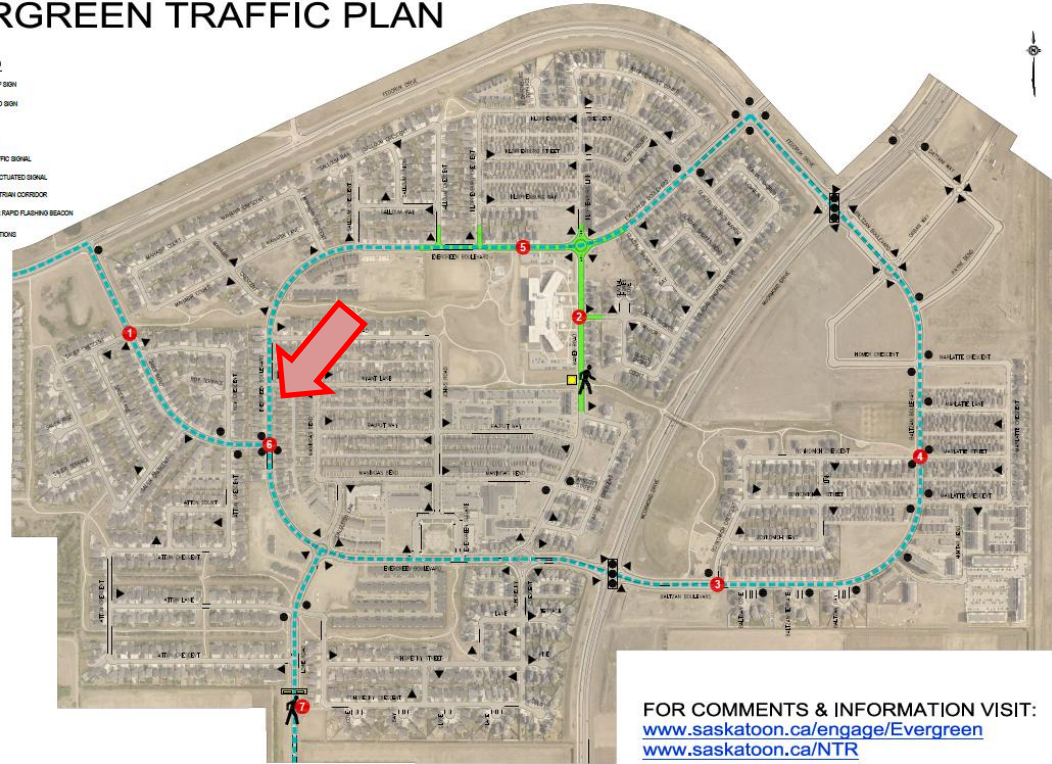


# Draft Traffic Plan

- Evergreen Boulevard & Zary Road
  - Permanent median island on south leg
  - Pedestrian ramps (NE & SE corner)

## EVERGREEN TRAFFIC PLAN

- LEGEND
- EXISTING STOP SIGN
  - ▼ EXISTING YIELD SIGN
  - BUS ROUTE
  - SCHOOL ZONE
  - ▲ EXISTING TRAFFIC SIGNAL
  - ▲ PEDESTRIAN ACTUATED SIGNAL
  - ▲ ACTIVE PEDESTRIAN CORRIDOR
  - ▲ RECTANGULAR RAPID FLASHING BEACON
  - RECOMMENDATIONS



# Draft Traffic Plan

- Other Concerns?

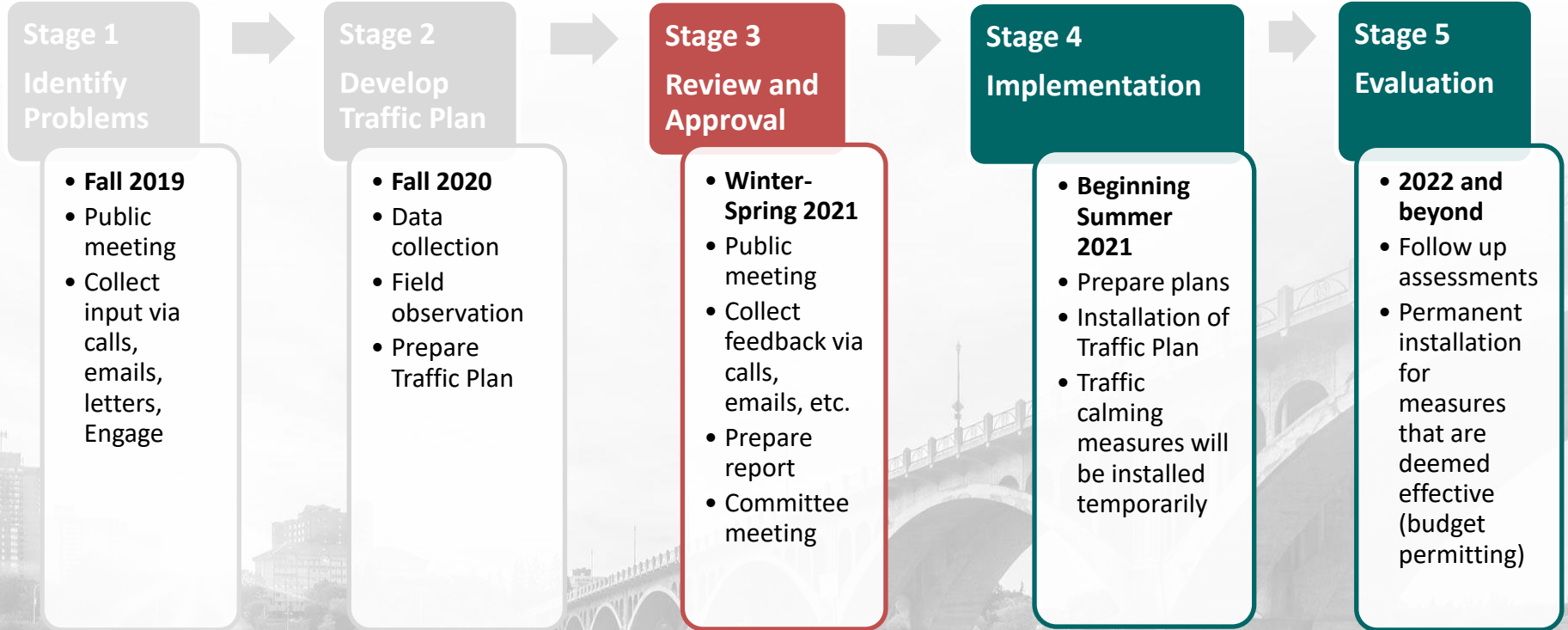
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# Next Steps



\*Schedule is pandemic dependent

# Join the Discussion

- Post comments at [www.saskatoon.ca/engage](http://www.saskatoon.ca/engage)
- Subscribe for updates at [www.saskatoon.ca/NTR](http://www.saskatoon.ca/NTR)
- Report a Traffic Issue App <https://apps4.saskatoon.ca/app/aTrafficIssueReporting/>
- Call Chelsea at 306-975-2483
- Email us at [ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)
- Send us a letter

Attn: Chelsea Lanning, City of Saskatoon  
222 3rd Avenue North  
Saskatoon, SK S7K 0J5

City of Saskatoon

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## Agriplace and Marquis Industrial

The Neighbourhood Traffic Review Process provides the opportunity to consider and address traffic concerns for a neighbourhood as a whole.

Click here for timely updates on how the City is responding to the COVID-19 pandemic in Saskatoon.

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Home Moving Around Driving & Roadways Managing Traffic Traffic Studies Neighbourhood Traffic Reviews

## Neighbourhood Traffic Reviews

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

Subscribe to Traffic Review Notifications

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

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

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

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

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

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



Item	Location	Recommended Improvement	Justification
1	Zary Road and Sauer Crescent (north leg)	Pedestrian Ramp (northeast corner)	Improve pedestrian accessibility and enhance trail connectivity
		Median island (north side)	Reduce speed and increase visibility of pedestrian crossing
2	Glacial Shores Manor at Manek Road	Convert yield control to stop control	Increase safety in the school zone
3	Baltzan Boulevard and Boykovich Crescent (south leg)	Standard crosswalk (east side)	Improve pedestrian safety
4	Baltzan Boulevard and Boykovich Crescent/Marlatte Street	Standard crosswalk (north side)	Improve pedestrian safety
5	Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed Display Board (facing westbound traffic)	Reduce speed in the school zone
6	Evergreen Boulevard and Zary Road	Permanent median island on south leg	The temporary installation has been effective
		Pedestrian ramps (northeast and southeast corner)	Improve pedestrian accessibility

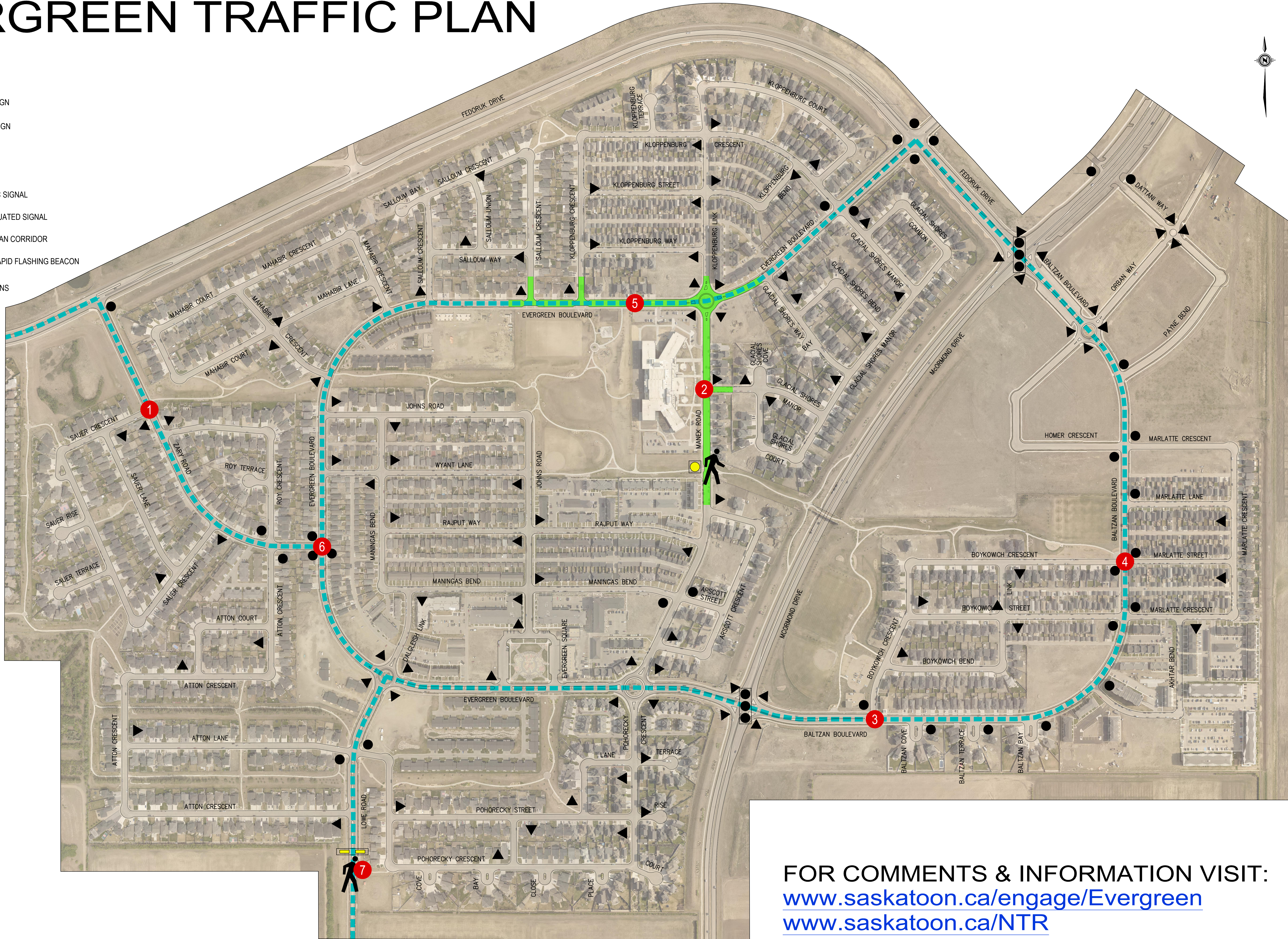
Other Projects in the Area			
7	Lowe Road south of Atton Crescent	Remove RRFB and retain zebra pedestrian crossing	RRFB not warranted at this location, zebra crosswalk appropriate

\*RRFB – Rectangular Rapid Flashing Beacon

# EVERGREEN TRAFFIC PLAN

## LEGEND

- EXISTING STOP SIGN
- ▼ EXISTING YIELD SIGN
- BUS ROUTE
- SCHOOL ZONE
- ◻ EXISTING TRAFFIC SIGNAL
- ◻ PEDESTRIAN ACTUATED SIGNAL
- ◻ ACTIVE PEDESTRIAN CORRIDOR
- ◻ RECTANGULAR RAPID FLASHING BEACON
- Ⓝ RECOMMENDATIONS



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

# Appendix G

## Decision Matrix



Item	Location	Recommendation	Reason	Comments	Decision
1	Zary Road and Sauer Cresscent (north leg)	Pedestrian ramp (northeast corner)	Improve pedestrian accessibility and enhance trail connectivity	None	Carried
		Median island (north side)	Reduce speed and increase visibility of pedestrian crossing	Support recommendation	Carried
2	Glacial Shores Manor at Manek Road	Convert yield control to stop control	Increase safety in the school zone	None	Carried
3	Baltzan Boulevard and Boykowich Crescent (south leg)	Standard crosswalk (east side)	Improve pedestrian safety	None	Carried
4	Baltzan Boulevard and Boykowich Crescent / Marlatte Street	Standard crosswalk (north side)	Improve pedestrian safety	Request for pedestrian activated device	Carried
5	Evergreen Boulevard between Kloppenburg Link and Kloppenburg Crescent	Speed Display Board (facing westbound traffic)	Reduce speed in the school zone	Support recommendation	Carried
6	Evergreen Boulevard and Zary Road	Permanent median island on south leg	The temporary installation has been effective	Requests for additional parking restrictions	Carried
		Pedestrian ramps (northeast and southeast corner)	Improve pedestrian accessibility	None	Carried

# Appendix H

Additional Concerns Received  
After Presentation of Draft Plan

Location	Comments	Decision
Evergreen Boulevard and Zary Road	Will you restrict some parking as there are a lot of cars blocking the sidewalk?	No parking issues were observed during several site visits; therefore, no additional parking restrictions will be signed.
	At the top to the 'T' along Evergreen Boulevard, visibility is poor because cars are parked right up to the intersection.	No parking signs have been installed on the east side of Evergreen Boulevard to define the limits of the parking prohibition. Based on field observations, when vehicles are parked in accordance with the signage, visibility approaching the intersection is adequate.
Manek Road and Glacial Shores Manor	Do you plan to add blinking lights at the crosswalks in front of the schools on Manek Road?	An active pedestrian device is not recommended at this location. Curb extensions and zebra crosswalks exist at this location making an activated device not warranted. These traffic calming measures improve the visibility of pedestrians wanting to cross the street and reduce the crossing distance for pedestrians at this crosswalk.
Baltzan Boulevard and Boykkowich Crescent / Marlatte Crescent	When would another assessment of the pedestrian device be completed? As the area grows and retail development has been completed, traffic will likely increase.	The city typically assesses pedestrian crossing devices through the neighbourhood traffic review process or based on concerns received from residents.
Evergreen Boulevard and Wyant Lane	Drivers attempting to turn left onto Evergreen Boulevard from Wyant Lane are having to be quite aggressive to stick their noses out into Evergreen Boulevard to check for traffic.	As per Bylaw 7200 – The Traffic Bylaw, vehicles are not permitted to park within 10 metres of an intersection. During the many site checks completed as part of the neighbourhood traffic review, vehicles at the intersection were parked in accordance with the 10 metre bylaw restriction, even when street parking was busy.  There was no collision data or speeding issue verified that suggested a parking restriction greater than the 10 metre bylaw restriction was required at this intersection.
Pedestrian ramp	Can you explain what a pedestrian ramp is exactly?	Pedestrian ramps provide a sloped access from a sidewalk down to the street.

Location	Comments	Decision
Evergreen Boulevard and Zary Road	Anecdotally, we feel that there is enough speeding to be concerning which also creates unnecessary noise from loud exhausts. Most people follow the speed limit but then again, it doesn't take many to make it a concern, especially around the curve where a popular pedestrian crossing is located at Evergreen Boulevard and Mahabir Crescent.	<p>For a major collector street like Evergreen Boulevard or Zary Road to be eligible for traffic calming, operating speeds must be at least 5 km/h above the posted speed limit.</p> <p>The Administration is currently reviewing speed limits in residential areas, including:</p> <ul style="list-style-type: none"> <li>• Posted speed limits on residential streets;</li> <li>• School zones;</li> <li>• Playground zones; and</li> <li>• Senior zones.</li> </ul>

# Appendix I

## Public Feedback

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**From:** [REDACTED]  
**Sent:** Monday, September 18, 2017 1:08 PM  
**To:** [REDACTED]  
**Subject:** Evergreen Area School Safety

To whom it may concern,

My apologies for sending this email to you if this does not fall under you, but I was unsure who to direct these concerns to. If this does not pertain to you, perhaps you could direct me to the correct individual?

I am emailing you with some traffic and construction safety concerns that I have affecting the children attending the new Evergreen area.

