

**Buena Vista Neighbourhood
Traffic Review
Tuesday, June 6, 2017, 7:00 – 9:00 P.M.
Saskatoon Unitarians (213 – 2nd Street East)**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Justine Marcoux, Marina Melchiorre, Chelsea Lanning

Councillor Block attended.

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 – Buena Vista Neighbourhood Traffic Review
(Presented by Justine Marcoux – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Buena Vista Review Schedule
- Sources of Information
- Concerns Received
- Examples of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

- **August 2013** – New process; neighbourhood review vs issue by issue; eight neighbourhoods reviewed per year
- **Mandate** – Reduce & calm traffic, improve safety within neighbourhoods
- **2014** – 11 neighbourhoods
- **2015** – 8 neighbourhoods
- **2016** – 8 neighbourhoods
- **2017** – Buena Vista, Queen Elizabeth / Exhibition, Pleasant Hill, Wildwood, Silverwood Heights, Richmond Heights / North Park, Erindale / Arbor Creek, Dundonald

Study Area:

- Taylor St (south), Broadway Ave (east), 8th St (north), river (west)

Timeline for Buena Vista Review:

- **Stage 1** – Identify issues & possible solutions through community consultation (June to fall 2017/early 2018)
- **Stage 2** – Develop a draft traffic plan (fall 2017/early 2018)
- **Stage 3** – Present draft traffic plan to community for feedback (fall 2017/early 2018)
- **Stage 4** – Implement the changes over time (as early as spring 2018)

Sources of Information:

- Past Studies – stop & yield retrofit program (yield signs installed at all uncontrolled intersections in 2015)
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments

Concerns Received:

- Lorne Ave, Victoria Ave, Melrose Ave, Eastlake Ave – speeding, pedestrian safety (parks, schools)
- Kilburn Ave – narrow street with speeding; kids crossing, dangerous blind curves
- 7th St – shortcut to avoid traffic signals on 8th
- 5th St – speeding near park
- Lanes – east/west lane from Lorne Ave south of 8th St
- Missing sidewalks – 8th St near Poplar Cres, Kilburn Ave, McPherson Ave, 6th St, 4th St, 2nd St, Melrose Ave, Eastlake Ave, Taylor St
- Broadway Ave – better pedestrian crossings
- Broadway & Taylor – advanced green signals
- Broadway & 8th – get rid of pedestrian buttons because they're confusing and make it hard to cross
- 8th St & Eastlake – pedestrian-activated light

Major Intersection & Corridor Reviews:

- Separate process to address issues at intersection along arterial streets - Neighbourhood Traffic Review addresses issues on local / collector streets
- Follows similar process to Neighbourhood Traffic Review - recommendations will be identified and projects will be prioritized for funding approval
- Report presented to Council

Traffic Calming Devices (Examples of devices used in Saskatoon):

1. Speed Display Boards
2. Raised Median Island – narrows road; provides center refuge for pedestrians
3. Curb Extensions – narrows road
4. Roundabouts
5. Diverter – used to address high traffic volumes
6. Right-in/right-out island - used to address high traffic volumes

7. Directional Closure – restrict movements onto the street from one direction
8. Raised median through intersection – restrict movements
9. Full closure

Pedestrian Devices:

1. Standard crosswalk
2. Zebra crosswalk (striped pavement markings)
3. Active pedestrian corridor (flashing yellow lights)
4. Pedestrian-activated signals

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 Buena Vista and potential solutions

Group 1: Marina Melchiorre

- Kilburn Ave & Taylor St – speeding; people going to baseball fields; reverse direction of yield signs at 2nd St and 4th St; difficult to cross
- Implement 30kph limit near parks
- 2nd St & Lorne Ave – crossing is difficult; sight distance
- Lorne Ave – lane between 4th St / 5th St – cars speeding; pedestrian hazard out of lane
- Lorne Ave & 5th St – northwest corner ramp is missing; double-check, west side southwest is more visible for pedestrian crossing
- Snow removal at 5th St & Lorne Ave is needed
- There's a ramp on Lorne Ave that is angled out so kids "scoot" out into traffic (between 3rd St & 4th St)
- Sidewalk priority on McPherson Ave for north/south
- Eastbound 8th St shortcutting via Victoria Ave to Eastlake Ave to 7th St to avoid signal at Broadway Ave
- Tim Hortons on Broadway Ave – Food Services using 7th St to access instead of 8th St (**7th St between Broadway Ave & Victoria Ave – truck classification requested for count)
- Snow removal on Broadway median – drivers are crossing median to access Tim Hortons driveway
- 8th St & Eastlake Ave – pedestrian signal; people parking too close to intersection
- 7th St to Victoria Ave north – visibility / unsafe
- Like yield signs on wide streets
- Temporary routing – need traffic calming; slow down traffic
- Bus stop at Lorne Ave & Taylor St (southwest corner) – bus blocks crosswalk
- 7th St – potholes; poor condition
- Eastlake Ave – add bike lanes to narrow down

