

CITY OF SASKATOON

Riversdale Neighbourhood Traffic Review Minutes

Date: Tuesday, October 23, 2018

Time: 6:00 – 8:00 pm

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

Attendees:

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

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Nathalie Baudais – Transportation Engineer)

See Attachment: Presentation – October 23, 2018

Saskatoon Police Service

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

Small Group Discussions

Breakout into small groups to discuss traffic concerns in Riversdale and potential solutions

Small group reports to large group

Group 1: Mariniel Flores

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

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

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

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

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

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

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

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

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

Group 2: Marina Melchiorre

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

Group 3: Nathalie Baudais

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

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

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

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

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

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

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

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

Next Steps

1. Mail-in or email comments no later than November 25, 2018
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than November 25, 2018
3. Additional consultation if required.
4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Q: When will City Council meet to review this report?

A (Nathalie): January / February 2019

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

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

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

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

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

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

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

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

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