

# CITY OF SASKATOON

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## River Heights Neighbourhood Traffic Review Minutes

**Date:** Thursday, October 11, 2018

**Time:** 7:00 – 9:00 pm

**Location:** St. Anne School (102 Ravine Court, Saskatoon)

### Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Chelsea Lanning	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Transportation Engineer
Mariniel Flores	City of Saskatoon, Transportation Engineer
Minqing Deng	City of Saskatoon, Transportation Engineer
David LeBoutillier	City of Saskatoon, Acting Transportation Manager
Councillor Randy Donauer	Ward 5 City Council Representative

### Items:

#### Welcome and Introductions

#### Presentation from the Transportation Division

(Presented by Chelsea Lanning – Transportation Engineer)

See Attachment: Presentation – October 11, 2018

#### Saskatoon Police Service

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

#### Small Group Discussions

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

**Group 1: David LeBoutillier**

- Churchill Drive and Ravine Drive/Ravine Court
  - Not supportive of 4-way stop. Don't see the need because traffic volumes are low.
  - Wonder how many collisions there are have been at this location.
  - Only want the zebra crosswalks and pedestrian ramps installed here.
  - Concerned about impact on snow removal and sweeping if median islands are installed and cost on equipment.
- Ravine Drive and Churchill Court
  - Not supportive of proposed curb extensions.
  - Supportive of pedestrian ramp installation.
- Assiniboine Drive and St. Lawrence Crescent
  - Not supportive of median island with curb extensions. Suggested considering a roundabout, but there were mixed feelings with that amongst the group.
  - Suggested considering a pedestrian device here.
- Assiniboine Drive and Nahanni Drive
  - Not supportive of median islands.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Not supportive of 4-way stop. The volumes are low so don't see the need.
- Spadina Crescent and extension of Sandy Court
  - Supportive of recommendation for a pedestrian crossing here.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Parking is too close to the median island making the northbound left turn difficult.
  - Question placement of the median island.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
- Stop/Yield infill
  - Generally supportive. A lot of concern raised over the cost of the signs.
- Assiniboine Drive and Warman Road
  - Southbound left turn is difficult.
  - It's easier to turn at Churchill Drive than it is at Assiniboine Drive.

**Group 2: Mariniel Flores**

- Churchill Drive and Ravine Drive/Ravine Court
  - Supportive of recommendations. It's very difficult to see the median island in winter. Make it more visible with some reflective signs around perimeter of the island.
  - Median islands will reduce U-turns that are currently occurring.
- Ravine Drive and Churchill Court

- Pooling of water near the existing curb extensions make it difficult as a pedestrian. Maybe curb extensions would be more visible by relocating the sign post.
- Supportive of pedestrian ramps.
- Assiniboine Drive and St. Lawrence Crescent
  - Supportive of recommendations.
  - There is a tree obstructing sight lines on the northeast corner of the intersection.
- Assiniboine Drive and Nahanni Drive
  - Supportive of recommendation.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Supportive of recommendation.
- Spadina Crescent and extension of Sandy Court
  - Supportive of pedestrian crossing here. Want to make sure both sides have accessible ramps.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Supportive of recommendation.
  - Rebuild curb on southwest corner.
  - Shortcutting to pathway exists here. Would like the cattle trail paved as a pathway.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
- Stop/Yield infill
  - Supportive.
- Warman Road and Assiniboine Drive
  - Vehicles turning onto Assiniboine and immediately turning into the 7-11 driveway access are causing congestion. Suggest low profile median barrier to block left turns into 7-11.
  - Lane ends abruptly.
  - Confusion about which lane the drivers should be in. Suggest a sign to clarify. Was better as one wide lane.
- Warman Road across from Assiniboine Drive – crossing railway tracks
  - Needs connection for pedestrians and cyclists.
- Ravine Court
  - Need accessibility ramp to the library.
- Primrose Drive and Coppermine Crescent
  - Pedestrian Activated Signal is still there so should be added to the map in case people think it's being removed.
- Spadina Crescent between 33<sup>rd</sup> Street and Queen Street
  - Will there be a bike lane there in the future so bikes aren't mixed in with traffic?
- Concrete walkways/pathways between Coppermine Crescent across Churchill Court and Ravine Court to Coppermine Crescent

- Need to be maintained. Snow and ice pile up. Drainage needs improvement.
- Churchill Drive and Ravine Drive
  - Water is pooling in the northwest corner all winter long.
- Ravine Drive in front of school
  - Increase grade to improve drainage around curb extensions. Make sure this isn't repeated with other curb extensions.
- Coppermine Crescent and Primrose Drive
  - Sign is missing for mall parking lot. Will it be replaced or will something more physical be installed to restrict eastbound left turns into mall parking lot?

**Group 3: Nathalie Baudais**

- Churchill Drive and Ravine Drive/Ravine Court
  - Supportive of the recommendations.
- Ravine Drive and Churchill Court
  - Eliminate the crosswalk on the opposite side of the intersection.
- Assiniboine Drive and St. Lawrence Crescent
  - Supportive of the recommendations.
  - Stop signs are already helping.
- Assiniboine Drive and Nahanni Drive
  - Supportive.
  - Challenging to cross as pedestrians because of the hill.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Supportive, the 4-way stop is necessary.
- Spadina Crescent and extension of Sandy Court
  - Supportive of the recommendations.
- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Supportive of the device.
  - Concerned that RRFB device is not that visible in daytime.
  - Lack of lighting. Pedestrians in the crosswalk are in the shadow of the freeway bridge.
  - Crosswalk should be on the other side of the bridge.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
- Stop/Yield infill
  - Supportive.
- School zones
  - School zone should include 4-way stop at Assiniboine Drive and Ravine Drive.
  - Some schools have flashing rolling silhouette signs (might be a school division initiative). Would like these for the schools and a flashing beacon

on top of the school zone sign, especially the flashing lights during school hours.

