

Erindale / Arbok Creek Neighbourhood Traffic Review
Tuesday, April 4, 2017, 7:00 PM – 9:00 PM
Erindale Alliance Church

Agenda

1. Welcome & Introductions
2. Presentation from Transportation Division
3. Small Group Discussions & Report Back to Large Group
4. Next Steps
5. Large Group Discussion – Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Erindale / Arbok Creek Neighbourhood Traffic Review

(Presented by Lanre Akindipe, P.Eng, Transportation Engineer)

Presentation Outline

- Neighbourhood Traffic Review Process
- Erindale / Arbok Creek Review Schedule
- Sources of Information
- Past Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices
- Corridor Reviews & Major Intersection Reviews

Neighbourhood Traffic Review Process

- August 2013 – New process was adopted
- Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
- 2014 – Reviewed 11 neighbourhoods
- 2015 – Reviewed 8 neighbourhoods
- 2016 – Reviewed 8 neighbourhoods
- 2017 – Dundonald, Erindale / Arbok Creek, Wildwood, Silverwood Heights, Richmond Heights / North Park, Pleasant Hill, Buena Vista / Exhibition / Queen Elizabeth.

Erindale / Arbok Creek Review Schedule

- Stage 1 – Identify issues & possible solutions through community consultation (April to Fall 2017)
- Stage 2 – Develop a draft traffic plan
- Stage 3 – Present draft traffic plan to community for feedback (Fall 2017)
- Stage 4 – Implement changes over time (Beginning Spring 2018)

Sources of Information

- Past studies
- Emails, Phone calls

- Feedback from public consultation
- Traffic Counts & Assessments
- Collision Analysis

Past Concerns Received

- Speeding and Pedestrian Safety – Kenderdine Road, Beckett Crescent, Perehudoff Crescent, Rogers Road, 115th Street, Kerr Road.
- Safety & Visibility Concerns – Kenderdine Road, Kerr & Chotem (west), Brunst Crescent
- Parking – too close to crosswalks
- School Safety Concerns – Excessive U turns in front of schools
- Traffic delays – Kenderdine Road & Kerr Road

Traffic Calming Devices

- Speed Display Board
- Curb Extension
- Raised Median Island
- Roundabout
- Diverter
- Right-In/Right-Out Island
- Directional Closure
- Raised Median Through Intersection
- Full Closure
- Pedestrian Devices
- Standard Crosswalk
- Zebra Crosswalk
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

Corridor Reviews & Major Intersection Reviews

- Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews addresses local and collector streets within neighbourhoods
- Recommendations will be identified and projects will be prioritized for funding approval
- Report will be presented to City Council

McOrmond Drive & College Drive Interchange

- Work to begin April 2017 with traffic impacts expected to begin in June 2017.
- The McOrmond and College Drive interchange is estimated to be completed in the fall of 2018.
- Information session on the Project:
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Tuesday, April 11 2017 (6p.m – 8:30p.m) at St. Joseph High School – 115 Nelson Road
- More information on the project available on City's website

3. Small Group Discussions

Residents were divided into small groups to discuss traffic concerns in Arbok Creek and Erindale neighbourhoods and potential solutions

Group 1: Mariniel Flores (City Facilitator)

- School Zone on Rogers Road – Many vehicles are speeding. Suggesting playground zones all year long from 8am – 5pm with increased enforcement.
- Rogers Road & Kenderdine Drive – Poor visibility for southbound left turns. Needs a traffic signal.
- Parking around schools – parking in crosswalks day and night – Increased enforcement suggested.
- Speeding on transit routes especially on 115th Street (Berini Drive to Kenderdine) – Weekends, night and during school peak hours - suggesting speed bumps.
- Speeding on Berini Drive, Rogers Road, Kenderdine Road and Kerr Road.
- Hogg Crescent and 115th Street – suggesting Median Island to narrow roadway to reduce speed.
- McOrmond Drive and College Drive: Northbound left turn is too congested.
- The open land west of Gillam Crescent is where the community gathers. We do not want road to be constructed. A playground may be constructed there.
- At Father Robinson School – curb extension impede visibility and pedestrian lights too close to roadway on curb extension. The curb extension get torn out by snow plows.
- Kerr Road and Kenderdine Road – curb extension, narrow lane not good
- Weight restrictions for vehicles on North commuter parkway.
- Traffic backed up at Kenderdine & Kerr – lots of people turning left and backs up through traffic. Re-designate lanes (shared through / right lane). This occurs at rush hours (am + pm peak hours).
- Rogers Road has two lanes & parking on each side. In the evenings, it becomes a drag strip.
- Berini Drive and Kenderdine Road needs a speed study.
- Credit Union (Lowe + Ludlow) – an all way stop or traffic signal is required.
- Perehudoff & Kenderdine – unsafe intersection. Difficult to make left turns.
- Positive note: we like the wide roadways and no protected bike lanes.
- Kenderdine and Epp Avenue / Mulcaster – remove rubber curb extension
- U turns in school zones – more education needed.
- Want photo radar in school zones.
- Increased parking and enforcement for parking in driveways.