We live on Atton Cres, and are fortunate enough to be eligible for the bus services to St Nicholas School, but we are also trying to instil health lifestyles in our children by riding our bikes to school as long as the weather permits. Unfortunately, this is not an easy or safe task.

I have carefully explored the route with the least amount of busy streets to cross with our children and we must cross at the intersections at Zary Road (immediately following the linear park paths) and again at Evergreen Blvd (also immediately following the paths). I am appalled to stand at each corner with 4 children (all of whom stand at crosswalk waiting to walk their

bicycles across) while traffic speeds past with not so much as a glance. The “Evergreen Blvd” section is also on a curve causing visibility issues until traffic is upon you.

I understand pedestrian traffic lights can be extremely costly, but doesn't the safety of our children deserve looking into safer options?

My second concern is the existing sidewalks used to access both the Public and Catholic Schools and linear park access that is currently blocked off. Although I understand the lack of access is temporary, this forces public to walk and ride bicycles around sidewalks that are littered with construction hazards. I am enclosing photos of our morning obstacle course that includes hundreds of meters of blue barrier fence, garbage and riding under a crane. Of course all these can be avoided if you ride on the street, however, construction vehicles and heavy speeding traffic are lining Evergreen Blvd.

I understand the development of our beautiful area comes with some growing pains, but blue barrier fences should be removed so the public can access the paths, a safer alternative to access the schools. I would hope we would focus on protecting our children as much as we protect our grass!

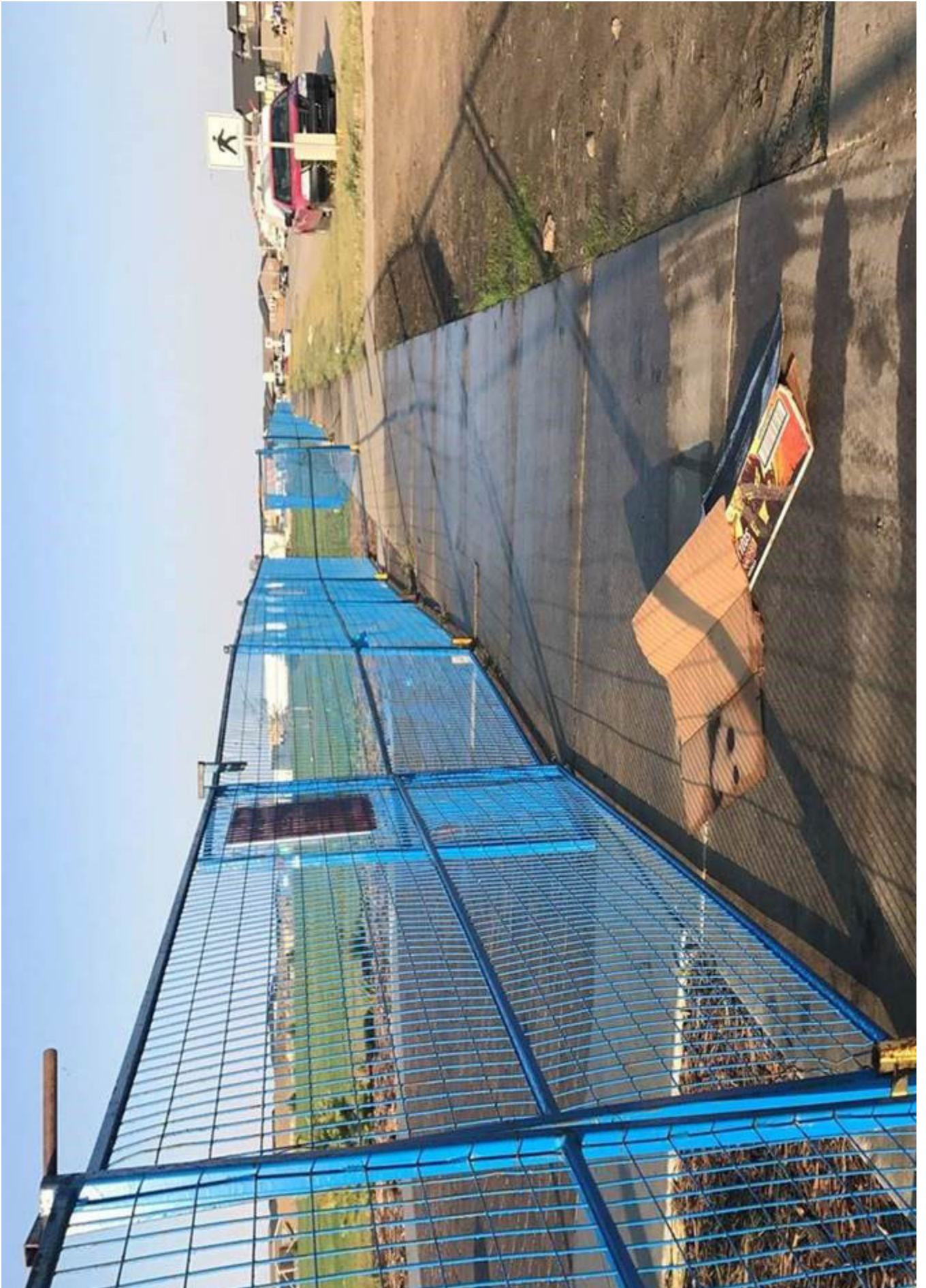
Thank you for your time and consideration. If your time allows, I invite you to explore these outlined areas to see for yourself. I have also forwarded these concerns to the “Catholic School Board” and “Mr Zack Jeffries our Ward 10 City Councillor in the hopes that these safety issues be considered.

Sincerely,

██████████  
██████████  
██████████ Atton Cres  
Saskatoon, SK  
S7██████████

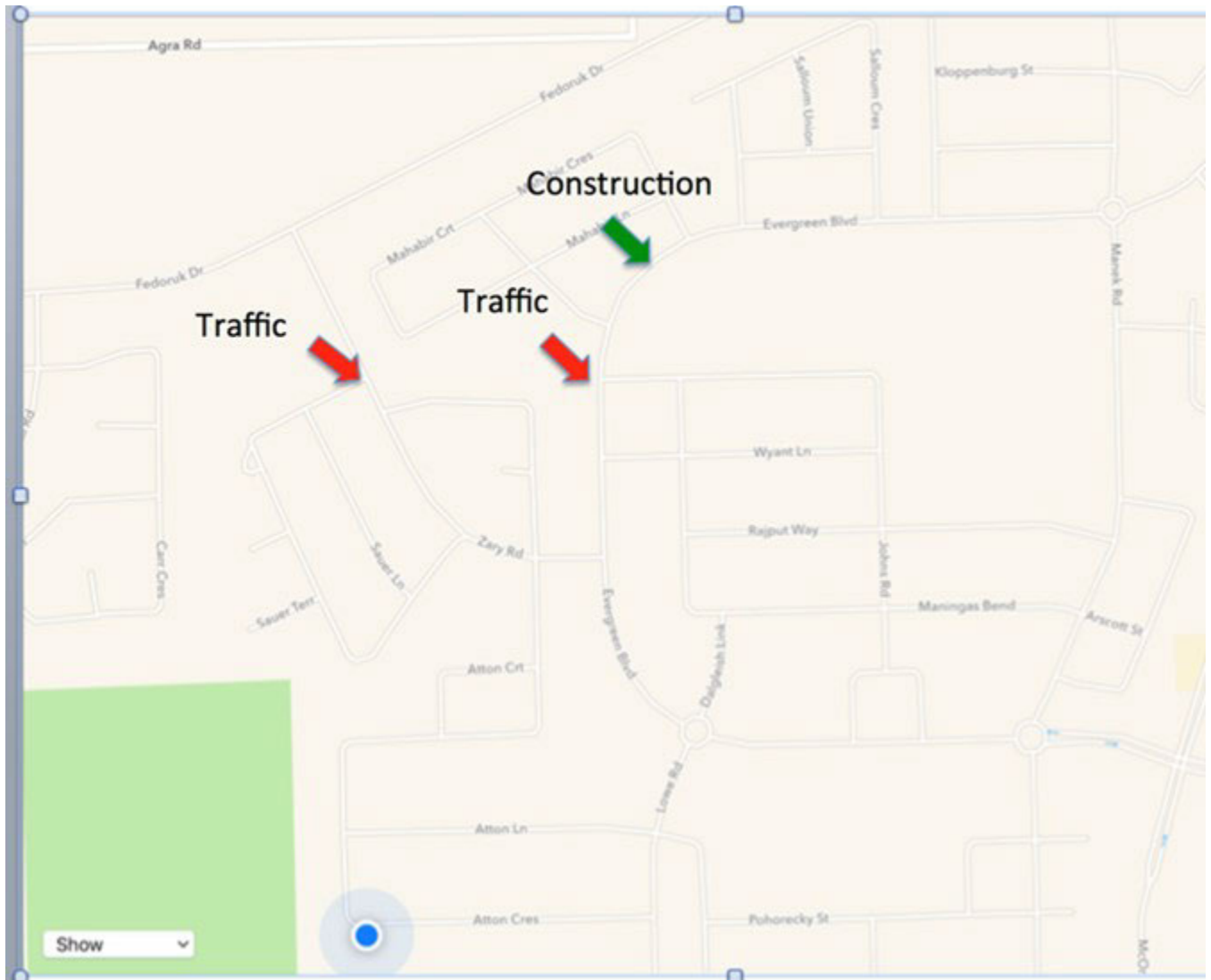












-----Original Message-----

From: [REDACTED]

Sent: Saturday, April 21, 2018 2:07 PM

To: Web E-mail - Transportation [REDACTED]

Subject: Crosswalk

Hello,

There is a crosswalk at the corner of Zary Rd and Sauer Cres in Evergreen. This is a heavy traffic area due to its proximity to Fedoruk Rd. It's also a busy crosswalk with children, as it connects to the park leading to the Evergreen schools. It is also adjacent to several school bus stops. I think pedestrian crossing lights would be beneficial at this crosswalk for safety.

Thank you for your consideration,

[REDACTED]

Sent from my iPhone

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

From: [REDACTED]

Sent: Saturday, April 21, 2018 2:30 PM

To: Web E-mail - Transportation [REDACTED]

Subject: Zary Rd & Sauer Cres pedestrian light

I'm writing to express my support for installation of a pedestrian light at the crosswalk at Zary & Sauer where the green walk away is. There is LOTS of very fast traffic on that road with a lot of foot traffic

---

**From:** [REDACTED]  
**Sent:** Wednesday, April 25, 2018 8:36 PM  
**To:** Web E-mail - Transportation [REDACTED]  
**Subject:** Crosswalk

Hello! I would like to request pedestrian crossing lights for the crosswalk at Zary Rd and Sauer Cres. It's a busy road due to its proximity to Fedoruk. It's also busy with kids as it links to the park leading to the Evergreen schools, as well as being adjacent to several school bus stops.  
Thank you.

[REDACTED]

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, January 3, 2019 12:52 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation  
**Subject:** RE: Form submission from: Report a Bylaw Infraction

Good afternoon,

Thank you for the email. I will forward your concern/suggestion in regards to the no parking signage to our Engineering section for review. I will update you with any new information I receive on this one.

Have a great day,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Wednesday, January 02, 2019 4:57 PM  
**To:** City of Saskatoon - Bylaw Compliance [REDACTED]  
**Subject:** Form submission from: Report a Bylaw Infraction

Submitted on Wednesday, January 2, 2019 - 16:57  
Submitted by anonymous user: 66.244.208.194  
Submitted values are:

==Your Information==

First Name: [REDACTED]  
Last Name: [REDACTED]  
Street Address: [REDACTED]  
Phone Number: [REDACTED]  
Other Phone:  
Email: [REDACTED]  
Confirm Email: [REDACTED]  
Neighbourhood where you live: Evergreen

==Inquiry/Complaint==

Choose a category which best reflects the nature of your concern:  
Safety



Address of Property of Concern: Marlatte Crescent

Description of the Location: The corner of Marlatte Crescent near Akhtar Bend

Subject: Safety Concern: Parking on Tight Crescent Corner Blocking View of Oncoming Traffic

Message: We live on Marlatte Lane and in order to leave the area to get onto Baltzan BLVD, one must drive along Marlatte Crescent. There are multiple apartment complexes near Marlatte Crescent and lots of people park on the street. It is becoming a safety hazard, as there are lots of work trucks, larger trucks, and SUVs that park along the corner of Marlatte Cres. When you are heading toward Akhtar Bend, you cannot see past these 2-3 vehicles parked along the righthand side corner of the street. It is become a safety concern as the street is very narrow and there have been numerous instances where another vehicle is approaching and one cannot see them coming because of the vehicles parked on the corner. It would be appropriate if a no parking sign were placed here as to avoid accidents that are waiting to happen. Thank you.

Photo:

The results of this submission may be viewed at:



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, March 1, 2019 5:16 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Walking; [REDACTED]  
**Subject:** RE: Evergreen: Pedestrian Crossing Lights

Hello [REDACTED],

Thank you for sending along your request for actuated pedestrian crossing devices in Evergreen. Pedestrian crossing devices are installed according to Council Policy C07-018 *Traffic Control at Pedestrian Crossings*.

I would like to investigate these locations as part of the Evergreen Neighbourhood Traffic Review. This allows us to assess these issues holistically for the entire community so that we can ensure that pedestrian crossing devices are installed at the most appropriate locations for the entire neighbourhood.

The neighbourhoods to be reviewed through the Neighbourhood Traffic Review program for 2019 have already been selected. The Evergreen Neighbourhood Traffic Review is planned for 2020.

Your request for pedestrian crossings at these locations has been logged for consideration as part of the Evergreen Neighbourhood Traffic Review.

In the meantime, I will have a pedestrian crossing advance warning sign installed so that traffic coming around the curve at Evergreen Boulevard & Mahabir Crescent can expect to stop for pedestrians.

Regards,

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Metis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Wednesday, December 05, 2018 11:10 AM  
**To:** Web E-mail - Walking [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Evergreen: Pedestrian Crossing Lights

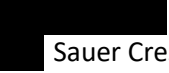
Good morning,

This is a formal request to please install pedestrian crossing lights at both ends of Klombies Park in Evergreen: Zary Road and Sauer Cres as well as Mahabir Cres and Evergreen Boulevard. See attached picture.

I have witnessed so many drivers speeding down Zary Road without taking notice of people, many of whom are children, wanting to cross Zary Road from the Park to Sauer (or vice versa). Often times in the morning, there are many commuters and high school students who seem to be in a rush and definitely speeding down Zary Road. With the new north commuter bridge, I would assume there is even more traffic on Zary Road. We want our children to be able to bike to the local schools in the warmer months and walk in the winter but I feel unease with letting my children cross that intersection by themselves (and at age 9 and 11, this should not be an issue).

The other end of the park is also problematic as drivers don't often spot pedestrians when they are driving southwest on Evergreen Boulevard because of the curve in that road.

Thank-you,

 Sauer Cres.

---

**From:** [REDACTED]  
**Sent:** Thursday, March 21, 2019 4:41 PM

**To:** Web E-mail - Transportation [REDACTED]

**Cc:** ST – Service Saskatoon Customer Care Centre [REDACTED]

**Subject:** Yield sign instead of Stop Sign

Good Afternoon,

Has a concern about the yield sign on Glacial Shores Manor turning onto Manek Rd. [REDACTED] feels that this should be a stop sign instead of a yield sign as it turns onto a street with crosswalks going to a school.

[REDACTED]

[REDACTED]  
Customer Care Agent  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

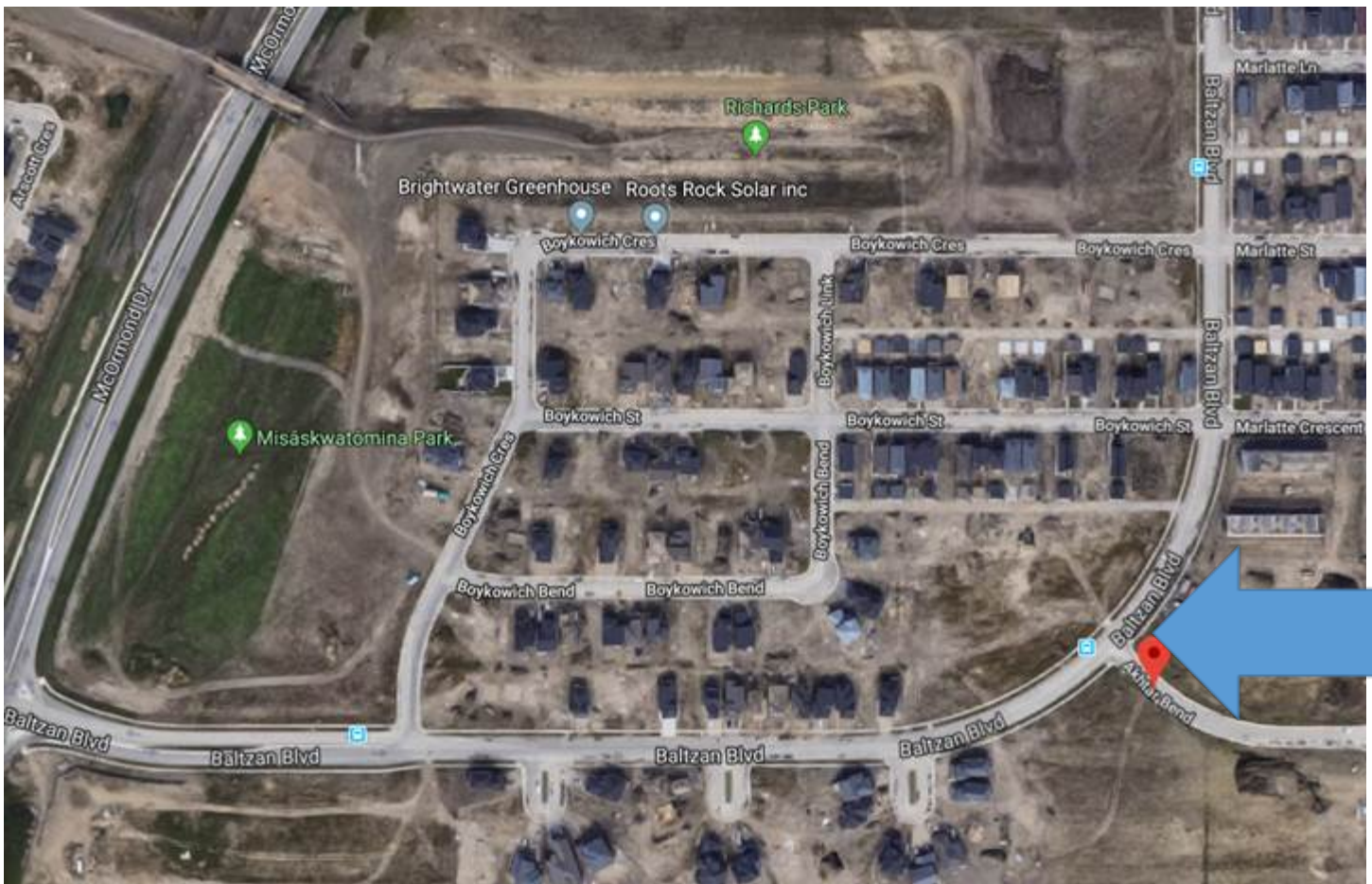
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Monday, April 8, 2019 11:51 AM  
**To:** [REDACTED]  
**Subject:** concern for pedestrian (children) safety- Evergreen  
**Attachments:** Scan-20190408-113838AM.PDF

Hello,

An Evergreen resident shared his concerns and request for a crosswalk (attached) for Baltzan and Akhtar Bend. As he mentioned, Baltzan Blvd is a busy street where drivers often speed. Could it be possible please to add a cross walk (or painted lines) at the location he recommends? Thanks for considering this.