- Lots of U-turns in the school zone, especially at Churchill Court.
- Would like automated speed enforcement in school zones.
- Forward speed data to police for enforcement for locations with speeding.
- Assiniboine Drive
  - Would like enforcement of speeds on Assiniboine Drive.
  - Passing should be restricted on Assiniboine Drive.
  - Would like a speed display board on Assiniboine Drive heading down the hill by Nahanni Drive.

#### **Group 4: Minqing Deng**

- Supportive of all of the recommendations at all locations.
- 2000 block of Spadina Crescent
  - Traffic speeds are high, it seems like more than 60km/h.
  - Accident rate is high here.
  - It's difficult to exit driveways.
- Coppermine Crescent and Primrose Drive
  - Keep the lights and the pedestrian push button at the west intersection.
- Keep Coppermine Crescent full closure in place.
- Assiniboine Drive
  - Post speed limit signs on Assiniboine Drive.

#### **Group 5: Chelsea Lanning**

- Churchill Drive and Ravine Drive/Ravine Court
  - Supportive of the recommendations.
  - Use longer lasting paint on the streets.
- Ravine Drive and Churchill Court
  - Supportive of the recommendations.
  - Speeding can be worse in the summer time.
- Assiniboine Drive and St. Lawrence Crescent
  - The road is narrow with parked cars on the northbound side in the winter.
  - Jay-walkers come out from between parked cars and you don't see them as you come around the curve between Warman Road and St. Lawrence Crescent
  - Busy with multiple lanes and lane drop.
  - Stop signs recently installed are leaning. They need some maintenance.
- Assiniboine Drive and Nahanni Drive
  - Supportive of the recommendation.
- Assiniboine Drive/Sandy Court and Saguenay Drive
  - Supportive of the recommendation.
- Spadina Crescent and extension of Sandy Court
  - Supportive of the recommendation for a pedestrian crossing, but suggest that it should have a pedestrian crossing device for the speed there. Also suggest lowering the speed as an alternative to a device.

- Ravine Drive
  - Supportive of speed limit sign installation.
- Spadina Crescent and Pembina Avenue
  - Supportive of the recommendation.
- Spadina Crescent near Meewasin parking lot
  - Supportive of speed display board.
  - Suggest an automated speed enforcement camera.
- Stop/Yield infill
  - Supportive of the recommendation.
- Enforcement should be done in ghost cars, not cruisers.
- Ravine Drive and Assiniboine Drive
  - Intersection should be narrowed to fit only one car in each direction at the stop signs.
- Spadina Crescent
  - Busses/coaches are using Spadina Crescent. They are speeding. Should they be there?
  - Speeding is an issue midblock between Ravine Drive and Pembina Avenue in front of the houses. Suggest lowering the speed limit to 50 km/h in front of the houses so people can get out of driveways or installation of an automated speed enforcement camera.
  - Snow removal on Spadina Crescent is poor.
- Churchill Drive snow clearing practice should be to remove windrows. School busses have a hard time getting through when they meet another vehicle because it's narrow.
- Need a speed limit sign on Assiniboine Drive near Warman Road eastbound.
- City wide
  - Left hand turns are dangerous. There should be a protected left turn phase at signals. People go through red lights adding to how dangerous they are.

### **Next Steps**

1. Mail-in or email comments no later than November 8, 2018.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than October 19, 2018.
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

### **Question and Answer**

Q: Can we post the report on the website before it is approved by City Council?

A (Nathalie): Agenda is public and goes to Community Associations. We don't typically post reports prior to Council approval.

Q: How do you use traffic circles? Are they to slow people down?

A (Chelsea): There are different levels of traffic circles. Small traffic circles are used on less busy roadways. They do slow drivers down similar to other horizontal deflection devices. They are also a type of traffic control measure. The intersection of Assiniboine Drive and St. Lawrence Crescent would require more investigation and would likely require a full, larger traffic circle due to the traffic volumes there.

Q: The hill at Ravine Drive and Assiniboine Drive is slippery and needs to be sanded in winter.

A (Chelsea): We will pass this comment on to the Roadways and Operations group.

Q: What about a mini-roundabout at Assiniboine Drive and St. Lawrence Crescent instead of 4-way stop?

A (Chelsea): This location doesn't meet criteria for a mini-roundabout due to the traffic volumes through the intersection.

Q: Island at Primrose Drive and Lawson Heights mall has a sign knocked down on top of it. Does it need to be replaced to restrict left turns or make it into a proper right angle entrance?

A (Nathalie): This sign is part of the Lawson Heights mall development and they are responsible for these signs.

Q: Was a pedestrian activated device considered for Assiniboine Drive and Churchill Drive?

A (Chelsea): It is a pedestrian corridor right now. We discussed upgrading to a pedestrian activated corridor. We looked at the traffic volumes and pedestrians there. Since there are curb extensions, it already exceeds our pedestrian crossing policy standards, so we didn't recommend an upgrade.

Q: Will traffic data be available?

A (Chelsea): Yes, it will be in the report appendices that go forward to City Council.

Councillor Donauer: We are working on a pedestrian and cyclist connection across railway tracks across Warman Road from Assiniboine Drive. The crossing must be approved by the railway in order to proceed.

Q: How will you make all of the neighbourhood aware of recommendations? Especially if you suggest a roundabout or something. Not everyone comes to the meetings. They might oppose the recommendations.

A (Chelsea): During the implementation phase, residents are notified with flyers. Sometimes we hear from residents during the implementation phase. Our recommendations are based on data we collected, so we have justification for the recommendations that we explain to the residents that we hear from later in the process.