

# CITY OF SASKATOON

## Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review Minutes

**Date:** Thursday, April 11, 2019

**Time:** 7:00 – 9:00 pm

**Location:** Lawson Heights Alliance Church (159 Pinehouse Drive)

**Attendees:**

<b>Name</b>	<b>Position</b>
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Lawson Heights / Lawson Heights Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Carly Grassing	City of Saskatoon Transportation Engineer
David LeBoutillier	City of Saskatoon Acting Engineering Manager
Councillor Randy Donauer	Ward 5 City Council Representative
Patrick Barbar	Staff Sergeant Traffic Unit Saskatoon City Police

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – April 11, 2019

**Saskatoon Police Services**

**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 Lawson Heights / Lawson Heights Suburban Centre and potential solutions.

Group 1: Sheliza Kelts

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
  - Concerns around the noise and speeding occurring at this intersection.
  - One potential solution would be to add a pedestrian crossing device to facilitate crossing Spadina Crescent, remove stop signs on Spadina Crescent and Whiteswan Drive and keep stop sign on Pinehouse Drive.
  - Need to collect traffic and pedestrian data to ensure that we find the correct solution.
  - Ensure that the solution maintains a safe crossing environment for pedestrians.
  
- Spadina Crescent / Whiteswan Drive:
  - Speeding concerns along Whiteswan Drive.
  - Would like to have parking available on the river side of Spadina Crescent.
  - Review bordering Neighbourhood Traffic Reviews to ensure consistency along Spadina Crescent/Whiteswan Drive.
  
- Pinehouse Drive:
  - Want pedestrian crossing devices all along Pinehouse Drive at the intersections of Saguenay Drive, Reindeer Road, La Ronge Road and Cochin Crescent walkway.
  
- Cochin Crescent Walkway:
  - Continue walkway network to connect to facilities (Lawson Civic Centre, Soccer Centre, St. Anne School, etc.). Walkway ends at Pinehouse Drive.
  
- Bethany Manor Walkway:
  - Continue walkway network to connect to facilities. Walkway ends at soccer centre parking lot.
  
- La Loche Road & Chitek Crescent:
  - No crosswalk at this intersection. Would like a zebra crossing here.
  
- La Loche Road & Lenore Drive:
  - When making a northbound left turn from La Loche Road onto Lenore Drive, it can be difficult to see when there is a vehicle parked on the west side of this intersection

## Group 2: Nathalie Baudais

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
  - Noise is the biggest concern, especially bad in the afternoons, evenings and weekends. Vehicles drag race and accelerate quickly after the stop sign.
  - Would like to make this a one-way stop control for Pinehouse Drive. Traffic volumes are higher on Spadina Drive.
  - There should be a pedestrian corridor device instead of stop signs on Spadina Drive/Whiteswan Drive
  - An additional suggestion would be to install a median, left turn bay and pavement markings for northbound traffic so that northbound through traffic does not queue behind turning traffic.
  
- Spadina Crescent & Sandy Court:
  - Should have a pedestrian device across Spadina Crescent.
  
- La Ronge Road & Pinehouse Drive:
  - Want a three-way stop or a pedestrian device (preferred).
  - Pedestrians cross as though they have the right to cross anytime. They do not check for traffic on Pinehouse Drive.
  - Busses can block the view of pedestrians wanting to cross Pinehouse Drive so a pedestrian device is needed.
  
- Cost concerns:
  - Concerned with the amount of pedestrian devices, zebra crosswalks and median islands being installed throughout the City.
  - Waste of tax dollars.
  - Getting beyond reasonable. People have been crossing at these locations for years without incident.
  - Maintenance costs should be considered as well as capital costs.
  - Kids push the buttons when they do not want to cross.
  
- Lenore Drive & La Loche Road:
  - Installation of this pedestrian device was unnecessary.
  - People have been crossing here for years without incident.
  - Majority of people crossing here are adults. They don't need these devices.
  
- Lenore Drive & Primrose Drive:
  - Right lane must turn right has a lack of compliance. Suggest that a curb extension on the southeast corner could correct this behavior.
  
- Redberry Road & Cochin Crescent (south intersection):
  - Southwest corner parking restriction is needed for visibility.

- Lenore Drive & Cree Crescent:
  - U-turns should be restricted since they create back-ups for eastbound traffic.
  
- Warman Road & 51<sup>st</sup> Street:
  - Overall very happy with the new design of the intersection. Very efficient at moving traffic.
  - One suggestion would be to reduce the median island width for the westbound left turn to improve sightlines of oncoming traffic.
  
- Pinehouse Drive:
  - Cars parking on the north side of Pinehouse Drive park too close to the driveways of the multi-unit dwellings. Creating visibility issues for vehicles exiting the driveways.
  