This occurred at a different location off of Zary Rd (I've been told) in Evergreen, last Thursday.

## Boy hit after getting off school bus, police say



Google Maps



Google

Map data ©2019 Google 20 m

Marked are areas of concern in regards to traffic. The school bus stop lets about 15 children off daily (Mon-Fri) at around 3:50, and many of them then cross to the North side of the street. Baltzan has gotten relatively busy of late, and the speed of motorists is the focal point of my concerns. The orange highlighted area reflects a crossing for many pedestrians using the City Bus. It is quite the busy corner, and I have seen, and heard from others working construction in the area, some near misses with motorists and excessive speed. I believe some form of signage would be beneficial. For the safety of ~~the~~ children and adults alike, I believe Baltzan Blvd & Akhtar Bend would be the best spot for some form of crossing, whether it be lighted, or a simple crossing with white paint down. Thanks in advance.

01/04/2019, 3:28 p.m.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, May 13, 2019 1:28 PM  
**To:** [REDACTED]  
**Subject:** FW: Zary Rd & Sauer Cres

FYI

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**From:** [REDACTED]  
**Sent:** Thursday, May 9, 2019 3:27 PM  
**To:** Web E-mail - Transportation [REDACTED]  
**Cc:** ST - Service Saskatoon Customer Care Centre [REDACTED]  
**Subject:** Zary Rd & Sauer Cres

Good Afternoon,

[REDACTED] called in to request that a flashing light or pedestrian crossing light be installed on Zary Rd near the north entrance of Sauer Cres. There are several children that cross at this crosswalk a day and traffic has been practicing some very dangerous driving habits such as passing a vehicle stopped for a child crossing the road.

[REDACTED]

Thank you,

[REDACTED]  
Customer Care Agent  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, May 23, 2019 2:23 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation  
**Subject:** RE: Dangerously high speeds on Manek Road

Good afternoon [REDACTED],

Thank you for the email. I will forward your concern to our Senior Engineer for review, I do know that [REDACTED] is/has been looking at some crosswalks in the area. I will also ask that she include this concern in the upcoming Neighborhood traffic review for Evergreen.

Have a great day,

[REDACTED]  
Customer Service Manager, Transportation City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED] [www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Monday, May 20, 2019 6:21 PM  
**To:** Web E-mail - Transportation [REDACTED]  
**Subject:** Dangerously high speeds on Manek Road

Submitted on Monday, May 20, 2019 - 18:20 Submitted by user: Anonymous Submitted values are:

First Name: [REDACTED]  
Last Name: [REDACTED]  
Email: [REDACTED]  
Confirm Email: [REDACTED]  
Neighbourhood where you live: Evergreen  
Phone Number: [REDACTED]

==Your Message==

Service category: Traffic Issues  
Subject: Dangerously high speeds on Manek Road

Message:

Hello, I live in evergreen on the corner of Manek road and Arscott Cres... hourly I see vehicles travelling north off the round about from evergreen boulevard into Manek road at dangerously high speeds !! We pay huge taxes out here and I feel unsafe walking across the street after that roundabout. There's a ton of children that live here and it's near 2 schools besides. I propose either having a 4 way stop sign at Manek road and Manigas bend or speed bumps to flow these idiot dangerous

drivers on this particular road. I've spoke to the city police and they are aware of this problem quite well. They told me to direct mine snd my neighbours concerns for our safety to you our city council. I am posting a FB page to get support and I know it won't be tough to gather a huge following. I also witnessed a vehicle rollover in front of my house due to high speeds. I am asking you for help to keep us all safe and I know that's also in your best interest.

Appreciate a response and hopefully some sort of action to rectify this serious issue in our beautiful neighbourhood.

Best Regards,

[REDACTED]

Attachment:

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

For internal use only :

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, July 15, 2019 10:18 AM  
**To:** Web E-mail - Transportation [REDACTED]  
**Cc:** ST - Service Saskatoon Customer Care Centre [REDACTED]  
[REDACTED] Blvd

Good Morning,

There needs to be a speed bump in between the 3-way stop and the round a bout on Evergreen Blvd, vehicles are getting up to speeds of 90/100 km/hr.

[REDACTED]

Thank you,

[REDACTED]  
Customer Care Agent  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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

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**From** [REDACTED]  
**Sent:** Saturday, January 11, 2020 6:42 PM  
**To:** [REDACTED]  
**Subject:** Fwd: One Way Street signage Evergreen Sqaure

Hi again [REDACTED],

I would ask that you would elevate this issue.

It is only a matter of time before there is an accident of some sort on Evergreen Square.

Daily there are multiple vehicles driving the wrong way out the inbound lane - and more as the mall gets busier. It's not unusual to see 8-10 in an evening - and that's just the ones we happen to see if we look out the window.

We just watched a near miss as a patron of Leopold's Pub pulled out of their parking spot to go the wrong way, cutting off an inbound car. With people also leaving the bar, and meandering across the road like it's a parking lot, something is bound to happen.

It would be a serious shame to see serious injury or even loss of life for something so very preventable.

The signs may be to a national sizing standard, but they are ineffective and dangerous.

Regards,

[REDACTED]

Sent from my iPhone

Begin forwarded message:

**From:** [REDACTED]  
**Date:** October 23, 2019 at 8:50:07 PM CST  
**To:** [REDACTED]  
**Subject:** Re: One Way Street signage Evergreen Sqaure

Thanks for getting back to me [REDACTED]

Even if they can't be bigger, it would be great to have at least an arrow for the drivers exiting the mall parking lot.

Have a great day!

[REDACTED]

Sent from my iPhone

On Oct 23, 2019, at 3:09 PM, [REDACTED] wrote:

Hi [REDACTED],

Thanks for the email. Our signs generally follow a national standard for sizing, I would imagine it is possible to deviate however I am not an Engineer. I will send this along to the Engineering section,

Regards,

[REDACTED]  
Customer Service Manager, Transportation

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

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

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

From: [REDACTED]

Sent: Monday, October 21, 2019 6:00 PM

To: Web E-mail - Transportation [REDACTED]

Subject: One Way Street signage Evergreen Sqaure

Submitted on Monday, October 21, 2019 - 18:00

Submitted by user: Anonymous

Submitted values are:

==Your Message==

Service category: Traffic Issues

Account Number:

Subject: One Way Street signage Evergreen Sqaure

Message:

I would like to make a request for more/larger signage for our Street. This is a one way street (square) and signage is insignificant. Those exiting from the lot behind the current mall and the Medical Center do not have directional signs, and all other signage is too small. There have been multiple near misses as people frequently go out the in side of the square.

It is also a residential street, but with angle parking on both sides, and the "square" layout, people wander back and forth across the street like it's a parking lot, and those exiting Leopold's Tavern on the corner frequently stand in the middle of the street and chat. There's also a park in the middle of the square. Kids on bikes, people meandering through with dogs, families out walking...anyone driving through at 50k is

endangering lives.

Attachment:

==Your Details==

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

[REDACTED]

Neighbourhood where you live: Evergreen

Phone Number: [REDACTED]

For internal use only :

[REDACTED]



[REDACTED]

---

**From:** Web E-mail - Transportation  
**Sent:** Thursday, February 27, 2020 4:06 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation  
**Subject:** FW: [REDACTED] Atton Cres

Hi [REDACTED],

Could you also please add this to the Evergreen NTR.  
Thank you ☺

**Regards,**

[REDACTED] | [REDACTED] | [REDACTED]  
Traffic Operations Technologist | Transportation & Construction | City of Saskatoon  
Mailing Address | 222 Third Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Round Prairie Métis*

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

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**From:** [REDACTED]  
**Sent:** Wednesday, February 26, 2020 4:27 PM  
**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>  
**Subject:** [REDACTED] Atton Cres

Hello

[REDACTED] is requesting that someone come and have a look at the safety of the corner of Atton Cres. His concerns are that people speed and take that corner going so fast, including bus drivers. He is wanting to request that a slowdown, or some sort of sign be placed on the light pole that is on his property. He hopes a sign of some sort will help with the issues.

His contact information is as follows:

[REDACTED]

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, June 15, 2020 8:53 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Contact Your City Councillor Submission: Parking

**Categories:** 2020 NTR

Signs were installed at Wyant Lane and Maningas Boulevard because drivers were frequently parking within 10 metres of the intersection and being issued tickets. We installed the signage to clearly indicate the 10 metre distance to the intersection.

As noted earlier, during our site visit at the intersection at Wyant Lane and Evergreen Boulevard, vehicles were not parked within 10 metres of the intersection and sight lines were clear.

We will complete a second review of the intersection at Wyant Lane and Evergreen Boulevard as part of the neighbourhood traffic review.

[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*

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

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**From:** [REDACTED]  
**Sent:** Friday, June 12, 2020 12:05 PM  
**To:** [REDACTED]  
**Subject:** FW: Contact Your City Councillor Submission: Parking

Follow up question

---

**From:** [REDACTED]  
**Sent:** Friday, June 12, 2020 12:03 PM  
**To:** [REDACTED]  
**Subject:** Re: Contact Your City Councillor Submission: Parking

Just wondering if you have reviewed as to why the intersection of Wyant Lane & Maningas Bend have no parking signs posted on each corner for no parking but not on the busy intersection of Evergreen Blvd and Wyant Lane?

Consistently horns are honking bc vehicles are parked closer than the 10m required & vehicles turning from Wyant lane onto Evergreen Blvd cannot see their oncoming traffic. We also noted that and called when a parking attendant failed to ticket a white truck that was clearly closer than the 10m to the corner.

I think maybe the sight needs to be reviewed again.

Thank you

Get [Outlook for iOS](#)

---

**From:** [REDACTED]  
**Sent:** Friday, June 12, 2020 11:30:23 AM  
**To:** [REDACTED]  
**Subject:** RE: Contact Your City Councillor Submission: Parking

Good Morning,

I have an update for you, as outlined in Schedule No. 1 of the [Bylaw 7200 - The Traffic Bylaw](#), parking within 10 m of an intersection is prohibited. If vehicles are parked within 10 m of the intersection, we encourage you to contact Parking Enforcement Dispatch at 306-975-8344. The phone line is monitored 24 hours a day, 7 days a week.

We have reviewed the parking at this intersection in the past and found that sightlines were adequate during our sight visits. We recognize that parking patterns can vary depending on the day and time of site visit. We will take another look at this intersection as part of the Evergreen Neighbourhood Traffic Review.

The Neighbourhood Traffic Review was scheduled to be in Spring 2020; however, the initial meetings have been delayed due to the COVID pandemic. We are considering alternate methods to engage with our residents to gather their traffic concerns for the neighbourhood. We will be sending out flyers to the residents once the engagement details are finalized.

Thanks,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** [REDACTED]  
**Sent:** Friday, May 29, 2020 6:21 PM  
**To:** [REDACTED]  
**Subject:** Re: Contact Your City Councillor Submission: Parking

Good afternoon [REDACTED],

Thank you for bringing this concern to our attention, I will check in with our Engineering section next week and get back to both of you.

Have a great weekend,

[REDACTED]  
Customer Service Manager, Transportation  
City of Saskatoon | [222 3rd Avenue North | Saskatoon, SK S7K 0J5](https://www.saskatoon.ca)  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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On May 29, 2020, at 4:03 PM, [REDACTED] wrote:

Hi [REDACTED]:

I hope all is well. By way of this email I am forwarding a concern from [REDACTED] in Evergreen regarding the intersection of Wyant Lane and Evergreen Blvd. I know that we have a neighbourhood traffic review coming up soon, but can you please look into what can be done about this safety issue?

If you could please include both me and [REDACTED] on the response back, I would really appreciate it.

Thank you and have a great weekend.

[REDACTED]  
[REDACTED]  
City Councillor – Ward 10

City of Saskatoon  
222 3<sup>rd</sup> Avenue North  
Phone: 306.249.5513  
Email: [Ward10@saskatoon.ca](mailto:Ward10@saskatoon.ca)

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----- Forwarded message -----

From: [REDACTED]  
Date: Wednesday, May 27 2020 at 11:14 PM CST

Subject: Contact Your City Councillor Submission: Parking  
To: [ward10@saskatoon.ca](mailto:ward10@saskatoon.ca)

Submitted on Wednesday, May 27, 2020 - 23:14  
Submitted by user: Anonymous

First Name: [REDACTED]  
Last Name: [REDACTED]  
Address: [REDACTED]  
Email: [REDACTED]  
Phone: [REDACTED]  
Other Phone:  
City: Saskatoon  
Province: Sask  
Councillor: Ward 10 - Zach Jeffries

=== Message ===

Subject: Parking

Message:

Several time a week vehicles park on the corner of Evergreen Blvd and Wyant Lane.

There was an accident at this corner last year along with numerous "almost" accidents with horns honking daily. Vehicles park on the right hand side of Evergreen Blvd (heading North)

People turning left from Wyant lane cannot see traffic with vehicles parked right to the corner. This traffic affects pedestrians, bicycles & vehicles.

Putting up a No Parking Sign would surely resolve this issue.

Thank you

[REDACTED]

Attachment:

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, June 18, 2020 3:17 PM  
**To:** Web E-mail - Transportation  
**Cc:** [REDACTED]  
**Subject:** RE: FB - Pedestrian Crossing

**Categories:** 2020 NTR

We will review this location as part of the Evergreen Neighbourhood Traffic Review.

[REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** Web E-mail - Transportation  
**Sent:** Thursday, June 18, 2020 2:33 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation [REDACTED]  
**Subject:** FW: FB - Pedestrian Crossing

Hi [REDACTED],

Just passing along this concern.  
Thanks.

**Regards,**

**Web E-mail - Transportation**  
**Transportation & Construction**  
City of Saskatoon | 202 4<sup>th</sup> Avenue North | Saskatoon, SK S7K 0K1  
[transportation@saskatoon.ca](mailto:transportation@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** [REDACTED]  
**Sent:** Thursday, June 18, 2020 2:04 PM  
**To:** Web E-mail - Transportation [REDACTED]  
**Subject:** FB - Pedestrian Crossing

Hi Team,

We received the following feedback on FB regarding a crosswalk on Zary Rd. We let the resident know we have shared this with your Team for review.

Hi

I'm just passing on my concern for a crosswalk on Zary Rd . I have walked many times on this crosswalk w my dog and w grandchildren. I have also seen many children, families and elderly walk across. There are many instances that people coming off the 3 way stop on Fedoruk Rd continue w acceleration without regard of this crosswalk.

Today as I was waiting to cross a lady and a gentleman behind her who were to turn right onto Sauer Crescent stopped to let me and my dog cross. As Zary Rd is wide enough a car proceeded behind them (which I did not see but am wise to cautiously still watch) w acceleration ! I literally could have touched this vehicle!

There have been incidents I've seen where people have no regard for that crosswalk or perhaps are not fully aware of it as they come off Fedoruk.

May I suggest looking at a flashing light system like the one entering Evergreen on Lowe Rd? Something that would make people more aware that someone is crossing.

I'm thankful that nothing happened but it scared me to think of a child was crossing and who may not consider that perhaps people behind turning vehicles are not aware of why they stopped.

Thank you for considering. There are children also using this crosswalk to cross to go to Sylvia Fedoruk school.

Thanks Bunches!

[REDACTED]  
Customer Support Coordinator, Service Saskatoon  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, July 8, 2020 1:21 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic concern- Akhtar Bend

Hello [REDACTED],

Thank-you for providing your comments regarding neighbourhood traffic in the Evergreen neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22<sup>nd</sup>. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank-you again for your email.

