

CITY OF SASKATOON

Westview Neighbourhood Traffic Review Minutes

Date: Thursday, November 29th, 2018

Time: 7:00 – 9:00 pm

Location: Caroline Robins School Gymnasium (1410 Byers Crescent, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Minqing Deng	City of Saskatoon, Transportation Engineer
Carly Grassing	City of Saskatoon, Transportation Engineer
Sheliza Kelts	City of Saskatoon, Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – November 29, 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: Minqing Deng

- Group was supportive of the majority of the recommendations
- Junor Avenue & Richardson Road
 - Three-way stop suggested
- Richardson Road & Byers Crescent
 - Standard crosswalks on the other three legs suggested
- Hnatyshyn Avenue & Nicholson Place
 - Ensure median island does not obstruct the pedestrian crossing path
- Avenue W & Byers Crescent
 - Pedestrian ramp on northwest corner should line up with the crosswalk
- 33rd Street & Avenue W
 - Install peak hour parking restrictions (7am-9am and 4pm-6pm) on the east side of Avenue W north of 33rd Street to Byers Crescent to accommodate traffic, especially westbound right-turning transit and school buses heading north on Avenue W
 - Transit vehicles making southbound left and right turns need more space than regular vehicles
 - Shift east side curb extension at #10 (Avenue W and Byers Crescent) further north
- Richardson Road
 - Southbound traffic driving over lawn and northbound traffic cutting into southbound lane at the curves between Glenwood Avenue and 37th Street, and Wentworth Crescent and Avenue W North
 - Remove southbound parking to improve sight lines or keep southbound parking to slow traffic down between 37th Street and Avenue W North
 - Missing pedestrian ramp on one corner at Richardson Road & 37th Street
- Other comments
 - Add lane or widen lane on 33rd Street from Circle Drive off ramp to Avenue W
 - Will there still be parking provided to accommodate the baseball diamonds and community garden in Senator Gladstone Park when 37th Street connects to Claypool Drive?
 - When will 37th Street connect with Cardinal Place?
 - What is the timeline for the Hampton Village Business Park?

Group 2: Carly Grassing

- Group was supportive of the majority of the recommendations
- Junor Avenue & Peterson Crescent / Ward Road
 - Median islands would be hit/knocked over by large vehicles
- Junor Avenue & Richardson Road
 - Do not like median islands
- Junor Avenue & Makaroff Road
 - Lots of traffic but do not find speeds excessive
 - Speed display board suggested instead of median islands

- 37th Street & Pathway east of Byers Crescent
 - Zebra crosswalk suggested
- Richardson Road & Byers Crescent
 - Zebra crosswalk suggested
- Hnatyshyn Avenue & Nicholson Place
 - Do not like median islands
- Richardson Road & Avenue W North
 - Remove the existing median island
 - The whole group strongly supports the three-way stop
- 33rd Street & Avenue W
 - Multiple driveways to the convenience store cause traffic to get backed up on Avenue W; close south driveway on Avenue W
- Richardson Road (Glenwood Avenue to 37th Street)
 - Median island along curve suggested
 - Speeding concerns on Richardson Road between Glenwood Avenue and 37th Street; median island at the curve suggested
- 37th Street
 - Speeding concerns on 37th Street west of Peterson Crescent between Junor Avenue and Richardson Road; more enforcement wanted in the neighbourhood
- Other comments
 - Replace existing yield sign with stop sign at Hnatyshyn Avenue & Richardson Road for southbound traffic

Group 3: Nathalie Baudais

- Group was supportive of the majority of the recommendations
- Junor Avenue & Peterson Crescent / Ward Road
 - Prefer median island on the south leg
 - Would like a pedestrian activated push button device
 - Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow
- Junor Avenue & Richardson Road
 - Would like a pedestrian activated push button device
 - Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow
- Junor Avenue & Makaroff Road
 - Median island concerns with snow removal & traffic hitting parked cars if lanes are too narrow
- Byers Crescent & Selkirk Crescent (South Intersection)
 - Alleys should be considered to facilitate traffic flow around the school
- Richardson Road & Byers Crescent
 - Would also like a pedestrian device with push buttons
- Hnatyshyn Avenue & Nicholson Place
 - Concerned with parking impacts of median island