- Lawson Heights Mall Access:
  - Restrict left turns into the mall for the access east of Primrose Drive & Coppermine Crescent. Left turns into the mall at this location cause traffic back-ups which could lead to rear end collisions. This movement is no longer needed since there is the new access off of Warman Road.
  - Create a northbound right turn lane into the mall on Warman Road for the new access north of Browns Social House.
  
- Missing Sidewalks:
  - 51<sup>st</sup> Street between rail corridor and Millar Avenue (to McDonalds).
  - Lenore Drive north side sidewalk needed between Independent Grocer and Primrose Drive.

### Group 3: Chelsea Lanning

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
  - Why do we have stop signs at Pinehouse Drive and nowhere else along Spadina Crescent?
  - People gun it from the stop sign making lots of noise and drivers speed. Not sure if there is another solution that still provides pedestrian safety that is not a stop sign.
  
- Lenore Drive & Primrose Drive:
  - Short traffic signal timing off of Lenore Drive. Lots of close calls and some drivers shortcut down Cree Crescent to avoid the traffic signals.
  
- Lenore Drive:
  - Speeding between Russell Road and Whiteswan Drive (both ways).
  - Noise is an issue, all day.

- Increased traffic on Lenore Drive from Warman Road recently. Maybe drivers are shortcutting to Spadina Crescent.
- Pinehouse Drive & La Ronge Road:
  - Hard to get off of La Ronge Road to make a left turn onto Pinehouse Drive.
  - There are lots of pedestrians here and they are having trouble crossing. Speeding on Pinehouse Drive makes it more difficult.
  - The existing standard crosswalk is not effective. Suggest pedestrian activated corridor.
  - This bus stop location is heavily used.
  - Suggest three-way stop; it could help cars and pedestrians.
  - Suggest curb extensions as a possible solution.
  - Lots of kids crossing the street to the recreational centre.
- Spadina Crescent/Whiteswan Drive:
  - Check where speed limit changes on Spadina Crescent/Whiteswan Drive. Maybe it should be reduced to 50kph sooner or the whole way.
- Spadina Crescent:
  - Speeding.
  - Lots of motorcycles.
  - Night speeds are very high, especially northbound.
  - Why do we have dashed lines in the centre? They should be solid to prevent passing.
- Whiteswan Drive:
  - Long street, downhill, lots of speeding.
  - Suggest three-way stop at Lenore Drive.
  - Lots of walkways from the neighbourhood to the parks without crosswalks at some locations.
  - Conflicts with the speeding traffic and pedestrians.
  - Vehicles parking on the crosswalk or too close to the crosswalk. No parking signs should be installed.
  - Suggest making crosswalks more visible.
- Pinehouse Drive:
  - Long street with a downhill grade from Reindeer Road to Spadina Crescent
  - During the winter months, roadway gets very narrow with snow, and parked vehicles on the street. There are still speeding issues in the winter.

- Pinehouse Drive & Saguenay Drive:
  - New condos reduce visibility for vehicles coming off of Saguenay Drive.
  - Drivers do not see crosswalk that leads to a bus stop.
  - Intersection is busy with pedestrians and kids walking to/from school.
  
- Pinehouse Drive & Reindeer Road:
  - As you head westbound on Pinehouse Drive, when it is dark, eastbound cars crest the hill and blind your vision as you head west.
  - Stop at the intersection often ran by traffic on Reindeer Road.
  - Poor visibility for Reindeer Road traffic due to buildings and parked cars.
  - The intersection is on the crest of a hill.
  - Suggest a three-way stop; it may help with speeding and ability to maneuver off of Reindeer Road onto Pinehouse Drive.
  
- Pinehouse Drive & La Ronge Road:
  - Lots of pedestrians and kids crossing here.
  - Speeding on Pinehouse Drive.
  
- 51<sup>st</sup> Street & Warman Road:
  - No longer has a dedicated receiving lane for eastbound right turns from 51<sup>st</sup> Street to Warman Road southbound. It is now a channelized right turn with a yield sign.
  - On Warman Road northbound turning left onto 51<sup>st</sup> Street westbound there are two turning lanes. Making that turn and then turning right to get into the Independent Grocer is dangerous. Cars coming southbound heading west have a dedicated receiving lane (do not yield) so they prevent you from getting into the Independent Grocer driveway.
  
- Neighbourhood wide:
  - Speeding is an issue.

#### Group 4: Carly Grassing

- Tobin Crescent:
  - Eastbound traffic speeding east of Tobin Place.
  
- Pinehouse Drive:
  - Vehicles passing left turning vehicles in the right lane.
  - Speeding.
  - Pedestrian crossing devices needed, possibly at Reindeer Road.
  - Vehicles have a hard time leaving apartment building driveways due to visibility issues with parked cars.

- Pedestrians do not cross at intersections.
- Legacy Christian Academy faces Primrose Drive, kids are not present on Pinehouse Drive. School zone should be removed from Pinehouse Drive and only present on Primrose Drive
- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
  - Three-way stop not needed.
  - Creates noise pollution.
  - Pedestrian crossing would be better at this location.
  - Stop or yield for Pinehouse Drive.
- Redberry Road & Candle Crescent/Frobisher Crescent:
  - Trees on corner block visibility making it difficult to turn left.
- Redberry Road:
  - Speeding in school zone by Lawson Heights School.
- La Loche Road:
  - Speeding between Nokomis Crescent and La Loche Terrace.
- Enforcement may be a good solution to speeding in the neighbourhood.
- Education campaign for signs would be useful.
- Lenore Drive & La Loche Road:
  - Northbound left turn is difficult, visibility issue with parked cars makes it difficult.
- Lenore Drive & Redberry Road:
  - Northbound left turn is difficult.
  - It is difficult to see cars because of the curve in Lenore Drive.
  - Maybe needs a three-way stop.
- Primrose Drive:
  - Snow clearing needed in the winter. When Windrows are present the travel lanes become very narrow.
- Primrose Drive & mall access east of Coppermine Crescent:
  - This had a left turn restricted sign that is no longer present.
  - Vehicles turn left here instead of turning right off of Warman Road into the new mall access.
- 51<sup>st</sup> Street & Warman Road:
  - Lots of rear ends at this intersection. This has gotten better with the redesign.



- Northbound right turn vehicles do not realize they have an added lane.
- 51<sup>st</sup> Street:
  - Hard to access the Independent Grocer.
- Spadina Crescent & Pembina Avenue:
  - Difficult for pedestrians to cross here.

Group 5: David LeBoutillier

- Pinehouse Drive & Spadina Crescent/Whiteswan Drive:
  - Vehicle noise and speeding are concerns, especially from southbound traffic.
  - Improve traffic flow by removing the stop sign on Spadina Crescent and Whiteswan Drive.
  - Enforce noise bylaw.
- Lenore Drive:
  - Speeding eastbound.
  - Speeding westbound after school zone to make the light (between Redberry Road & Primrose Drive).
- Whiteswan Drive:
  - Speeding, suggest speed display boards.
- Lenore Drive & La Loche Road:
  - Westbound to southbound and northbound to westbound left turns have visibility issues. Suggest pulling back the parking.
  - Active pedestrian corridor device has poor driver compliance.
- Redberry Road & La Loche Road:
  - Westbound to Westbound to southbound and northbound to westbound left turns have visibility issues. Suggest pulling back the parking.
- Lenore Drive & Redberry Road (East intersection)
  - Visibility issues. Check shrubs.
- Pinehouse Drive & Reindeer Road
  - Difficult to judge speeds on Pinehouse Drive.
  - Difficult to cross crosswalks
- Reindeer Road:
  - Snow removal concerns. Snow windrows slow traffic down and buses can't see corners.



- Cyclists are riding on sidewalks because of the gravel on the streets on Pinehouse Drive, Whiteswan Drive and Lenore Drive.
- Redberry Road & Reindeer Road:
  - Suggest a three-way stop because of the traffic volume, bus route and children crossing.
- Lawson Heights School:
  - When school zone is in effect, vehicles do not speed. In summer, speeds increase.
- Why is Whiteswan Drive a haul route for snow removal?
- Concerns with speeding and noise on Central Avenue (across river) during last summer's construction.
- Pedestrian corridor exists at the walkway crossing Redberry Road between the two Tobin Crescent intersections. Request to have an active pedestrian corridor device here.
- 51<sup>st</sup> Street & Warman Road
  - Compliments for the redesign of the intersection.
- Wathaman Crescent:
  - Shortcutting.

### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 10<sup>th</sup>, 2019
3. Additional public input via Engage Page no later than May 10<sup>th</sup>, 2019
4. Traffic counts 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 Standing Policy Committee on Transportation

### **Question and Answer**

1. Resident: How do you determine/what is the thought process for ignoring the arterial roads around the neighbourhood? Why are the arterial streets not included in the review? We talked a lot about those roads, but aren't looking at them.

Sheliza Kelts: Those roadways are excluded from the Neighbourhood Traffic Review process because they carry a lot of traffic and can impact more than

just your neighbourhood. These roadways are reviewed through a different process.

Nathalie Baudais: These roads will be reviewed through another process aimed at larger study areas. The process for arterial streets will begin after the Neighbourhood Traffic Review process has been completed for all neighbourhoods.

Councillor Donauer: I want to confirm that the comments made about these streets won't be lost.

Nathalie Baudais: Correct. Comments received for arterial streets will be collected and considered during the review of arterial streets.

2. Resident: Our neighbourhood is adjacent to a park which hosts events and festivals, so it is getting busier and busier with people accessing the park. Will pedestrian crossings be considered for these locations?

Nathalie Baudais: Pedestrian crossings will be reviewed through the recently updated Traffic Control at Pedestrian Crossings policy which aligns our practices with the new national standards.