Regards,

[REDACTED] [REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Tuesday, July 07, 2020 6:07 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Traffic concern- Akhtar Bend

Hello,

[REDACTED] I just got a letter from the city about an upcoming Microsoft Teams live event about traffic in the area. I am unsure if I will be able to attend but I thought I would make a proposal in the event I am unable to.

I believe Akhtar Bend (and wouldn't be the worst idea to apply this to Marlatte Crescent, Street, and Lane) should be a one way street. With the increased building of multi-housing complexes in the area people have begun parking on both



sides of the street. Given how narrow the street is to begin with if there is oncoming traffic to where you are driving it requires one of the drivers to pull over into an empty parking spot, let the other person drive by (with a waive 😊) then the first driver carries on. However since the newer multi-housing condo units are now all starting to fill up (and not enough off-street parking) the streets are very full of parked cars making it increasingly difficult to get around oncoming traffic.

Please consider routing Akhtar Bend and surrounding residential streets to one way only to prevent any vehicles from getting side swiped or having mirrors get clipped (on the moving or parked cars).

If you wish to talk to myself further about the issue you can feel free to reach me at [REDACTED]

Thanks,

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] | F.  
[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, July 9, 2020 2:00 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic issue suggestion

Hello [REDACTED],

Thank-you for your enquiry about traffic in your neighbourhood. Your question is outside of the scope of the Evergreen Neighbourhood Traffic Review, so I've consulted some of my colleagues in getting the answer below to you:

Signalized intersections north of Attridge Drive along Central Ave and along McOrmand Drive north of Attridge currently run in 'free' operation mode. Free operation is often an efficient method of operation because pedestrian or vehicle movements will be quickly served with short delays. However, when running free, intersections will function independently from other intersections along the corridor. The cause of this is that the intersections often run on different cycle lengths (the time it takes to cycle through all intersection movements) and serve vehicles movements or pedestrian crossing for different lengths of time based on demand. This will often lead to the perception that the lights are turning red and causing delays for no reason after a vehicle has had to wait at the previous intersection.

Coordinating intersections along a corridor is one solution to this issue. However, signalized intersections along a corridor must operate using the same cycle length with offsets to the start time of the cycles determined to allow vehicles to proceed through the next intersection with little or no delay. An offset of 10 to 20 seconds as proposed cannot be applied because of the free operation of the two intersections on Central Avenue where the cycle lengths vary. Therefore, these intersections cannot be coordinated as requested.

The Evergreen Neighbourhood Traffic Review (NTR) focuses on streets within the neighbourhood. This does not include higher order streets such as Attridge Drive, Central Avenue, or McOrmond Drive. All comments received pertaining to the NTR will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations within the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank-you again for your email.

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Wednesday, July 08, 2020 7:16 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Traffic issue suggestion

Hello ,

[REDACTED] living in Evergreen area since 4 years. I have one request to study traffic signal timing on Central ave at Konihowski road intersection. I think that new traffic signal installed in 2017 or 2018.

I like to highlights TWO points related to this signal.

#### FIRST PROBLEM

As a daily and frequent commuter, Coming from Evergreen or Aspen ridge, I noticed that whenever vehicles reach at this signal, its turn in RED and at least 6-8 vehicle has to stop at this point just for 1-3 vehicles (travelling left turn from Konihowski rd to Central ave). Same thing happen while driving from Attridge drive (coming from Preston mall side ) to Central ave, In most cases that signal turn to RED when 8-10 vehicle reach at same spot. Because of that problem, I think average 15 vehicle has to stop at this signal for a while.

If you calculate Carbon monoxide generate from those cars at signal, it would be hard to believe.

#### SECOND PROBLEM

Now that's not only problem, real problem is after that signal become GREEN, when we reach at merging lane of ATTRIDGE DRIVE, in 90% cases, at the same time Left Turn signal for Central ave to Attridge drive already turn to GREEN 5 sec earlier. and that's why there is LOTS OF CONGESTED at ATTRIDGE DRIVE merging, because most of vehicles from Sutherland want to take exit for Circle drive north and most of vehicles from Silverspring/evergreen want to take left turn on ATTRIDGE DR.

**My suggestion is IF CHANGE TIMING BT DELAYING THAT SIGNAL BY JUST 10-20 SECONDS, THERE WILL BE LOTS OF SMOOTH TRAFFIC AT BOTH SPOTS.**

I really appreciate If you study this problem for further review, Let me know if you have any question/concern. I can be reach [REDACTED].

Thanks

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, July 10, 2020 10:27 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic concerns

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

The majority of local roads are designed to have parking on both sides of the street. I understand that parking can be busy on some streets; however, on-street parking is available for public use. The City does not restrict how many vehicles each household can park on the street. I understand that this can be frustrating when there are homes with multiple vehicles.

As outlined in the [Traffic Bylaw 7200](#), drivers must not park within:

- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22<sup>nd</sup>. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Wednesday, July 08, 2020 7:48 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Traffic concerns

Hi,

My name is [REDACTED].

I live on Kloppenburg Street in Evergreen and a concern that many of us have is the parking. There are too many rentals on our street. There are people that have 2 car garages or parking pads and they only park 1 vehicle there and any other vehicles on the street. Or thier garage/parking pad is full of stuff so they park all thier vehicles on the street. I know one house has 4 vehicles and they only park 1 vehicle in thier 2 car garage and 3 on the street. There is also a basement suite and they park on the street so that is 5 vehicles and 4 of them are on the street, and that is only one of the houses. One of my neighbors have a renter and it makes it hard especially in the winter because they need to park in front of thier house so they can plug in but quite often someone else is in front and they have to park down the street so they aren't able to plug in.

Another concern with all the vehicles is garbage & recycle pick up, my neighbors will quite often park too close to my garbage/recycle bins. My garbage didn't get picked up 4 or 5 times and my recycling 3 or 4 times because of people parking too close to my bins. I got mad at my neighbor but they didn't care and they keep doing it. I find I have to monitor my bins and I shouldn't have to.

There needs to be a bilaw for these.

Also, our street is way too narrow.

Please help.

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, July 13, 2020 11:33 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Parking

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

The majority of local roads are designed to have parking on both sides of the street. I understand that parking can be busy on some streets.

As outlined in the [Traffic Bylaw 7200](#), drivers must not park within:

- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22<sup>nd</sup>. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*

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

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**From:** [REDACTED]  
**Sent:** Friday, July 10, 2020 8:41 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Parking

Marlatte and surround street are too narrow for cars to park on both sides plus end up on the corners and hard to see on coming traffic when pulling in or out of joining streets

Get [Outlook for Android](#)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, July 13, 2020 2:18 PM  
**To:** [REDACTED]  
**Subject:** RE: Traffic in Evergreen

**Categories:** 2020 NTR

Thanks [REDACTED],

The parking on both sides of the street is a concern as when the street is full and you meet an oncoming vehicle, you have no where to go but to back up. Parking on both sides of the street, particularly in winter makes a single lane of traffic with ruts which is again a risk. So is backing up when you meet oncoming traffic the answer? This applies to emergency vehicles as well. It does concern me and the design is flawed in my estimation.

I was indeed referring to Evergreen Square. I look forward to more signage and I would like to see some enforcement for people who choose to go against traffic and fail to follow the signage.

[REDACTED]

On Mon, 13 Jul 2020 17:53:36 +0000, [REDACTED] > wrote:

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

I assume your first concern was regarding Evergreen Square. If I'm not correct in this assumption please let me know. This location has been identified by a few of your neighbours already, and plans have been drafted to add additional signage for the one-way street. I am hoping to see that installed in the coming weeks.

The majority of local roads are designed to have parking on both sides of the street, including Maningas Bend. I understand that parking can be busy on some streets.

As outlined in the Traffic Bylaw 7200, drivers must not park within:

- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344.

I have added Johns Road to the list of locations where a speeding concern has been identified for further review.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22nd. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

[REDACTED] Transportation Engineer Transportation Department City of Saskatoon | 222  
3rd Avenue North | Saskatoon, SK S7K 0J5 Treaty 6 Territory & Homeland of the Métis [REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

From: [REDACTED]  
Sent: Sunday, July 12, 2020 1:47 PM  
To: City of Saskatoon - Neighbourhood Traffic Reviews  
Subject: Traffic in Evergreen

Thank you for the notice regarding traffic concerns in Evergreen.

I have several concerns regarding traffic in our neighbourhood.

The first is the one way roadway around the park just off Evergreen Blvd in front of Sequoia Rise and Sequoia Square. There is continuous traffic coming in and going out the wrong way. One of the reasons is that the entrance/exit out of the parking lot near the medical building is not marked one way. The one way is not enforced. There has already been an accident with someone going the wrong way on a one way street.

Second, the parking along Maningas Blvd is horrendous. Parking is allowed on both sides and when the spots are filled, there is no room for 2 way traffic. When meeting another vehicle, one of the cars has to back up the entire way to an intersection. Unsafe to say the least. I also worry about access for emergency vehicles. I would suggest that parking be allowed on one side of the street only and that perhaps parking enforcement could have some presence in the neighborhood and ticketing cars parking too close to the corners.

Third, Johns Road has become a bit of speedway and one with very noisy vehicles.

The access out of the neighborhood to Fedoruk is certainly not ideal with all traffic being funnelled through a neighborhood with cars parked on both sides of the street.

Looking forward to seeing some changes for sure.

[REDACTED] Evergreen Square



[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, July 14, 2020 1:29 PM  
**To:** [REDACTED]  
**Subject:** Evergreen - Traffic Review

**Categories:** 2020 NTR

[REDACTED],

Just received my engagement document in the mail, and hoping to provide some brief feedback.

My main concern is with regards to the 'placement' of crossings on the sidewalks. The downramp's from the sidewalk height to the street height direct the pedestrian (or biker) into road traffic, instead of along the intended sidewalk path. There are many instances of this throughout the neighbourhood, and they've seemed weird ever since my first time biking in the neighbourhood with my kids.

A classic example - when biking on the north side of the northern aspect of Evergreen boulevard, heading west towards Mahabir in order to enter the downpath to Klombies park – if my intention is to cross the entrance to Mahabir, so as to proceed into Klombies Park, the sidewalk downramp directs me into the flow of vehicle traffic on Evergreen Boulevard, then I need to turn my bike west in order to cross the entrance to Mahabir, then I need to head into road traffic again on Evergreen Boulevard, before proceeding west on the downpath into Klombies park.

I hope that makes sense. I could easily send some pictures on my phone to explain further.

This problem is pervasive throughout the entire neighbourhood.

I understand that the intention of this is likely to force the bike rider to slow down before entering the intersection...but produces an untended result of forcing the bike rider into traffic.

Thanks for your consideration.

[REDACTED].

[REDACTED]

*Due to the outbreak of COVID-19 and advice from Health Canada to minimize social contact, it is preferable that any records to be sent in come in electronic format via fax, email, [REDACTED]*

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, July 16, 2020 3:59 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Evergreen Traffic Concern

Hello - I have received notice that you are reviewing the traffic in Evergreen and I do have a concern.

When traffic is coming into Evergreen from Fedoruk, onto Zary road they almost never stop at the crosswalk. It is marked but it should have flashing lights as this is a main walking path to get to Sylvia Fedoruk School. I walk this frequently and have had someone stop for me and my 2 small children once or twice. More often than not vehicles do not see us.

Map and tag of intersection below for reference. Thank you.

[REDACTED]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, July 20, 2020 10:44 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** RE: Traffic review re Evergreen Blvd

Hello,

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments regarding speeding and noise on Evergreen Boulevard near Evergreen Square have been noted and added to the project file.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22nd. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

[REDACTED] Transportation Engineer Transportation Department City of Saskatoon | 222  
3rd Avenue North | Saskatoon, SK S7K 0J5 Treaty 6 Territory & Homeland of the Métis [REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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

**From:** [REDACTED]  
**Sent:** Sunday, July 19, 2020 10:04 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** Traffic review re Evergreen Blvd

Where— Evergreen Blvd — between Lowe Road and Manek Road.

Issue: — Excessive speed in mornings and evenings — especially in front of Leopold's.  
(Vehicles with loud / no mufflers in the evenings add to the drag strip atmosphere )

Thanks.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, July 20, 2020 7:55 PM  
**To:** [REDACTED]  
**Subject:** Broken side walk in front of my house

**Categories:** 2020 NTR

Hi [REDACTED],

My name is [REDACTED], and I live at [REDACTED] Pohorecky Crescent in Evergreen in Saskatoon. I have two broken sections of sidewalk in front of my house. One section is severely broken and the other section beside it is cracked.

Are you the correct person to address this to?

Warm regards,

[REDACTED]

Sent from [Mail](#) for Windows 10

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, July 21, 2020 11:23 AM  
**To:** [REDACTED]  
**Subject:** Re: Traffic Concerns - Evergreen

Weird I am not sure when they went up but I see now there are signs! Thanks for your response.

[REDACTED]

On Jul 21, 2020, at 10:48 AM, [REDACTED] > wrote:

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

I have checked the location you identified in your email, and there are yield signs in the east/west direction. Are you sure that the location you have circled is accurate?

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22nd. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*

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

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**From** [REDACTED]  
**Sent:** Friday, July 17, 2020 10:22 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Subject:** Traffic Concerns - Evergreen

Hello. I have concerns where streets cross on Kloppenburg, as circled in the picture below. There is no signage for either direction to yield or stop.

<image001.jpg>

Thanks for your consideration.

[REDACTED]

**From:** [REDACTED]  
**Sent:** Tuesday, July 21, 2020 2:44 PM  
**To:** [REDACTED]  
**Subject:** RE: Voice Mail (1 minute and 13 seconds)

**Categories:** 2020 NTR

Called [REDACTED] back @ 2:30

Likes that we are asking from feedback from citizens

- Noticed going through the park that they are laid out well and connect together well. They just need pedestrian crossings to improve. This would be his priority.
- The Zary Rd and Sauer Cr is particularly problematic
- Where there are parks on both sides of the street check the crossings and improve
- Evergreen Blvd is getting quite busy, so checking crossings crossings is important (Mahabir Cr S) where there are curb extensions.
- Likes the crossing at Lowe Rd (RRFB)

I informed him that Lowe Rd is coming out. He was ok with it.

- Zary has speeding concern (especially east side). There is a bush on the east side that can block a pedestrian or bikers view of oncoming traffic.

---

**From:** [REDACTED]  
**Sent:** Tuesday, July 21, 2020 1:53 PM  
**To:** [REDACTED]  
**Subject:** Voice Mail (1 minute and 13 seconds)

Hi [REDACTED], this is [REDACTED] my phone number is [REDACTED]. I'm just calling in regards to I live in Evergreen. I'm just calling regards to the traffic study. I know the the meetings more night but I was just going to say one of the main things that I've seen actually not only in Evergreen but is safe crossings joining all the parts together we use the bike path in The Walking paths quite a bit but there's many areas like especially the the one that really stands out as the North intersection of zari Rd in Sawyer or shower in Evergreen and it's it's really difficult to get past there. It's a difficult for traffic to see people going across and I think I think you could even get more even more usage out of the the bike. The Walking paths and bike path. If there is a safe crossings at all intersections like that. But anyway the just a suggestion and I'll try and make it to the the meeting tomorrow night. Thank you.

You received a voice mail from [REDACTED]

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[Set Up Voice Mail](#)

[REDACTED]

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Sent:** Thursday, July 30, 2020 2:04 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews; Lanning, Chelsea  
**Subject:** RE: Comments about traffic concerns in Evergreen for July 22, 2020

Hello [REDACTED],  
Our asset preservation team will complete a site visit to verify any defects.

Regards,  
[REDACTED]

[REDACTED]  
[REDACTED] [REDACTED] [REDACTED]  
Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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---

**From:** [REDACTED]  
**Sent:** Sunday, July 19, 2020 9:43 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>  
**Subject:** FW: Comments about traffic concerns in Evergreen for July 22, 2020

Hello [REDACTED] campaign,  
Please read the reply with attention to Saskatoon Construction Standards.

It's great to review other city standards, however, Evergreen blvd curbing is really falling a part. Does this reply sound like the city is feeling ok about their curbing because of other city standards?

Please drive Evergreen blvd and see where the curbing is disintegrating, especially on the roundabouts. If the city wants to stand by their standards, they will fall on their own sword. The idea of the city asking for input and then providing tax payers with a human resources reply is really too bad.

[REDACTED]

---

**From:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Sent:** July 17, 2020 3:41 PM  
**To:** [REDACTED]  
**Subject:** RE: Comments about traffic concerns in Evergreen for July 22, 2020

Hello [REDACTED],



Thank you for your detailed comments for the Evergreen Neighbourhood. The neighbourhood traffic review is intended to address concerns related to traffic, such as traffic operations and safety, and pedestrian and cyclist operations and safety. Here is some information regarding your specific comments.

### **Traffic Issues**

I will log your request for parking restrictions on Evergreen Boulevard for the project file.

Please let me know the locations where you'd like to see pedestrian accessibility ramps and I will ensure that they are on our list of locations for review.

### **Construction Standards**

Evergreen has been built for a number of years and infrastructure is entirely maintained by Public Works and/or Parks. The majority of Evergreen was built from 2010 to 2014. The roads and concrete were built to City standards. The standards that were followed while building the Evergreen neighbourhood are similar standards that were used to build the majority of the Cities network and were comparable to other cities across Canada at that time. Over the past several years we have made significant changes to our roadway and sidewalk standards in both new construction and preservation. We are always evaluating our standards and practices when it comes to the cities roadway and sidewalk infrastructure and we make adjustments annually to ensure we are up to date with the best practices across the country.