Group 2: Chelsea Lanning (City Facilitator)

- At Berini Drive, the straight through lane is long – Northbound left turn to Attridge backs up. Suggests a double arrow.
- Epp Avenue and Kenderdine has a stop sign rather than a yield sign. Why? Can it be a yield sign?
- Stop signs at Kerr & Berini are not evenly lined up (median & corner)
- Kenderdine & Kerr lane assignment – people are passing in the parking lane at the 4-way stop. Dangerous for pedestrians. Either use a twin lane or curb extensions. Same at Kenderdine & Kenderdine, no lines are painted to help either.

- Kerr & McOrmond – Willowgrove residents turning into the far lanes rather than the closest lane. There should be a turn into your lane campaign.
- Look at cycling routes more closely and include routes on the map.
- Crossing Kerr Road is difficult especially at Chotem. Please look at where bus stops are.

Group 3: Marina Melchiorre (City Facilitator)

- Cowley to McOrmond – wants acceleration lane / pass by lanes on McOrmond. Jersey barriers for Southbound right turn so they don't have to yield.
- Kenderdine & Kerr – Westbound speeding – dangerous with lane drop. Also delays in westbound direction.
- Forsyth & Cowley – Northbound right turn is difficult. It throws vehicles into the oncoming traffic. Curb extensions are too narrow.
- Kenderdine: Attridge to Perehudoff – pedestrian crossing is difficult, Southbound left turns is difficult, congestion.
- School Zone – passing on the right approaching Hogg crescent, speeding – southbound
- Kerr & Collins – Southbound multiuse pathway crosses Kerr but then connects to multiuse pathway mid-block. Suggestion - Midblock crossing / connector?

Group 4: Justine Marcoux (City Facilitator)

- Speeding along Kenderdine Road (from Manor to Horlick). Some solutions include installing temporary pop ups, slowdown signs during events (crossing guard), playground speed sign zone reduced
- Visibility issues around the crosswalks on Kenderdine (between Kucey Crescent), sunglare?
- Speeding around the curve along Budz crescent, dangerous for pedestrians crossing (kids)
- At Kenderdine Road and Kerr Road, Bus stop are narrow. Stops should be built into the boulevard. Also, rubber curbs makes road too narrow (single lane). Backs up traffic down Kenderdine due to the 4 way stop and curbs.
- There is a bar / piece of metal along Kenderdine Road (between Kerr Road and Forsyth Crescent) that needs to be maintained or removed.
- At Perehudoff Crescent and Kenderdine Road, the crosswalks are not well marked and drivers don't stop. The signs should be doubled up (two per direction instead of one). Also, backed up traffic blocks drivers from getting out on Perehudoff Crescent.
- There are parking issues with garbage bins along Perehudoff Crescent. It narrows the road to one lane. Solution – take out parking on one side.
- Speeding concerns along Perehudoff Crescent
- Speeding going through curve into oncoming lane. Solution: no parking signs (between utility box to curve). Road is narrow with parking on the sides. Saskatoon Police service should be out on weekends and evenings.

4. Next Steps

(Presented by Lanre Akindipe, Transportation Engineer)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 4, 2017
3. Additional public input via City on-line Community Engagement webpage no later than May 4, 2017 at <http://shapingsaskatoon.ca/discussions/erindale-arbor-creek-neighbourhood-traffic-review>
4. Traffic & pedestrian data collection, analysis
5. Develop recommendations and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft Traffic Plan
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to Transportation Committee
9. Present Traffic Plan to City Council for approval

5. Large Group Discussion – Questions & Answers

Question/Comment 1:

- **Resident:** We only have 3 ways out of the neighbourhood. It will get worse without additional accesses just like evergreen.

City's response: North Bridge will help to improve traffic flow and we will continue to do our best to improve traffic and pedestrian flow through the neighbourhood.

- **Resident:** Any progress on the synchronization of traffic signals in the City? Going along Attridge Drive is a good example
- **Councillor Jeffries:** The City is implementing a new wireless central system and lights. It will help to link all the signals together. Also, there will be a new traffic management system that can be adjusted remotely if there is congestion. Our traffic signals will be linked to the central system and there will be significant changes in the overall operation of the traffic signals.
- **Resident:** Can the Police please give us the indication of the crime rate in this neighbourhood?
- **Police Officer:** There is a webpage on the City of Saskatoon Police website where you can view the crime mapping in your neighbourhood using the filters.
- **Resident:** Are there going to be countdown timers at signalized intersections? At McOrmond and 115th Street, there was a countdown timer there before but it is no more there. The timers are great for motorists to know when to stop.
- **City's Response:** The countdown timers are really designed for pedestrians not motorists. It may lead to some confusion for motorists if the countdown timers runs down to zero and the light is still on green. We typically install them where we have lots of pedestrian activities like the downtown area.

- **Resident:** why do we have it at Central and Attridge even with a low pedestrian activity there?
- **City's Response:** There are quite a bit of pedestrian using this very busy intersection and it makes it safer for them.
- **Resident:** It will be a big benefit to drivers and it will be good if more research can be done with regards to that.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Chelsea Lanning – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Justin Marcoux – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Marina Melchiorre – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer