

**Dundonald Neighbourhood
Traffic Review
Thursday, December 7, 2017, 7:00 – 9:00 P.M.
St. Peter School
202 Sumner Crescent**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Chelsea Lanning (Transportation Engineer), Nathalie Baudais (Senior Transportation Engineer), Mariniel Flores (Transportation Engineer), Mingqing Deng (Transportation Engineer-in-Training)

Agenda

- Welcome & introductions
- Presentation from the Transportation Division
- Small group discussions
- Small group discussion – report back to large group
- Next steps
- Question / answers

Presentation from Transportation Division – Dundonald Neighbourhood Traffic Review
(Presented by Chelsea Lanning - Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Management Program
- How We Got Here
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Management Program:

- Developed in 2013
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Study Area:

- Area bound by 37th St (north), Junor Ave (east), 33rd St W (south), properties adjacent to the west side of Hughes Dr (west)

How We Got Here:

- June 2017 – Initial meeting
- June to December – gather feedback, conduct traffic studies, collect data, develop traffic plan
- December 2017 – Follow-up meeting – display proposed traffic plan and gather feedback

What We Heard:

- Speeding / Short-cutting Concerns:
 - Latrace Road
 - Hunt Road
 - George Road

- Pedestrian Safety Concerns:
 - Latrace Road & Wedge Road
 - Latrace Road & Flavelle Crescent
 - Wedge Road & George Road
 - George Road & Makaroff Road
 - George Road & Kirkpatrick Crescent
- Other Concerns:
 - Bus loading zones near Dundonald School
 - Signage cleanup
 - Tree trimming to make signs more visible

What We Did:

- Collected Data:
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Recorded comments from Shaping Saskatoon discussions
 - 3 Intersection / Pedestrian counts
 - 5 – 7 day traffic count (24 hour) & Average Speed measurements
 - Collision history
- Field reviews
- Assessed the issues
- Generated proposed recommendations

What We Propose:

- Median islands
 - Curb extensions
 - Zebra crosswalks
 - Speed display board
- **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 Dundonald and potential solutions

Refer to separate attachments – *Table Discussions*.

Next Steps

1. Send comments no later than January 12, 2018
2. Additional public input via City on-line Community Engagement webpage no later than January 12, 2018

<http://shapingsaskatoon.ca/discussions>

3. Additional consultation if required
4. Present traffic plan to City Council for information (Councillor, Community Association & Community Consultant will be notified. Traffic plan is posted online one week prior to Council meeting).
5. What if I don't agree?

- Contact Councillor, write a letter to Council or request to speak at Council.
6. Implementation to begin Spring 2018 (signs & temporary traffic calming)

Q&A

Resident: What is the count on Latrace Rd and on 33rd St?

CofS: Latrace Rd has between 2,000 to 3,000 vehicles per day.

Resident: What is the number to get an all-way stop?

CofS: We look at a few things including collisions, volume for compliance (35% to 65% traffic split). The Latrace and 33rd Street intersection does not warrant an all-way stop at this time (split is 78% traffic on 33rd. The intersection of George Road and Wedge Road does not warrant an all-way stop at this time (split is 83% traffic on Wedge).

Resident: 80% of the volume being on Wedge Rd is the problem.

Resident: Spending money on existing signs and speed humps – don't waste money making signs bigger. People know that the speed humps are there. They know the school zone is there.

Resident: Look at long-term. People want to get downtown quickly. Increase the speed limit on designated roads to discourage shortcutting through neighbourhoods. Have Claypool Dr with 60km/h speed limit. 33rd wasn't intended for this kind of traffic.

Councillor Davies: Designing for this on the northeast side with the new interchanges. Design is to push traffic to the arterial roads.

Resident: What is the timing to get Claypool to Neault Rd?

Councillor Davies: That will depend on the development in Kensington. Housing market has cooled so it may be several years before the road is extended.

Resident: Problem is all traffic that is trying to get to Claypool Dr.

Councillor Davies: Amenities like Tim's are being planned in Hampton Village (north of Dundonald) so people don't shortcut through the neighbourhood to get to the Blairmore and Kensington commercial areas. The construction of these amenities will begin in 2018.