### **Maintenance Issues**

I will forward your email to our Roadways, Fleet and Support Services so that they are aware of your concerns with mowing.

For pothole repairs, please report the locations as outlined on [this webpage](#).

You can submit requests for other repairs to our [customer care centre](#). It would be helpful if you can provide details on the location, performance issue (and pictures) so that City crews can investigate the issues and schedule repairs if required.

We will continue to receive comments through emails, phone calls, letters, engage page, and at the upcoming public meeting on July 22nd. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

Regards,

[Redacted]

[Redacted]

Senior Transportation Engineer  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*

[Redacted]

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

**From:** [REDACTED]  
**Sent:** Thursday, July 09, 2020 11:47 AM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
**Cc:** [REDACTED]  
**Subject:** Comments about traffic concerns in Evergreen for July 22, 2020  
**Importance:** High

Hello City of Saskatoon "Engage:"

Thank you for reaching out about the Evergreen neighborhood and we hope this e-mail assists with future city plans. (picture below is included).

Our concerns from [REDACTED] Pohorecky Terrace:

1. City grass cutting ~ the grass is cut, and thank you. But it seems the mower blades are never sharp as even though the grass is cut, the appearance is not worth the cut. (It appears that city workers do not enjoy their positions and hence lack community pride).
2. For a brand new area, the Evergreen curbing is disintegrating ~ cheapest is never long lasting.
3. The cement walking paths/bike paths have very long large cracks. ~ again cheapest is never long lasting. There is places the dropped curbing does not line up with the walking/biking paths.
4. High traffic streets are very narrow and there should be no parking on any of the main streets, for example Evergreen Blvd.
5. For Evergreen being considered a brand new area, the pot holes are few but really bad. I got a flat tire from one on McOrmond Dr. This was coming out of Evergreen on a newly paved section.
6. The street lights are fantastic.
7. The traffic circles move traffic easily.
8. The neighborhood speed is very good and there is no need to have added city budget to monitor speeds. Driver's can own the consequences.
9. Drivers act cognitive about stopping for pedestrians.

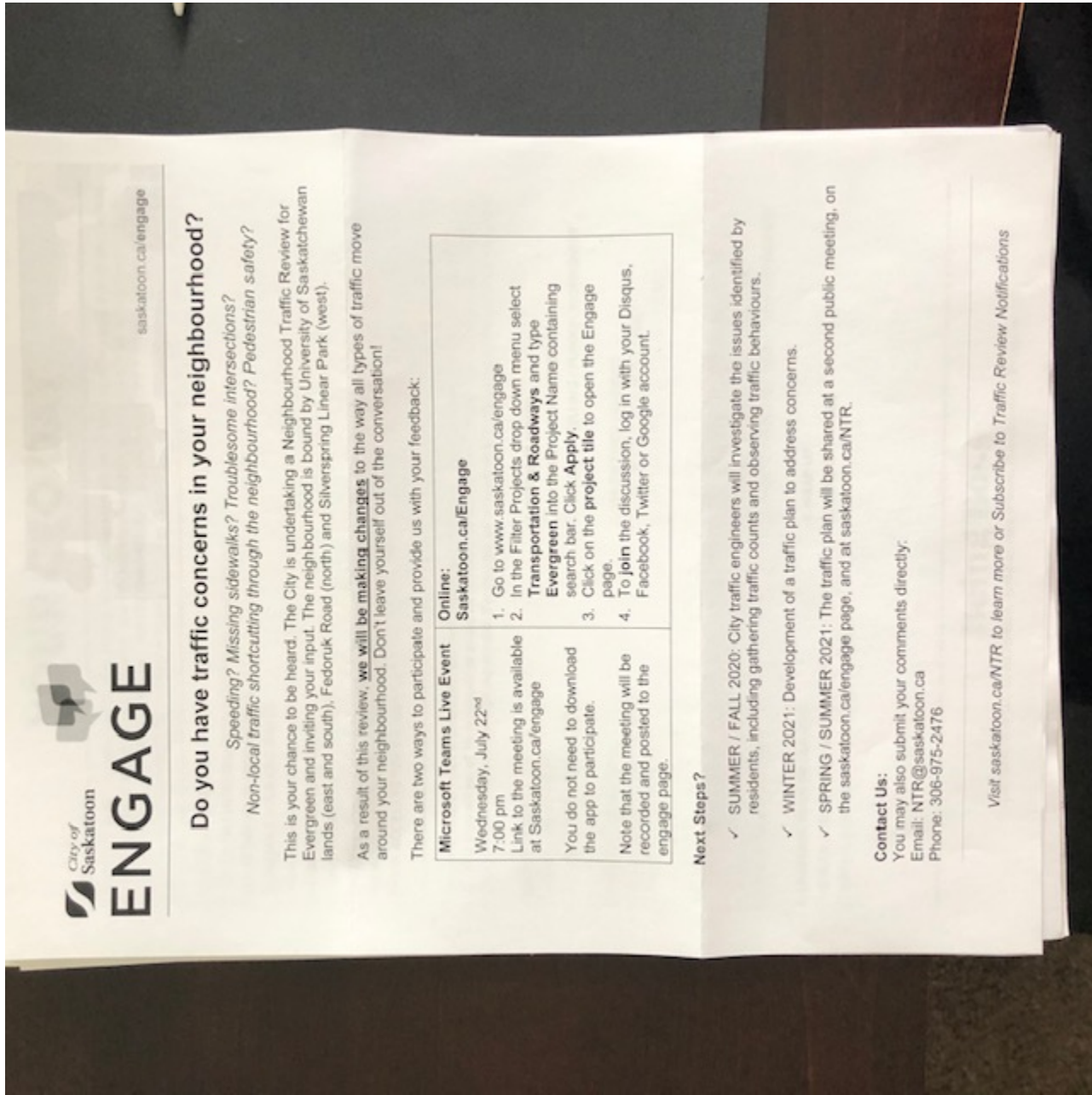
The poor curbing and paving in new neighbor development confirms [REDACTED] is against all neighborhood development that reaches all new areas of Saskatoon. Including Evergreen, the new roads and infrastructure is crumbling as it's being built. At this point our household would be willing to pay to know which new areas are being developed with higher grade curbing and infrastructure. We have considered moving out of Evergreen but all the new neighborhoods are looking the same or worse. This is a sad state for the City of Saskatoon.

We also looked at moving to the downtown area but this is just not safe. We have actually stopped going downtown as we are approached every time we leave our vehicle. Amongst our friends and colleagues, we all have many stories about undesirable downtown experiences. It's clear the majority of the city tax base does not have a voice as city council panders to every minority voice that does not consider the majority's safety.

Our lives include being well-travelled and even though we are everywhere downtown New York, Europe downtown, and downtown Vancouver there is police on every other corner and all people respect the police. In Vancouver downtown we are always surrounded by addicts those folks respect the police. In Saskatoon, on every reported citizen endangerment, the City Counsellors in media interviews claim Saskatoon downtown is safe. This message is very disappointing and is not true. Council is about dispelling truth instead of facing hard realities that support safety for the majorities of people.

It will be interesting to hear the results of yet another survey. It's as if the majority needs to spell out all faucets of what is clearly in front of city council.

and most council members are very nice people and appear to be well intentioned citizens. Unfortunately, they do not handle agree to disagree stewardship and really try to push surveys rather than govern reality. They just want to be everyone's friend.



As always,



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, July 30, 2020 3:13 PM  
**To:** [REDACTED]  
**Subject:** Re: Traffic concerns in Evergreen - Marlatte and Baltzan

Thank you for replying, really appreciated.

The school bus driver has to hunk to alarm the cars that kids are crossing the road, because kids can't see they are coming when so many cars parking on the street close to the intersection. And the cars can't see the kids too, they are so small!

Anyway, the whole section was designed (land) for money making, was not a proper urban design.

Thank you for addressing our problems!

Sincerely,

[REDACTED]

On Thursday, July 30, 2020, 01:49:05 p.m. CST, [REDACTED] wrote:

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

I see you have parking concerns on several streets. The majority of local roads are designed to have parking on both sides of the street, including Marlatte Crescent, Baltzan Boulevard, and Akhtar Bend. Parking on both sides of the street on these types of roads is intended to keep the driving lanes narrower which can help keep speeds down. We have heard about these streets being narrow from several of your neighbours and will take a look at the concern as a part of the Neighbourhood Traffic Review (NTR).

As outlined in Traffic Bylaw 7200, drivers must not park within:

- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344.

We will continue to receive comments through emails, phone calls, letters, and engage page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email.

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
Treaty 6 Territory & Homeland of the Métis

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

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

From: [REDACTED]  
Sent: Friday, July 17, 2020 2:14 PM  
To: City of Saskatoon - Neighbourhood Traffic Reviews <[NTR@Saskatoon.ca](mailto:NTR@Saskatoon.ca)>  
Subject: re: Traffic concerns in Evergreen - Marlatte and Baltzan

Hi, we heard that you are going to make some changes over the traffic concerns.

Just for the section we live - Marlatte Crescent / Baltzan Blvd. / Akhtar Bend, we gathered the following points:

1. Driving speed should slow down: Evergreen phase 2 section was designed so crowdedly, not even a little kids' park was laid, so 20 - 30 kids are playing in their parking lot and along the side walks. It is so dangerous with cars running around 50-60 K on these very narrow streets.
2. With picture attached, you can see so many cars parking on the streets, but the parking lots are basically empty. In the mean time, the streets are becoming single lane and only allow one direction to drive through.
3. With picture attached, at intersection of Marlatte Crescent and Baltzan Blvd, there are 2 spots for school bus picking up and dropping off kids every day. Due to too many cars parking too close to the starting points of the streets, no space for school bus to stop in the morning. Also, Drivers coming out of Marlatte crescent can't even see the cars coming from Baltzan Blvd due to cars parking on Baltzan blvd. blocked the view. There should be a " No Parking Zone" set up at this intersection. Again, there are empty parking lots, but these cars have to park on the street.

Please help us forward these concerns to the City, even the design of this section was so wrong, hopefully the City will have some remedy ideas over it.

Thank you!

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, August 10, 2020 5:22 PM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Neighbourhood Traffic Reviews  
**Subject:** Re: Traffic concerns in Evergreen

Thank you for your response. Yes , I mean Evergreen and Kloppenburg Cres, east of Manek Rd.  
[REDACTED]

On Mon, Aug 10, 2020 at 3:49 PM [REDACTED] wrote:

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

I assume you are speaking about the section of Evergreen Boulevard between the roundabout at Manek Road and Fedoruk Drive with your concerns (Kloppenburg Crescent also intercepts Evergreen Boulevard west of Manek Road, but you referenced

a 4-way stop so I will assume you mean east of Manek Road). If I have assumed wrong, please let me know. I have heard about speeding issues on this section of Evergreen Boulevard through your neighbours. I will also add your comment to my project file about

considering an all-way stop. I also see that you have concerns with vehicles parking on Evergreen Boulevard near Kloppenburg Crescent. Additional information about the City's parking bylaw can be found below:

As outlined in Traffic Bylaw 7200, drivers must not park within:

- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344.

We will continue to receive comments through emails, phone calls, letters, and engage page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at

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

Thank you again for your email,



[REDACTED]

Transportation Engineer

Transportation Department

City of Saskatoon | [222 3rd Avenue](#)

[North | Saskatoon, SK S7K 0J5](#)

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[REDACTED]

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

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**From:** [REDACTED]

**Sent:** Sunday, August 09, 2020 11:18 PM

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

**Subject:** Traffic concerns in Evergreen

Hello,

I live on Kloppenburg court. I have noticed that as I wait at the stop sign on Kloppenburg Crescent and Evergreen Boulevard on weekday mornings, cars tend to speed down Evergreen Boulevard towards Fedoruk. There are multiple cars parked

on Evergreen (including a large Hertz Bus) blocking the view of these speeding cars, making it very hard and dangerous for me to turn left onto Evergreen Boulevard.

Please investigate this intersection and consider making this a four way stop. It was especially busy around 8:20 am on school days, precovid.

Thank you,



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, August 11, 2020 4:06 PM  
**To:** City of Saskatoon - Neighbourhood Traffic Reviews; Lanning, Chelsea  
**Subject:** Re: Neighbourhood Traffic Review Update - Evergreen

Hello [REDACTED],

Thank you for holding the neighbourhood session. One thing I forgot to mention was something of concern around Canada Post Superboxes. As we discussed, the major parking corner on Wyant Lane and Evergreen Blvd poses major parking issues and restrictions to exit the back lane for Maningas Bend, I would like to elaborate that the Canada Post superboxes has a tendency to have a large vehicle parked overnight or for extended days in front of the boxes. Although I try to walk to pick up the mail, there are many times I try to park my vehicle in front to get the mail, but find there isn't room. I am not the only one as when the mail is usually delivered in the afternoons, there are others that park in the lane while they have to pop out of their vehicle to get access to the boxes. If there is someone that watching or counts these concerns, it is usually something in the Fall, Winter and Springtime with higher numbers of vehicles parked on Wyant Lane. Summer months tends to have fewer vehicles around as a result of summer vacations etc. As one of the longest owners on Maningas Bend (Since August 2012), I have noticed several of these on-going and recurring problems.

It would be a future recommendation that if you have back lanes with garage access, to provide wider spaces between the houses to accommodate more vehicles for on-street parking or access to create additional backyard parking spaces beside garages in the back. With the mixed used neighbourhood (rentals and owners who live in their houses), not having a front or street access driveway really causes many problems for parking. There are several streets in the area with smaller newer homes that have these concerns.

Thank you for adding this to your list.

Sincerely,

[REDACTED]

On Fri, 7 Aug 2020 at 09:44, City of Saskatoon <[ntr@saskatoon.ca](mailto:ntr@saskatoon.ca)> wrote:



## **Evergreen Neighbourhood Traffic Review - update**

Hello,

Thank you for your continued interest in the Evergreen Neighbourhood Traffic Review. All of the meeting materials, including the video and minutes from the July 22<sup>nd</sup> online public meeting are now available on the [Evergreen Engage page](#).

Please remember to get your comments in by August 22<sup>nd</sup> so they can be included in the data collection plan for your neighbourhood. You can submit comments via the [Evergreen Engage page](#), or by [email](#). You can also call or mail a letter to me using the contact information listed below.

Thank you again for participating in the Evergreen Neighbourhood Traffic Review.

Regards,

[Redacted signature]

[Redacted contact information]

City Of Saskatoon

---

**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]

**Sent:** Thursday, August 13, 2020 12:46 PM

**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>

**Cc:** [REDACTED]

**Subject:** Evergreen Blvd/Evergreen Square (Thread:148721)

Hello,

We have received a call from a Parks employee regarding the area of Evergreen Blvd and Evergreen Square. He has let us know that there is quite a bit of traffic that is going the wrong way through the Evergreen Square area. The entrance from Evergreen Blvd on to Evergreen Square that is nearest to Leopold's Tavern (the east entrance) is signed correctly

and directs traffic to go in a counter clockwise pattern through Evergreen Square. The west entrance does not have any signage and people are entering through the west entrance and trying to go clockwise around the Square. This is resulting in several near misses in the area. The contact for this is [REDACTED] and he can be reached [REDACTED]

Regards,

[REDACTED]

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre

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

[customer care@saskatoon.ca](mailto:customer care@saskatoon.ca)

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

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, August 25, 2020 1:37 PM  
**To:** [REDACTED]  
**Subject:** Voice Mail (1 minute and 45 seconds)  
**Attachments:** audio.mp3

Hi [REDACTED] it's [REDACTED] calling. I had emailed you regarding Evergreen traffic issues and in particular with my concerns with vehicles. Parking in my alley impeding my ability to get in and out of my detached garage. I you had sent me a number that I can call parking enforcement at to come and ticket which was [REDACTED]. However I've called probably like three or four Times Now. You know kind of go to like a hold and then it'll start start ringing and then somebody like it just ends like the call doesn't get picked up so I haven't had any success and there's been three Times Now since that I haven't been able to get out of my garage. Do two cars being in the wake of their parking in the alley so I was just wondering if there's another number I can call and if you wouldn't mind passing this along to parking enforcement yourself and maybe they could make like kind of a regular. Route of just checking in the alley on my address [REDACTED] Evergreen, and it's the alley obviously that had their detached garage monitors, cars parking in there every single night, um, and during the day as well. So anyways, I just was hoping that I could either get another number and to get ahold of parking enforcement as well as my passing that along and seeing if they could add that alley to there. I'm driving routine or whatever they do. It would be great. Thank you so much and I hope to hear from you really soon. My number is [REDACTED] Thanks again bye bye.

You received a voice mail from [REDACTED].

---

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**From:** City of Saskatoon - Customer Care Centre [<mailto:customercare@saskatoon.ca>]  
**Sent:** Wednesday, September 2, 2020 2:34 PM  
**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>  
**Subject:** [REDACTED] Marlatt Cres (Thread:154772)

Good afternoon

[REDACTED] just called to inquire about no parking signs on either side of the entrance into the parking lot. Every day there are cars parked to close to the entrance and they have to keep calling parking services. Would it be possible to have some signs put up to make it easier and safer getting in and out of the entrance. [REDACTED] can be reached at [REDACTED].