- Lots of parking by park in summer time
- Any possibility to increase parking for ball diamonds on the park grounds (possible to expand existing parking off alleys)?
- Not concerned with speeds; suggest zebra crosswalk instead of median island
- Richardson Road & Avenue W North
 - Some support the three-way stop
 - Some do not support the three-way stop
- Avenue W & Byers Crescent
 - Ok with the curb extension as long as it does not restrict southbound traffic (want to maintain 2 lanes for traffic)
- 33rd Street & Junor Avenue
 - Like the parking prohibitions; make them as long as possible
- 33rd Street & Avenue W
 - Lane designation sign suggested
 - Designated right turn lane suggested
- 33rd Street & Catherwood Avenue / Northumberland Avenue
 - Coordinate the traffic signal with other signals
- Richardson Road
 - A four-way stop is desired at Richardson Road & 37th Street
 - Snow removal on Richardson Road is terrible
 - Richardson Road needs more enforcement; there are sight line issues
 - Parking restrictions suggested at Richardson Road & McClocklin Road; vehicles are parked too close to the median islands for northbound right turning vehicles onto McClocklin Road
 - Speed display board suggested along Richardson Road by Hnatyshyn Avenue (on straight stretch) in both directions
 - Would like a reminder school zone sign on Richardson Road between Murdoch Place and Avenue W
 - School bus drops off kids at the crosswalk at Richardson Road & Davidson Crescent
 - There are visibility issues at the curve on Richardson Road west of Wentworth Crescent
 - Parking restrictions or advisory sign suggested at the curve on Richardson Road east of Glenwood Avenue
- Other comments
 - The intersection of Junor Avenue & 37th Street and the intersection of Junor Avenue & McClocklin Road slows traffic; one intersection needs a signal and one intersection needs a roundabout
 - Concerned with development of Hampton Business area, all traffic from the area relies on 33rd Street
 - Snow should be hauled away in school zones, not just graded
 - Do not like narrow roads in Hampton Village and Stonebridge

- There are visibility issues along Byers Crescent between Selkirk Crescent (South) and Richardson Road
- Vehicles are parking in the alley west of Byers Crescent between Jordan Place and Selkirk Crescent (south); suggest to turn this into a one-way alley
- Kids are crossing from the park pathway to the alley on Hnatyshyn Avenue between Knowles Place and Nicholson Place
- Some would like an exclusive right turn lane from the Circle Drive off ramp to Avenue W. Some do not support this idea.

Group 4: Sheliza Kelts

- Group was supportive of the majority of the recommendations
- Junor Avenue & Richardson Road
 - Parked vehicles on southeast corner obstructing sight lines for vehicles turning left off of Richardson Road
 - A median island on the south leg might make it difficult to make a left turn (westbound to southbound); look at moving the median island to the north leg or not having a median here at all (already two proposed on Junor Avenue)
- Junor Avenue & Carrothers Court
 - Supports replacing yield sign with stop sign
- 37th Street & Pathway east of Byers Crescent
 - Add zebra crosswalk
- Richardson Road & Byers Crescent
 - Look at an Active Pedestrian Corridor here
- Richardson Road & Avenue W North
 - Supports a three-way stop
 - Use almost every day and almost hit
 - Lots of kids crossing here
- Avenue W & Byers Crescent
 - Would rather have a No Parking zone instead of a curb extension to allow right lane to be used to pass vehicles waiting to turn left onto Byers Crescent
 - Concerns about plowing snow onto sidewalk along Avenue W
- 33rd Street & Avenue W
 - Ensure advance warning
 - Bottle necked intersection
 - Could we have No Parking at a certain time?
 - Look into a dedicated left turn phase for eastbound to southbound left turn
- 33rd Street & Catherwood Avenue / Northumberland Avenue
 - Better signage on 33rd Street for school zone or no school zone
- 37th Street
 - Speeding on 37th Street; median islands or speed bumps suggested
 - Dumping traffic on the unknown road down 37th Street

- Richardson Road
 - Snow plowing concerns along Richardson Road
 - Sight line issues on the north and south sides at 37th Street & Richardson Road; four-way stop suggested
 - Replace yield sign with a stop sign or install a three-way stop at 37th Street & Byers Crescent
 - Speeding and icy along Richardson Road curves between Wentworth Crescent and 37th Street
 - Median island suggested at Richardson Road & Wentworth Crescent
 - Median island suggested at Richardson Road & Glenwood Avenue
- Other comments
 - Thanks for clearing park sidewalks

Group 5: Mariniel Flores

- Group was supportive of the majority of the recommendations
- Junor Avenue & Makaroff Road
 - Support replacing yield sign with stop sign as it is difficult to see past parked cars
- Junor Avenue & Carrothers Court
 - Neutral about the recommendation to replace yield sign with stop sign
- Byers Crescent & Selkirk Crescent (South Intersection)
 - Improve snow removal on the west side of Byers Crescent
- Hnatyshyn Avenue & Nicholson Place
 - Willing to try median island on the north leg of this intersection but it could be installed at Klaehn Crescent instead if the median island is not effective at this location
- Richardson Road & Avenue W North
 - Some do not support the three-way stop
 - Some do support the three-way stop to improve pedestrian safety
 - Sanding is needed here as it is icy
 - Drivers signal last minute when turning at this intersection; drivers need to signal early
- 33rd Street & Junor Avenue
 - Support west side parking prohibitions on Junor Avenue
 - Most support the northeast parking prohibitions on 33rd Street; some suggested it be reduced to 10 metres; some noted the delay does not warrant parking prohibitions at all
- 33rd Street & Catherwood Avenue / Northumberland Avenue
 - Mixed support of a traffic signal being installed
- Richardson Road
 - Speeding along Richardson Road between 37th Street and Glenwood Avenue; more enforcement needed

