

# CITY OF SASKATOON

## Riversdale Neighbourhood Traffic Review Minutes

**Date:** Tuesday, April 24, 2018

**Time:** 6:00 – 8:00 pm

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

### Attendees:

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

### Items:

#### Welcome and Introductions

#### Presentation from the Transportation Division

(Presented by Lanre Akindipe – Transportation Engineer)

See Attachment: Presentation – April 24, 2018

#### Saskatoon Police Service

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

#### Small Group Discussions

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

## Small group reports to large group

### Group 1: Mariniel Flores

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

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

**Group 2: Nathalie Baudais**

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

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

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

### **Group 3: Goran Lazic**

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

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

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

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

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

### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 28, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than May 28, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

### **Question and Answer**

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

Comment: There are narrow lots in the residential areas.



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

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

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

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

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

#### **Additional**

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