Regards

[REDACTED]

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

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[REDACTED]

---

**From:** City of Saskatoon - Customer Care Centre <[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)>

**Sent:** Wednesday, October 7, 2020 11:41 AM

**To:** Web E-mail - Transportation <[Transportation@Saskatoon.ca](mailto:Transportation@Saskatoon.ca)>

**Cc:** [REDACTED]

**Subject:** Social Media Post - Twitter (Thread:163869)

Good morning

We received the following concern on social media and let her know we would pass it along for review:



**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre

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

[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

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

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 9:02 AM  
**To:** [REDACTED]  
**Subject:** RE: Evergreen traffic review

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Thanks [REDACTED], glad to hear there will be a review of Manek, hopefully the speed measurement happens before or after the snow flies to capture how quick people really do travel down the road.

Looking forward to the second engagement!

Have a good day.

[REDACTED]

[REDACTED]

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

**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 8:55 AM  
**To:** [REDACTED]  
**Subject:** RE: Evergreen traffic review

CAUTION: External to [REDACTED] Verify sender and use caution with links and attachments. Forward suspicious emails to [REDACTED]

Hello [REDACTED],

Thank-you for your comment regarding traffic in Evergreen. Through earlier consultation we heard concerns about speeding on Manek Road. This location is on our data collection list, and a measurement for speed will be collected. Once we have the data, it will be determined if a countermeasure is required, and what it should be if a speeding issue is verified.

There will be a second engagement event scheduled once the draft traffic plan for the neighbourhood is ready. This will provide the neighbourhood with an opportunity to review and comment on any measures being proposed. You will receive a flyer in the mail to let you know when that will be taking place.

If you have any further questions or comments please feel free to send them my way.

Regards,



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Saturday, October 17, 2020 2:51 PM  
**To:** [REDACTED]  
**Subject:** Re: Traffic concerns in Baltzan blvd neighbor hood

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Thanks for getting back to me. Hope these issues can be resolved soon because winter is coming and usually kids go to catch school bus when it is still dark outside in the morning. It adds another level of unsafe conditions..

Appreciate your response!

[REDACTED]

On Tue, Oct 6, 2020 at 9:24 AM [REDACTED] wrote:

Hello [REDACTED],

Thank-you for your interest in the Evergreen Neighbourhood Traffic Review (NTR). The first engagement event for this NTR was held on July 22, 2020. Through that engagement event, and through email, Engage page, and phone calls we have been receiving comments and concerns from the neighbourhood. The meeting materials and videos can be found [here](#) if you would like to view them.

We did hear about speeding on the section of Baltzan Boulevard that you've identified through engagement. We are planning to include this location for speed measurement as part of the data collection phase. All unmarked streets in Saskatoon have a speed limit of 50km/h as per the Traffic Bylaw.

Your concern about a pedestrian crossing at Baltzan Boulevard and Baltzan Bay is something that we hadn't heard through engagement yet. We did hear about crossing at other locations along Baltzan Boulevard, including Boykovich Crescent and Akhtar Bend. I will add your concern to the project file for consideration.

I will also add your comment about including a yellow center line on Baltzan Boulevard to the project file for consideration.

If you would like to stay up to date on the Evergreen NTR you can subscribe for project updates on the [Engage](#) page. There is a link on the right hand side of the page.

Thank-you again for your enquiry,

[REDACTED]  
Transportation Engineer

Transportation Department

City of Saskatoon | [222 3rd Avenue North](#) | [Saskatoon, SK S7K 0J5](#)

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**From** [REDACTED] >  
**Sent:** Monday, October 5, 2020 8:55 AM  
**To:** [REDACTED]  
**Subject:** Traffic concerns in Baltzan blvd neighborhood

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

Hello [REDACTED],

I am writing this email to express my traffic safety concerns in the Baltzan Bay/baltzan Blvd neighborhood in the Evergreen Area. A lot of young kids (at kindergarten and elementary school ages) in the neighborhood need to cross the street to take the school bus in the morning and take off the school bus in the afternoon and cross the street to get home. We have several concerns.

1. no speed limit and cross street signs in this neighbourhood and car speed is so fast. A lot of cars usually bypass the school bus when the school bus stops to let kids cross the street to go home. Without any traffic signs, it is so dangerous for the kids to cross the street, go home or catch the school bus for school.
2. No central yellow line even if this is a double traffic road. Cars usually bypass school buses even if school bus drivers try to block the traffic to let the kids cross the street.

If you need any further information, please contact me by email or by phone @3068816086.

I hope the City can help us to ensure kids are safe in the neighborhood.

Thanks

[REDACTED]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, October 19, 2020 9:54 PM  
**To:** [REDACTED]  
**Subject:** Re: Evergreen Traffic Concerns

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Hi [REDACTED]!

I hope this email finds you well. I wanted to touch base about a question I have about Evergreen. I am wondering if garbage pick up could be in the alley ways? We live in this beautiful area and we see all these garbages out all the time. As you are aware, the streets are quite narrow and when it's garbage day it makes them even narrower. Is there a way to get our garbage picked up in the alley?

Thank you in advance for your attention to this email!

[REDACTED]

On Aug 11, 2020, at 8:19 AM, [REDACTED] wrote:

Hello [REDACTED],

Thank you for providing your comments regarding traffic issues in the Evergreen neighbourhood. Your comments have been noted and added to the project file.

I see that you have concerns with vehicles parking in your alley. Additional information about the City's parking bylaw can be found below:

As outlined in Traffic Bylaw 7200, drivers must not park within:

- an alley;
- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344. Parking enforcement will be able to come and ticket, this is not typically something done by the Saskatoon Police Service.

As far as street parking goes, the parking lane on the street is public parking and can be used by anyone. I know it can be frustrating when parking is busy near your home, but there isn't much that can be done in regards to limiting parking per household. You can call parking enforcement if vehicles are parked for more than the allowed 72 hour time limit. This limit can also be found in Bylaw 7200.

We will continue to receive comments through emails, phone calls, letters, and engage page. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed, and pedestrian studies and site observations. A second meeting will then be scheduled to discuss the draft traffic plan for the neighbourhood.

If you would like to stay involved in this project throughout the process, you can do so by subscribing for Neighbourhood Traffic Review updates at [www.saskatoon.ca/engage/evergreen](http://www.saskatoon.ca/engage/evergreen).

Thank you again for your email,

[REDACTED]  
Transportation Engineer



Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland* the Métis

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

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**From:** [REDACTED]

**Sent:** Monday, August 10, 2020 3:13 PM

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

**Subject:** Evergreen Traffic Concerns

Hello,

I am the owner of [REDACTED] Maningas Bend in Evergreen. I have a detached garage that is connected to an alley. I have a few concerns about people parking in the alley.

- First of all, people are NOT allowed to park in the alley
- On both sides of the alley there are garages, and some people park in the alley
- But when this happens the lane is very narrow and difficult to pass through, as well as, back out of my own garage. If a vehicle on the other side of the alley has a car parked in front of their garage, it is very difficult to get through and back out.
- When this happens I call the police to come and ticket them
- In the Winter, there are ALOT of ruts in the alley and when people park there, there has been a few accidents due to people parking there.
- If something can be done so cars do not park in the alley that would be greatly appreciated.
- I also feel it would be great if each house would be allotted 1 car to be allowed in front of their house.
- My one neighbor has 4 cars and are constantly parking in front of their house, my house and other houses. There is never space in front of my house.

Thank you in advance for reading this email and address my concerns as a resident of Evergreen.

Warm Regards,

[REDACTED]  
[REDACTED]

[REDACTED]

**From:** Web E-mail - Transportation  
**Sent:** Thursday, October 29, 2020 1:13 PM  
**To:** [REDACTED]  
**Cc:** Web E-mail - Transportation  
**Subject:** FW: Saskatoon Report a Traffic Issue received

Hi [REDACTED]

The location of this request is the intersection of Zary Rd and Sauer Cres.

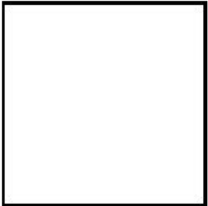
Regards,

**Web E-mail - Transportation  
Transportation & Construction**

City of Saskatoon | 202 4<sup>th</sup> Avenue North | Saskatoon, SK S7K 0K1  
[transportation@saskatoon.ca](mailto:transportation@saskatoon.ca)  
[www.saskatoon.ca](http://www.saskatoon.ca)

---

**From:** City of Saskatoon <Transportation@Saskatoon.ca>  
**Sent:** Wednesday, October 28, 2020 8:45 PM  
**To:** Web E-mail - Transportation <Transportation@Saskatoon.ca>  
**Subject:** Saskatoon Report a Traffic Issue received



## New Traffic Issue Reported!

Request ID: [REDACTED]

Issues: CROSSWALKS,

Name: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Comment: This needs a crosswalk light badly. No one ever stops.

Attachment:

Submitted on Thursday, November 5, 2020 - 23:09

Submitted by user: Anonymous

Submitted values are:

First Name [REDACTED]

Last Name [REDACTED]

Address [REDACTED]

Email [REDACTED]

Confirm Email [REDACTED]

Phone [REDACTED]

Other Phone

City Saskatoon

Province SK

Your Message

Inquiry Category Request information about a Civic program, project or service

Subject 3 way stop on evergreen blvd

Message

Hi since working from home I have a view of the 3-way stop somewhat recently implemented at the intersection of evergreen and zary.

I have been noticing cars regularly blowing right through it without even slowing down, all different makes and models and days and times. I notice probably at least one or two every day, and I'm not watching it like a hawk, this is just every once in a while I'll glance up while working.

Occasionally I notice the car hit the brakes a little once they're in the intersection, so I'm wondering if maybe people can't see the stop sign or something? There was one installed in the middle of the road with an 'island' of rubber stripes when you're headed north, but southbound only has the sign on the side of the street, and I only see people blowing it southbound, so maybe it needs a sign and rubber strips on this side too?

There are a lot of families in this area and I am concerned one of these times someone will fly through there right as a kid runs out or something.

What would be a step the city could take to investigate this, and hopefully rectify it?

Attachment

The results of this submission may be viewed at:

[REDACTED]

[REDACTED]

---

**From:**

**Sent:**

[REDACTED]  
Monday, November 16, 2020 8:39 PM

**To:**

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

Hello [REDACTED],

I am a parent of a student at Sylvia Fedoruk and I wanted to forward my concerns regarding the traffic around the school. I am lucky to be able to walk my children to school as we live in walking distance. Although, every day walking to and from school I witness concerning traffic problems that could potentially end up in an accident/a pedestrian (child) getting hurt. I hope that you can address the traffic concerns on Manek Road and Evergreen Boulevard. Something needs to be done ASAP to address this major concern around a large school.

[REDACTED]

Sent from [Mail](#) for Windows 10

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, January 7, 2021 11:45 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: CYC Webform: [REDACTED]: Rajput way marked as School Zone (Thread:198301)

Hi [REDACTED],  
I suggest the following response:

Thank you for advocating for the safety of people walking in your neighbourhood.

Some of the guidelines for establishing reduced speed school zones are as follows:

- The reduced speed school zone should be considered on the street along the school frontage, and if required, based on an engineering study as to the decision on the flankage.
- The reduced speed school zone should be centered at the location(s) where children cross a roadway. This would include major crossing points on the roadway that fronts the school and major crossing points along the side of the school.
- Extension of reduced speed school zone should include up to the school property lines. The only case a school zone can extend past school property lines is if there is an important crosswalk.
- The reduced speed school zone should not include Park space or residential housing. These areas are often far from the school site which leads to driver's non-compliance to the speed limit.

While I can appreciate that many of the people crossing Rajput Way may be walking to/from the schools, according to the above guidelines, Rajput Way is not eligible for a school zone.

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

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

We anticipate that this work will be presented to Council in 2021.

The photo that you mention in your email did not attach so I am not sure if your concern was related to one of the intersections or closer to the back alley.

As outlined in Traffic Bylaw 7200, drivers must not park within:

- one metre of an entrance or exit of any private driveway unless otherwise indicated by sign or marking;
- 10 metres of the intersection of the prolongation of the curb lines unless otherwise indicated by a sign or pavement markings.

If vehicles are parked illegally, you can call parking enforcement at 306-975-8344.

The Evergreen Neighbourhood Traffic Review (NTR) is currently underway. If we know the specific location of concern, we may be able to include it as part of the NTR. Details can be found at [saskatoon.ca/ntr](http://saskatoon.ca/ntr).

---

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**From:** Councillor Support <CouncilSupport@saskatoon.ca>  
**Sent:** Wednesday, January 6, 2021 4:23 PM  
**To:** [REDACTED]  
**Cc:** Councillors Support <CouncilSupport@saskatoon.ca>  
**Subject:** FW: CYC Webform: [REDACTED]: Rajput way marked as School Zone (Thread:198301)

Hello [REDACTED],

Can you please provide a response to [REDACTED] request for a speed reduction on Rajput Way.

Please provide a response to the Councillor and [REDACTED] within 24 hours. If you are unable to provide a full response to the enquiry, provide an initial reply that the inquiry has been received and additional follow up will be provided. In this initial response include a timeline of when you expect to follow up, and commit to that response time.

Include [CouncilSupport@Saskatoon.ca](mailto:CouncilSupport@Saskatoon.ca) on the initial response indicating follow up will occur (if applicable), and the final response. If [CouncilSupport@Saskatoon.ca](mailto:CouncilSupport@Saskatoon.ca) is not included, we will continue to follow up with you until we can confirm this inquiry is closed.

Thank you,

[REDACTED]  
Service Saskatoon Support Coordinator  
Service Saskatoon Customer Care Centre  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5

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

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**From:** Saskatoon.ca <[web-noreply@saskatoon.ca](mailto:web-noreply@saskatoon.ca)>  
**Sent:** Wednesday, January 06, 2021 4:02 PM  
**To:** [councilsupport@saskatoon.ca](mailto:councilsupport@saskatoon.ca)  
**Cc:** [ward10@saskatoon.ca](mailto:ward10@saskatoon.ca)  
**Subject:** CYC Webform: [REDACTED]: Rajput way marked as School Zone (Thread:198301)

--- Replies to this email will go to [REDACTED] ---

Submitted on Wednesday, January 6, 2021 - 16:01

Submitted by user: Anonymous

Submitted values are:

First Name [REDACTED]  
Last Name [REDACTED]  
Address [REDACTED]  
Email [REDACTED]  
Confirm Email [REDACTED]  
Phone [REDACTED]  
Other Phone  
City Saskatoon  
Province SK  
Your Message  
Inquiry Category Request a service  
Subject Rajput way marked as School Zone  
Message  
Good afternoon [REDACTED]

I am messaging you to bring up a concern I have with Rajput Way in Evergreen.

I live on the [REDACTED] Block of Rajput Way and have [REDACTED] who cross the street every day to go to and from school. There are a lot of children who cross this road daily (including my own) and there are also a lot of parked cars on this street which create blind spots.

Despite this street being narrow, and full of parked cars, there are still several people who drive down this street in excess of 50km/hr at different times throughout the day.

Could you please look into getting this street marked as a school zone and also potentially adding a crosswalk since many young children need to cross this street while going to and from their schools. Please see the attached picture for more details.

Thank you for your help.

Best regards,

[REDACTED]  
Attachment

The results of this submission may be viewed at:

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Sunday, February 21, 2021 7:12 PM  
**To:** [REDACTED]  
**Subject:** Evergreen traffic

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

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Hi [REDACTED], my name is [REDACTED] and I live on Wyant Lane in Evergreen. I got a flyer in the mail about the city doing some changes in the neighbouring traffic plan. It might be too late to give an idea but figured I'd throw it out there anyways. I really think Wyant Lane and Rajput Way would be better served as one way streets, in opposite directions. The roads are quite narrow and can be difficult to pass oncoming traffic in good summer conditions. Once the ruts form in the winter it's impossible to pass someone coming towards you without an open parking space to pull over into, which is a pain because of those ruts. Plus there aren't all that many open spaces most of time because so many people do park on the street. Maybe the streets are designed to be narrow to reduce speed? I don't know, but if that's not the case, then I think this would be an easy, inexpensive and effective improvement. Appreciate the city trying to improve things, thanks. [REDACTED]

Get [Outlook for iOS](#)



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, February 22, 2021 9:43 AM  
**To:** [REDACTED]  
**Subject:** Re: C of S Engage : Evergreen Traffic Plan

**Categories:** 2020 NTR

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

Thank you for looking at this!

[REDACTED]

On Feb 22, 2021, at 8:54 AM, [REDACTED] wrote:

Hello [REDACTED],

Thank-you for your interest in the Evergreen Neighbourhood Traffic Review (NTR).

Through the NTR process this intersection was identified by your neighbours as a place to take a further look at. There is no recommendation included for this location currently. As per Bylaw 7200 – The Traffic Bylaw, vehicles are not permitted to park within 10 metres of an intersection. We performed many site checks in Evergreen and did not observe vehicles encroaching on the 10 metre bylaw restriction, even when street parking was busy. Additionally, there was no collision data or speeding issue verified through data that suggested a parking restriction greater than the 10 metre bylaw restriction was required at this location.

If you do see vehicles parking too close to the intersection, you can call Parking Enforcement. Their contact is 306-975-8344.

Thank-you again for your interest in the Evergreen NTR. I hope that the information I've provided is helpful.

Regards,

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*

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

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**From:** [REDACTED]  
**Sent:** Saturday, February 20, 2021 12:42 PM  
**To:** [REDACTED]  
**Subject:** C of S Engage : Evergreen Traffic Plan

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

[REDACTED],

I was looking at the traffic plan. It looks great to me.

I would like to put forward a suggestion regarding a VERY unsafe intersection. I typically try to avoid it if I can, especially if I have to make a left turn off of Wyant Lane onto Evergreen BLVD. When the driver comes to the intersection to turn left from Wyant onto Evergreen, there are almost always cars lined up to the left of your vision, very close to the corner on Evergreen BLVD. This completely blocks the view of the car turning left to see if there is anyone coming toward the driver on the left on Evergreen BLVD. So many times I've had to inch my way up to see around the parked cars and pray that there are no cars coming toward me.