- Install four-way stop or switch the two-way stop signs at 37th Street & Richardson Road; review this intersection again when Hampton Village Business Park is developed
- Speeding along Richardson between Wentworth Avenue and Hnatyshyn Avenue; more enforcement needed
- Install No Parking zone along Richardson Road between 37th Street and Lehrer Crescent on one side in front of the proposed condominiums; very narrow roadway in the winter
- Speeding outside of school hours along Richardson Road between Murdoch Place and Avenue W
- Other comments
 - Concerns regarding rolled curb on one side of 11th Street and vertical curb on the other side; include this in King George Neighbourhood Traffic Review
 - Suggests that the Police's speed display board be set up at Richardson Road & Byers Crescent or at Byers Crescent & Selkirk Crescent (South)
 - Would like to see countdown timers installed at more locations throughout the city
 - Pedestrian walk lights should be pre-timed at 33rd Street & Avenue W; pedestrians should not have to press a push button to active the pedestrian walk light

Next Steps

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

Question and Answer

Question: How do we find out what is in the report and when the report is going to the Transportation Committee or City Council?

Answer: You can subscribe for email updates. Information will also be available online. The report is tentatively scheduled for April 2019.

Question: Will there still be parking to accommodate the baseball diamonds and community garden in Senator Gladstone Park when 37th Street connects to

Claypool Drive? When will 37th Street connect with Cardinal Place? What is the timeline for the Hampton Village Business Park?

Answer: The concept plan shows the proposed land use and is available on the website. Development proceeds as developers submit plans. Questions can be directed to Councillor Davies.

Comment: 37th Street will connect to Cardinal Crescent. Fire needs to use this as an access. 37th Street will become even busier than Richardson Road in five years. I am concerned that this development will bring more traffic into Westview.

Comment: A Traffic Impact Assessment will be completed. The Transportation Division reviews assessments. Consideration for downstream effects is typically included (e.g. need for signals or traffic calming).

Question: Is it possible to restrict truck traffic on 37th Street with a sign?

Answer: There is a truck route map in the bylaw. Trucks must take the most direct route to their destination (from the arterial street). We do not typically restrict truck routes because trucks are allowed on local streets to make deliveries (e.g. moving trucks).

Comment: This is in regards to my suggestion of adding a lane to accommodate westbound traffic on 33rd Street from the Circle Drive off ramp. Rather than widening 33rd Street westbound to Avenue W, consider the eastbound right-turns and westbound left-turns onto Avenue W instead.

Question: Do we have to go to City Council to request a four-way stop at 37th Street & Richardson Road?

Answer: We do not recommend installing a four-way stop if it does not meet the current Stop and Yield Policy. We will take another look at this location to see if there are sight line issues. Stop signs are not used as a traffic calming device or a pedestrian crossing device. We have other measures for these purposes. You can express your concerns with the recommended Traffic Plan at Standing Policy Committee for Transportation or City Council.

Question: Do you have collision data at 37th Street & Richardson Road? There are many vehicles speeding at this intersection.

Answer: The collision data is available and has been reviewed. Stop signs are not used as a traffic calming device but we will take another look at this intersection.

Question: We requested that an all-way stop be installed at 37th Street & Richardson Road and at 37th Street & Byers Crescent. Why were recommendations not made for these locations?

Answer: All concerns were reviewed and an analysis was completed. The review found that these locations were not warranted for all-way stops. The meetings focus on the recommendations being made rather than the locations that have been studied but no recommendation was made. Unfortunately, there is not enough time to go through each of the locations that did not result in a recommendation. All of the analysis will be included in the report.

Question: There are many of us that want an all-way stop at 37th Street & Richardson Road.

Answer: Unfortunately, the engineering study does not warrant the install. You can request to speak when the report is presented at the Standing Policy Committee on Transportation or City Council meetings.

Question: How are the speed tube locations determined? Many drivers slowed down on the Richardson Road curve before the tubes.

Answer: The tubes were intentionally placed along the curve based on residents' concerns that speeding was occurring along the curve.

Comment: I would like someone to walk on Richardson Road between Avenue W and 37th Street and see the near misses.

Question: How come it takes so long to install the three-way stop at Richardson Road & Avenue W?

Answer: We follow the Neighbourhood Traffic Preview Process so we do not install any of the proposed recommendations until we obtain approval from City Council.

Comment: We would like to include more information about the recommendations and the Standing Policy Committee on Transportation or City Council meeting dates in the Westview Community newsletter.