I have marked it on the attached traffic plan. I have emailed about it before, to the C of S, but never heard a reply.

I think if there was 'no parking' in front of the last house on the corner of Evergreen and Wyant, that it would be sooooo much safer.

Thank you.

[REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, February 22, 2021 12:28 PM  
**To:** [REDACTED]  
**Subject:** Re: Evergreen traffic Plan

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

Thanks for your reply. Much appreciated.

Sent from my iPhone [REDACTED]

> On Feb 22, 2021, at 11:58 AM, [REDACTED] wrote:

>

> Hello [REDACTED],

> Thank-you for your interest and feedback on the Evergreen Neighbourhood Traffic Review (NTR). The pedestrian crossing at Marlatt Street and Baltzan Boulevard was identified by your neighbours for further analysis during the initial rounds of engagement. You may have noticed that there is a recommendation at this intersection that will be discussed at the meeting on March 4.

>

> All pedestrian crossings in Saskatoon are evaluated in accordance with the latest engineering best practice and in accordance with Council Policy C07-018 - Traffic Control at Pedestrian Crossings. This intersection does provide a connection to the neighbourhood pathway system. The recommendation at this location is to install a standard pedestrian crosswalk as per the pedestrian policy to improve the visibility of the crossing.

>

> I hope you are able to attend the online meeting on March 4. If not, the comment period will be open for approximately one month after the meeting.

>

> Regards,

>

>

> [REDACTED] Transportation Engineer  
> Transportation Department City of Saskatoon | 222 3rd Avenue North |  
> Saskatoon, SK S7K 0J5 Treaty 6 Territory & Homeland of the Métis  
> [REDACTED] [www.saskatoon.ca](http://www.saskatoon.ca)

>

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>

>

>

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

> From: [REDACTED]

> Sent: Sunday, February 21, 2021 11:18 AM

> To: [REDACTED]

> Subject: Evergreen traffic Plan

>

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

>

> I was very happy to be able to attend the meeting online as I would normally not be available to attend so thank you for providing the recording. The format was informative and allowed for feedback.

>

> I would like to note a traffic concern at the crosswalk of Marlatte Street/Boykovich Cres and Baltzan Blvd is dangerous for pedestrians crossing to and from the park as drivers speed is usually higher than desired and there is limited visibility on the Marlatte side due to parked cars. Possibly a flashing pedestrian sign would be helpful.

>

>

> Sent from my iPhone [REDACTED]

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 24, 2021 7:49 PM  
**To:** [REDACTED]  
**Subject:** Engage Evergreen

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

Hello [REDACTED],

I just wanted to note that we really need some sort of pedestrian light/button at location #1 or the north entrance of Sauer. Lots of people crossing and lots of traffic. Very dangerous. Thanks.

Sent from my Galaxy

---

This e-mail and any attachments may contain confidential and privileged information. It is intended for the sole use of the individual(s) to whom it is specifically addressed and should not be read by, or delivered to, any other person. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy all copies. Any dissemination or use of this information by a person other than the intended recipient is not authorized and may be unlawful. We have taken precautions against viruses, but take no responsibility for loss or damage that may be caused by its contents.

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 24, 2021 11:39 PM  
**To:** [REDACTED]  
**Subject:** Re: Playground/speed limit signs at pocket parks

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

Thank you [REDACTED] for your quick response and for adding my comments and requests to the appropriate files for these projects.

[REDACTED]

Sent from my iPhone

> On Feb 24, 2021, at 8:33 AM, [REDACTED] wrote:  
>  
> Hello [REDACTED],  
> Thank-you for your comments and interest in the Evergreen Neighbourhood Traffic Review. Your comments will be added to the project file for consideration and be passed on to other appropriate projects. Your question also comes at a great time!  
>  
> As requested by City Council, we are undertaking a speed limit review for residential streets. More specifically we are reviewing:  
> • Posted speed limits on residential streets, including lowering the posted speed limit  
> • Removing reduced speed limits for high schools  
> • Potentially reducing speed limits in playground zones  
> • The potential for establishing senior zones.  
>  
> Engagement on the speed limit review project is scheduled to launch in the next week or so.  
>  
> While I understand that your concern is for a specific location, we have been getting the question about speed limits through our Neighbourhood Traffic Review program and it requires a consistent city-wide treatment. I will also add your comment regarding a mid-block crosswalk at this location to the project file. Legal crossings exist at all intersections unless signs restricting crossing are posted. This mid-block location is not currently recommended for installation of a crosswalk.  
>  
> Thank-you again for your interest in the Evergreen Neighbourhood Traffic Review.  
>  
> Regards,  
>  
>  
> [REDACTED] Transportation Engineer  
> Transportation Department City of Saskatoon | 222 3rd Avenue North |  
> Saskatoon, SK S7K 0J5 Treaty 6 Territory & Homeland of the Métis  
> [REDACTED]  
>  
> 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.

>

>

>

>

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

> From: [REDACTED]

> Sent: Tuesday, February 23, 2021 11:00 PM

> To: [REDACTED]

> Subject: Playground/speed limit signs at pocket parks

>

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

>

> Good morning

>

> Given the opportunity to give feedback on upcoming traffic changes in the Evergreen neighbourhood, I wanted to bring attention to the pocket parks in Evergreen. We live on the [REDACTED] block of Kloppenburg Crescent, [REDACTED] [REDACTED]. Our street can be fairly busy, and understandably, seeing this is one of the more direct ways to exit and enter the neighbourhood on the north end.

>

> Even though we live on the crescent, this is still quite a busy street. We see many vehicles that travel much faster than they should by a park. Our side of the street does not have attached garages, so there are a lot of parked vehicles on the street in front of the houses. Pedestrians trying to cross the road to get to the park can be less visible from any type of distance to a driver travelling down the crescent, and pedestrians tend to become "hidden" between parked vehicles, making it more dangerous to get to the park.

>

> I am asking if you have considered, and if you would consider something: a kids at play sign, a 30km/hr speed limit sign, or a crosswalk with a crosswalk sign to let drivers know there is a park in the area and to drive more cautiously. The park is slightly hidden in the curve of the street and between houses and could be difficult to see from the street until you are right in front of it. We have 3 young kids of our own who enjoy the park regularly and our street also has many young families with kids.

>

> Thank you for your consideration and I welcome any feedback.

>

> [REDACTED]

> [REDACTED] Kloppenburg Crescent

>

>

> Sent from my iPhone

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, February 25, 2021 1:33 PM  
**To:** [REDACTED]  
**Subject:** Evergreen - Neighbourhood Traffic Review

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

This issue may already be on your radar but I want to submit a request for discussion on the one-way street in Evergreen called Evergreen Square.

The issue is that many vehicles go the wrong way on Evergreen Square. I feel that there should be better signage for one thing but also paint on the pavement with arrows showing proper direction. Also, where you can turn back onto Evergreen Boulevard from the Square, the road painting should show two lanes, one for turning right and one for turning left.

With the opening of the small mall on the Square, there is much more traffic on the Square and with so many vehicles going the wrong way, it is an accident waiting to happen.

With the City having left the road as is for so long, people are developing habits about how they drive on the Square. With better signage and painting on the road, possibly those habits can be revised.

Thank you for your consideration.

[REDACTED]



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, February 26, 2021 8:00 AM  
**To:** [REDACTED]  
**Subject:** Voice Mail (50 seconds)  
**Attachments:** audio.mp3

Hi [REDACTED], it's [REDACTED] calling. I'm calling in regards to traffic change is an engagement engaging with the city. I live in Evergreen and if you go northbound on McCormick, try to make a left on 2 Evergreen Blvd. The left signal light never comes on, even if there's 15 cars in the lineup. That left arrow. Never ever ever comes on. I've been living there for five years. I'd really like it fixed 'cause sometimes you sit through two or three nights. If you want to give me a call back, you can reach me at [REDACTED] Thank you. Have a great day.

You received a voice mail from [REDACTED]

---

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[Set Up Voice Mail](#)

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, March 4, 2021 9:11 AM  
**To:** [REDACTED]  
**Subject:** Voice Mail (1 minute and 52 seconds)  
**Attachments:** audio.mp3

Hi [REDACTED], this is [REDACTED]. I live in Aktar Bend in Evergreen. I'm concerned about the traffic and parking in an act our band and actually Marlett Crescent to get back on Tiboldt's and is not easy because there's parking everywhere and it's hard to see the road actor Band is a curved road and a sharp band and so it's really hard to see ahead when there's traffic when there's parking on both sides and this is a very highly condensed population in this area because of all the apartment buildings and condos and it's just getting worse because there is another building going up. If you could have a look at that I would really like it if there was just parking on one side of the road, possibly an I don't know, stop light. There's something to at bolts in Blvd and Akhtar. It's very difficult getting in and out and in the winter time when there's ruts in the road, it's hard to maneuver and stop. If you need to. If you could give me a callback, my name is [REDACTED] or my cell number is [REDACTED]. Thank you.

You received a voice mail from [REDACTED].

---

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[Set Up Voice Mail](#)

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

From: [REDACTED]  
Sent: Wednesday, March 3, 2021 3:39 PM  
To: Web E-mail - Transportation <Transportation@Saskatoon.ca>  
Subject: Traffic congestion and visibility issue on Akhtar Bend

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There is an issue first of all with the high concentration of population in this area. The road, Akhtar Bend is curved and there is parking on both sides of the road from Baltzan boulevard to Marlette and Marlette back to Baltzan Blvd. Visibility is very very restricted. In the winter there is ice buildup and ruts that can't be avoided. I would recommend parking on only one side of this road, please!!!! Building of apartments and condominiums have increased exponentially in the last 2 years. This road, Akhtar Bend, is too narrow for parking on both sides..... Not safe at all!

Sent from my iPad

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 10, 2021 9:43 AM  
**To:** City of Saskatoon - Customer Care Centre  
**Cc:** [REDACTED]  
**Subject:** RE: Evergreen Neighborhood Traffic Review (Thread:210920)

Hello – for your records the resident was called back and this thread can be closed.

Called [REDACTED] back:

He was most interested in the recommendations around the school site, so we talked about those. I directed him to where he could find the full list of recommendations and he was happy with that.

Thanks,

---

**From:** [REDACTED]  
**Sent:** Monday, March 08, 2021 8:54 AM  
**To:** [REDACTED]  
**Cc:** City of Saskatoon - Customer Care Centre <customercare@saskatoon.ca>  
**Subject:** FW: Evergreen Neighborhood Traffic Review (Thread:210920)

For you 😊.

[REDACTED]  
[REDACTED]  
Transportation, Transportation & Construction Division  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Metis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** City of Saskatoon - Customer Care Centre <[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)>  
**Sent:** Friday, March 5, 2021 9:18 AM  
**To:** [REDACTED]  
**Subject:** Evergreen Neighborhood Traffic Review (Thread:210920)

Hello,

We have received a call from a citizen regarding a letter he received about 6 different proposed traffic changes for the Evergreen neighbourhood. The letter had a map attached with 6 proposed sites marked out but it did not state what the proposed changes are for this area. If someone can please contact James and let him know what the changes are, that would be appreciated. The contact number for [REDACTED].

Regards,

[REDACTED]

**Customer Care Agent | tel 306.975.2476**

Service Saskatoon Customer Care Centre

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

[customercare@saskatoon.ca](mailto:customercare@saskatoon.ca)

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

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, March 3, 2021 9:35 AM  
**To:** [REDACTED]  
**Subject:** Evergreen

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

Good morning.

I had just opened my email and thought I'd send you a quick message. I live on the corner of Mahabir and Evergreen boulevard. I see that there are plans now to add a pedestrian walkway. That has been needed for years. I honestly fear the day I look out my window and someone has been hit by a car. People speed down evergreen boulevard passed Mahabir all the time. They always pick up speed especially when pass Mahabir crescent as it's an open area sort of. I'd just like to add that I think a speed bump should be put there at that intersection. It would help people slow down of course. I can count how many times I have been waiting to cross the street with my dogs and nobody stops at all. Anyway, hopefully you guys consider this!

Thanks, [REDACTED]

Sent from my iPhone

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Friday, March 19, 2021 3:06 PM  
**To:** [REDACTED]  
**Subject:** Re: Evergreen

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Thank you for your response. I couldn't navigate very well!  
When would another evaluation of that intersection be done? As the area grows and the retail development has been completed, I would assume traffic will increase. Would this be up to the community to have it looked at again or is this something the city does as an area is completed?

Thank you so much for your time.

[REDACTED]

Sent from my iPhone

> On Mar 19, 2021, at 1:26 PM, [REDACTED] wrote:

>

> Hello [REDACTED],

> Thank-you for your interest in the Evergreen Neighbourhood Traffic Review (NTR). There are recommendations at both Baltzan Boulevard and Boykovich Crescent (south intersection) and Baltzan Boulevard and Boykovich Crescent/Marlatte Crescent for the installation of standard pedestrian crosswalks. These locations are shown on the Draft Traffic Plan map as numbers 3 and 4. The map can be found on the Evergreen NTR Engage page (<https://www.saskatoon.ca/engage/evergreen>).

>

> As per the City of Saskatoon Council Policy C07-018 - Traffic Control at Pedestrian Crossings, the installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada's Pedestrian Crossing Control Guide. Pedestrian crossings on Baltzan Boulevard were evaluated against that Guide and standard crosswalks were determined to be the appropriate crossing type due to factors including traffic volume on Baltzan Boulevard and street configuration such as number of driving and parking lanes.

>

> I hope I've been able to adequately answer your question and provide background on the draft traffic plan recommendations. If you have any additional questions please don't hesitate to reach out.

>

> Regards,

>

>

> [REDACTED] Transportation Engineer  
> Transportation Department City of Saskatoon | 222 3rd Avenue North |  
> Saskatoon, SK S7K 0J5 Treaty 6 Territory & Homeland of the Métis  
> [REDACTED] [www.saskatoon.ca](http://www.saskatoon.ca)

>

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

> From: [REDACTED]  
> Sent: Thursday, March 18, 2021 8:50 PM  
> To: [REDACTED]  
> Subject: Evergreen

>  
> [Warning: This email originated outside our email system. Do not click  
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>  
> Hello [REDACTED],

>  
> I've scrolled through the minutes of the neighbourhood traffic review. I saw that there has been a request for a pedestrian cross light at Baltzan Boulevard and Boykowitz Crescent on both ends. Would that be at the corner of Marlatt Street, Boykowitz and Baltzan?  
> We live on Marlatt crescent and also find that corner very busy. Most kids walking to school on our street would have to cross that intersection. It becomes very busy with city buses and school buses.  
> We would love to see a walk light there.

>  
> Thank you so much for your time and consideration.

>  
> [REDACTED]

>  
> Sent from my iPhone



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Monday, March 22, 2021 9:02 AM  
**To:** [REDACTED]  
**Subject:** RE: Feedback on Evergreen draft traffic plan

Hello [REDACTED],

Thank-you for your interest in the Evergreen Neighbourhood Traffic Review (NTR). It's great to see the care you've taken in reviewing the materials! I will answer your questions as best I can below:

1. Evergreen Boulevard and Zary Road – Thank-you for your comments supporting the permanent installation of the median island here. Around the same time as the median island was installed temporarily, I believe the parking restriction signs were installed on the east side. We have gotten some complaints about street parking at this intersection, but haven't heard a lot about the east side of the street. I will add that concern to my list for consideration. We do prefer to keep parking restrictions as small as is reasonable and safe for users. We haven't seen a collision history trend that would indicate an issue at this location, but I will double check on that. As for enforcement of the bylaw restriction of 10 meters, parking enforcement doesn't typically patrol neighbourhoods that don't have other forms of parking like time restrictions or neighbourhood parking programs. If you notice a parking issue, you can call parking enforcement to attend at 306-975-8344.
2. Evergreen Boulevard and Wyant Lane – We did hear concerns about parking at this intersection and performed several site visits at this location at various times of day, including early morning and later in the afternoon to view what the conditions are like when most residents would be leaving for work, or coming home. From those site visits we found that residents were respecting the 10 meter parking restriction as per the bylaw. Again, there was not a collision history to verify an issue here, hence no recommendation has been included.
3. Pedestrian Ramp – a pedestrian ramp should exist at any pedestrian crossing. Every intersection is a legal crossing unless there is signage indicating otherwise. Pedestrian ramps differ from a depressed curb or driveway because they include additional accessible features such as texturing used by those with low or no vision to navigate a street crossing. Pedestrian ramps also have a standard slope to make them navigable with a wheelchair or mobility aid. You can find these ramps at almost all intersections in Evergreen. As a part of this review, we noticed missing pedestrian ramps at Zary Road and Sauer Crescent and Evergreen Boulevard and Zary Road.
4. Speed measurements – Speed was measured by completing 24 hour counts for seven consecutive days. This gives a good idea about any speed trends that exist at the locations that we measure. The locations that were measured were determined based on feedback received at the first public meeting, and from other methods of gathering feedback from the neighbourhood at that time. The final report will include a map showing all of the locations where data was collected, but one location that I will share with you today is a measurement we took on Evergreen Boulevard near Johns Road. At that location we found that 85% of people were driving at or below 47km/h. There may be a few folks speeding, but the vast majority of drivers are not at this location. One of the reasons that we believe we are seeing lower speeds in Evergreen is the traffic calming that was installed as a part of the initial neighbourhood build out. At Evergreen Boulevard and Mahabir Crescent there are curb extensions that already exist to narrow the road here. If you think the speed on Evergreen Boulevard seems too high even though speeding was not measured, perhaps you would be interested in filling out the Speed Limit Review Survey that is currently out to determine the community's interest in lowering residential speed limits. (<https://www.saskatoon.ca/engage/speed-limit-review>)
5. Utility repairs – I will be sure to forward you concern about repairs for utility cuts over to our staff members that work in the utilities group.

I hope I have answered your questions. If you have any additional questions or would like more follow-up please don't hesitate to contact me.

Regards,

[REDACTED]  
Transportation Engineer  
Transportation Department  
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5  
*Treaty 6 Territory & Homeland of the Métis*  
[REDACTED]  
[www.saskatoon.ca](http://www.saskatoon.ca)

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**From:** [REDACTED]  
**Sent:** Sunday, March 21, 2021 1:40 PM  
**To:** [REDACTED]  
**Subject:** Feedback on Evergreen draft traffic plan

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

Hi [REDACTED],

Thank you for your work in making a plan to improve traffic aspects in Evergreen. My husband and I live on Evergreen Boulevard near the intersection with Mahabir Cres.

1. I can't be sure that my feedback was the impetus for the installation of the temporary pedestrian median installed at Evergreen Boulevard and Zary Road years ago, but I had reported it because I had personally witnessed three separate instances of northbound traffic blowing through the stop sign (I feel they simply couldn't see it). On that note, I support making the median permanent as planned. In the video there was a comment about parking here and the response was that the bylaw is for no one to ever park within 10 m of any intersection including this one. I haven't been out there with a tape measure (and I won't!) but this law is either not enforced or 10 m in this case is not enough. With cars parked on the east side of Evergreen Blvd it makes the driving lane very tight between the cars to your right and the median to your left -- it is hard to see pedestrians, there is no room for bikes, and all of that is compounded in winter with some ploughed snow taking up driving lane space as well.
2. The same concern for parking and visibility that was noted under "What we heard" but I don't recall a solution for is at Evergreen Blvd and Wyant Lane. Cars attempting to turn left (southbound) onto Evergreen Blvd from Wyant are having to be quite aggressive and stick their noses out into Evergreen Blvd to check for traffic.
3. Can you explain what a pedestrian ramp is exactly? I know some are proposed but I don't know what they are or how they compare to a depressed curb.
4. You mentioned that speeding was not found to be a major problem in Evergreen. I would very much like to see more data collected specifically on Evergreen Blvd and Zary Road. Anecdotally, we feel there is enough speeding to be concerning, which also creates unnecessary noise, from loud exhausts. Most people follow the speed limit, but then again, it doesn't take many to make it a concern, especially around the curve where a popular pedestrian crossing is located at Evergreen Blvd and Mahabir Cress (Klombies Park).

Finally, and perhaps you can forward this to the right department: developers and contractors who need to tear up the street to install electrical, etc. for their new developments should be REQUIRED to fix the street afterwards back to normal (not leave uneven and gravelled patches, depressions, etc). An example is the development on Evergreen Blvd between Lowe Road and Greenfield Care Home.

Thank you for your time,



[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Wednesday, March 3, 2021 9:35 AM  
**To:** [REDACTED]  
**Subject:** Evergreen

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

Good morning.

I had just opened my email and thought I'd send you a quick message. I live on the corner of Mahabir and Evergreen boulevard. I see that there are plans now to add a pedestrian walkway. That has been needed for years. I honestly fear the day I look out my window and someone has been hit by a car. People speed down evergreen boulevard passed Mahabir all the time. They always pick up speed especially when pass Mahabir crescent as it's an open area sort of. I'd just like to add that I think a speed bump should be put there at that intersection. It would help people slow down of course. I can count how many times I have been waiting to cross the street with my dogs and nobody stops at all. Anyway, hopefully you guys consider this!

Thanks, [REDACTED]

Sent from my iPhone

[REDACTED]

---

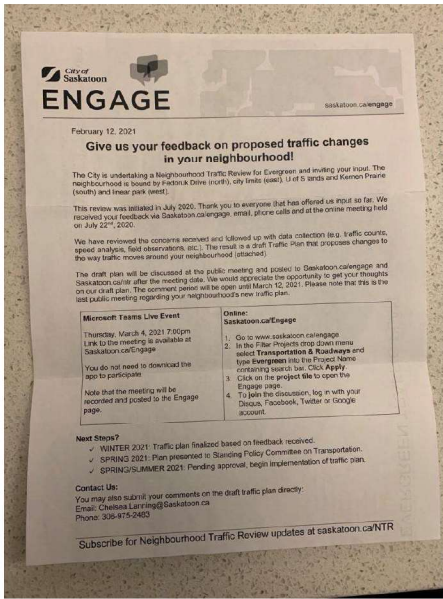
**From:** [REDACTED]  
**Sent:** Sunday, February 21, 2021 11:39 AM  
**To:** [REDACTED]  
**Subject:** Evergreen traffic Plan

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A question for the meeting on March 4th.  
Now that the construction of Fedoruk is completed and there are turning lanes which greatly improve the traffic flow, will the speed limit be increased to 60km to be consistent with McCormond and Central?  
Also a general comment about the traffic circles and how they improve traffic flow in residential areas while keeping speed controlled. Positive improvement to many areas.

Sent from my iPhone [REDACTED]

I received this page in the mail today and I noticed there are 7 'recommendation' bubbles noted (circled red below), but after checking the website, I couldn't find a list of what these numbers refer to.



[2 months ago](#)

Hi [redacted], the list will be discussed at the meeting on March 4 and posted to this page after the meeting.

The corner of Baltzan Boulevard and Akhtar Bend desperately needs a marked pedestrian crosswalk. So many people, kids and adults, cross here to catch the city bus or the school bus daily and the traffic rarely ever yields to the pedestrian. It's very dangerous! Another issue is the speed at which drivers fly down Baltzan Blvd, especially late at night. And people parking too close to the corner of Akhtar and Baltzan, thus making it almost impossible to see as you pull out into the intersection. Putting up some "no parking" signage close to the intersection would create a clear line of sight into the intersection.

Thanks for bringing these issues to our attention. We will review the intersection of Baltzan Boulevard and Akhtar Bend to assess the need for parking restrictions and pedestrian crossing devices.

For the speeding on Baltzan Boulevard, is there a particular section where you have observed high speeds?

Along Evergreen Blvd from the round-about and past the three-way stop that connects to Zary, residents along the east side of the street put garbage and recycle bins out well onto the street beyond the parked cars (not against sidewalk curb) on pick-up days which restricts two-way traffic. Would appreciate if it was either alley pick up or that residents would have to put bins along curb, as is done in the other areas of this neighbourhood.

For front street waste collection, waste bins should be placed in the street beyond parked cars to ensure that the waste trucks can pick up without difficulty. Details on cart placement can be found on our webpage at <https://www.saskatoon.ca/se...>

Front street collection is preferred because back lanes often have more hazards than the front street, such as power lines, trees, etc. The width of back lanes as compared to the size of the collection vehicles can result in more altercations with vehicles or private property.

[REDACTED]

Thanks for the reply [REDACTED], but thankfully we do not have power lines nor trees in the alley way referenced to worry about, so [REDACTED] suggestion remains a good one. During this review however, it is an excellent time to pinpoint the hazards being referenced in the response (whatever etc. is) and have them dealt with accordingly to allow for a functional and safe community - because waste bins protruding into an already busy, narrow road and collection space is also very dangerous and inconvenient as traffic often must stop, pull to the side or let oncoming vehicles pass while pulled into someone's driveway (b/c there is no room on the road).

Please let me suggest a few options for consideration to make this process easier as the status quo is unacceptable. 1. Back lane designated collection spots could be created and maintained that are free of hazards and obstructions (no trees nor power lines to worry about) for the trucks. 2. Central waste collection areas in the neighborhood. 3. Restricted parking on the street a day in advance and subsequent to waste/recycling collection for safe removal 4. Front-street no-parking zones for waste/recycling container storage and pick-up.

Looking forward to seeing some great proposals for a solution to this issue.

Many thanks for the coordination of this effort!

[REDACTED]

[REDACTED]

At this time Waste Operations will not be reassessing the location of cart placement for collection. To ensure successful collection cart placement, constancy is important throughout a neighbourhood.

There are also increased costs associated with back lane collections vs front street, that need to be considered. Back lane collection can increase the cost for collection in the following ways. Due to the size and weight of collection vehicles, there is additional maintenance required on back lanes, especially as paved back lanes are not necessarily designed to withstand consistent heavy loads. The chance for cart damage increases in back lanes due to vandalism, carts placed on uneven ground and the higher potential for vehicle damage. Additionally there are added costs for rerouting collection for a single lane in a neighbourhood that predominately is front street pick up.

[REDACTED]

Hello,

Zary Road has a lot of speeders and the crossing at Sauer Cres. can use a crosswalk or Pedestrian Corridor to slow traffic down and allow for safe crossing.

Thanks, [REDACTED]

[REDACTED]





actually encourages drivers to slow down to navigate the corner, parked cars and oncoming traffic, therefore adjusting parking may make speeding and crosswalk hazards worse.

[REDACTED]

Thank you for providing additional insights for this corner based on your daily experience.

[REDACTED]

Hey Evergreenians. There has been a steady flow of speeders and dorks who love to pin it on the East/west part of Boykowich Cr. that runs parallel to Richards park. This is a long smooth straight away. It's the "other way" the Marlatte streets instead of taking Baltzan. A few speed bumps and a couple signs would be awesome. hopefully it would deter them and encourage them to take Baltzan instead. Lots of kids live on this street and frequenting the park.

Thanks,

[REDACTED]

Thanks for submitting this comment, [REDACTED]! We'll add this straight segment of Boykowich Crescent (near Richards park) to our list of locations for to review as part of the neighbourhood traffic review.

[REDACTED]

Thanx for the opportunity:

Evergreen Square - frequent speeding and drifting from s/b John's road, right turn onto Evergreen Sq and then left turn corner out to Evergreen Blvd. BUT THE MOST PROBLEMATIC is the continued disregard of the fact that Evergreen Sq is A ONE WAY STREET. Notwithstanding the current signage that indicates one way a large # of drivers chose to use it as 2 way. Leaving the strip mall shops (Swan Pizza, Leopolds Tavern, etc) and driving the wrong way back to the Evergreen Blvd intersection. Entering Evergreen Sq from the rear parking lot of these shops and turning left, gong the wrong way, and back to the Evergreen Blvd intersection. Turning left onto Evergreen Sq from e/b Evergreen Blvd, against the one way signs, to continue n/b on John's Rd and or to park in front of 235 Evergreen Sq is epidemic. No traffic enforcement evident day or night. Maybe diagonal parking spot markings would help and right and left turn pavement markings at junction s/b Evergreen Sq at Evergreen Blvd. Something needs to be done.

[REDACTED]

Thanks for providing the details on this behaviour. We have previously received requests for additional one-way signage. We plan to make some signage revisions this summer which we hope will address this.

[REDACTED]

Hi

Thanks for the awesome opportunity to provide feedback for the evergreen area. A few considerations:

1. Evergreen boulevard: speeding issues, visibility issues with street parking near traffic circle at Lowe road and evergreen boulevard, pedestrian crossing across evergreen boulevard to Hynatyshn park could be improved with lights to warn drivers.
2. Evergreen square- frequently used at night for "drifting" or stunting.
3. Pohorecky crescent- pedestrian crossing from the Elaine Hynatyshn park connecting to walking trail could use

improvement. Hard to see pedestrians while cars are parked on either side of the road. Perhaps painting the crosswalk to make it more apparent.



Thanks for these comments. We will consider your comments for Evergreen Boulevard and Pohorecky as part of the neighbourhood traffic review.

We will forward your comment about "drifting" and stunting behaviour on Evergreen Square to Saskatoon Police Service.

**Survey Comments:**

<p><b>Why do you travel to this neighbourhood ? (Check all that apply.)</b></p>	<p><b>The NTR addresses a variety of traffic related issues. Please identify which types of concerns you have with this neighbourhood . (Check all that apply.)</b></p>	<p><b>Please help us understand why you selected your choices above by adding a description of your concerns. Please identify the location using an intersection, street name, address, or other indicator.</b></p>
<p>Resident; Work; Shopping;</p>	<p>Traffic flow - getting thru swale - too slow ;</p>	<p>When is Fedoruk Road from Zary Road to Central Ave. going to be completed on all 4 lanes? At times of the day, the traffic gets backed up at Zary Road (East bound), as there is only one lane. When is this going to be completed?</p>
<p>Resident;</p>	<p>Pedestrian safety; Speeding;</p>	<p>Speeding - We live on [REDACTED]. Late at night (11pm onwards) we often hear vehicles speeding/racing. We assume they are either on McOrmand or Fedoruk. This has been going on for at least 2 years.</p> <p>Pedestrian safety - the roundabout by evergreen blvd, Manek rd and pohorecky... for pedestrians trying to cross Manek road, it is difficult to see people with the angle of the turn onto Manek and the fence. Often vehicles are coming in fast from mcormand into evergreen. I worry that one day a child will be hit at this cross walk walking to/from school. Perhaps some pedestrian lights to alert drivers?</p>
<p>Resident;</p>	<p>Traffic safety; Traffic control (e.g., stop and yield signs);</p>	<p>Traffic driving the wrong way around Evergreen Square. Traffic failing to stop at Evergreen Bld/Zary Rd intersection.</p>
<p>Resident;</p>	<p>Traffic control (e.g., stop and yield signs);</p>	<p>The intersection on Central Avenue and Fedoruk Road going northbound should be 70 kms.</p>
<p>Resident;</p>	<p>Pedestrian safety; Speeding;</p>	<p>The round-a-bout at Evergreen Blvd/Pohorecky/Manek is dangerous for pedestrians. People speed through it, do not signal when exiting and therefore it is dangerous for pedestrians crossing it.</p>
<p>Resident;</p>	<p>Pedestrian safety; Traffic control (e.g., stop and yield signs);</p>	<p>Pedestrians crossing Zary Rd at the 900 block of Sauer - crosswalk is needed. Stop sign at Zary and Evergreen - people park in front of signs and block visibility of pedestrians/vehicles.</p>

Resident;	Speed limit too low for traffic conditions; Speeding;	Speeding on Evergreen Blvd from intersection at Zara Road to the roundabout northeast of the school - long stretch and countless vehicles speed on this route. [REDACTED]. The speed limit along Fedoruk drive is currently 50km/h. It was 60 for a time, but was reduced. This is excessively slow and should at the very least be put back to 60. There's also been a number of times where traffic along from Zara to Central does not understand it is two way. There's been at least five times where there was almost a head-on collision that I've witnessed. There should at least be additional signage and possibly a concrete barrier at the intersection of Fedoruk and Zary on the westbound section of Fedoruk to indicate it's two way traffic.
Resident;	Noise; Speeding;	We are requesting a sound barrier for the residents of Glacial Shores that back McCormand Road. The intersection at Fedoruk and McCormand has continually become louder with more traffic and racing late in the evening.
Resident;	Pedestrian safety; Speeding;	From the roundabout at Lowe and Evergreen Blvd to the roundabout at Manek and Evergreen Blvd. Excessive speed in the mornings, speed and noisy vehicles with "limited" mufflers in the evenings. Vehicles just seem to feel they and speed up along this section, especially when passing Leopold's in the later part of the evenings.
Resident;	Pedestrian safety;	Pedestrian crossing lights are required on Zary at the north entrance to Sauer and on Evergreen Boulevard near John's road where the path crosses the road. This is not a safe place to be crossing and many kids will be crossing traveling to school.
Resident;	Traffic control (e.g., stop and yield signs);	The traffic lights on McCormond and Evergreen Blvd. When turning left to enter the west portion of Evergreen, there is an arrow on that light. It is never engaged and during rush hour, there is an average of 15-20 cars waiting to turn left off McCormond into Evergreen. Only four vehicles will make it through a light though. This should be triggered every green light during afternoon rush hour.
Work; Recreation;	Traffic control (e.g., stop and yield signs);	Streets that are narrow with parking on both sides should either be one way with parking on either side, or only have parking on one side... This is for any road that is narrower than 4 vehicles wide (Kloppenbug Drive)
Resident;	Pedestrian safety; Speeding; Traffic safety; Traffic control (e.g., stop and yield signs);	The intersection of Evergreen Blvd and Zary Road has seen an increase in aggressive driving. Since the intersection has been made into a 3 way stop, vehicles come to a rolling stop if at all then accelerate way past the speed limit. Trying to cross the intersection as a pedestrian is dangerous. Rush hour traffic times are the most dangerous. Myself and my husband have had multiple occasions where we have almost been hit crossing

		the street where drivers have not waited until we cleared the intersection. On Friday and Saturday evenings there is a noticeable increase in traffic with a lot of speeding through the intersection. Speed bumps or a flashing crosswalk is needed. I am concerned that a child may be injured in this area. There was a child hit by a vehicle a block away on Zary trying to cross the street after getting off a school bus. The speeds on Zary and Evergreen are a big issue.
Resident;	Roads are too narrow;	All the main streets are too narrow
Resident;	Efficient, free flow of traffic;	Minimise intersections and pedestrian crossings on McOrmond and harmonize speed to 70 kph.
Work; Shopping;	Traffic safety;	There's a lot of traffic for a neighbourhood
Recreation;	Traffic control (e.g., stop and yield signs);	Very confusing for motorists, I know that it is pedestrian oriented but can be dangerous to motorists as they are not paying attention to the road and rather trying to find a route out of evergreen
Recreation;	Traffic safety;	
Visit People;	Accessability; Pedestrian safety;	Too far removed. Bike and bus access are poor