- Victoria Ave – bridge traffic will be an issue; crosswalk at 6th St needed

Group 2: Chelsea Lanning

- Lorne Ave at 5th St & 6th St – install curb extensions; people aren't noticing the "No Passing" sign at these crossings; install flashing signal or signs in middle of street
- Coy Ave & 6th St - yield sign missing on northwest corner; shortcutting along here
- Lorne Ave & Taylor St – could a roundabout be considered?
- Kilburn Ave – Coy Ave / 4th St – 2nd St:
 - Heavy traffic to the sports fields
 - Circulating parking all day
 - Narrow streets and congested
 - Also near Tastebuds
- Lorne Ave school zone – speeding & distracted driving; people aren't stopping for kids crossing
- Missing sidewalks:
 - McPherson Ave (maybe not needed)
 - Do we consider safety?
 - Don't want to lose the trees so consider installation on the roadway area
- Trouble seeing past parking at all intersections, no matter if there are yield signs
- Consider No Parking signs near the sports fields
- 8th St & Lorne Ave – signal timing & light activation for Lorne Ave through movement onto freeway has long wait times
- Lorne Ave – speed boards needed
- Don't like the median with the sign because they get hit
- No more sound walls!
- Lorne Ave – speeding; issues with housing right on it; long distances between stops; houses close to the street; can't see pedestrians at night; street lighting doesn't reach the pedestrians crossing or sidewalks
- Reduction in speed limit to 40kph
- Lack of infrastructure for active transportation
- Turning left onto Victoria Ave is difficult

Comments received outside of small group discussions:

- 8th St (near McPherson) – speeding especially during evenings and weekends; request for enforcement; drivers accelerating from Circle Dr
- Conditions of roadway paving are poor:
 - Lorne Ave – manholes creating large bumps; manhole near Melville St (in southbound lane) causes drivers to swerve around it
 - Taylor St from Victoria Ave to Lorne Ave
 - 8th St from Broadway Ave to Lorne Ave was paved 7 or 8 years ago and already in terrible condition.
- Lorne Ave school zone – school isn't moving school zone sign (for Silhouettes for Safety Program) into centre of street.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than July 6/17
3. Additional public input via City on-line Community Engagement webpage no later than July 6/17

<http://shapingsaskatoon.ca/discussions>

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 & Answer

Resident: What kind of costs are associated with the solutions / devices?

City: We do have approximate costs per device & those are available in previous reports. A report can be posted to the Shaping Saskatoon website as an example.

Resident: It's necessary to post to the website but it seems like it's a hard time finding information.

City: Sidewalk recommendations will be included but funded through the Sidewalk Retrofit Program.

Resident: Do we have historical traffic data? Do we only count once in the year?

City: We do have some historical data. We choose the time and date for our studies based on the concern. For example, if it's near a school (count in June or carry over to the fall) or near parks (count in the summer) and so on.

Resident: Are intersections specific?

City: Yes. Speed studies are the location of concern as well. Lorne Avenue would typically be reviewed under the Major Intersections or Corridor Reviews; however we do collect data to provide peak hour information to Saskatoon Police Service to provide enforcement. We also can select these types of roadways for our speed display boards.

Resident: Do we collect data for cyclists?

City: We do for our intersection counts. Speed studies we cannot.

Resident: Do we collect vehicle types?

City: Our speed tubes (typically used for a neighbourhood studies) do not detect vehicle types. If there are particular locations where you'd like us to gather vehicle classification we can do so.

Resident: The City should do a blitz to see where trees are blocking signs.

City: Parks has a 7-year pruning cycle for neighbourhood signs. So unless the neighbourhood is on the list for the year, trees are only trimmed upon request.

Resident: How do we decide where to collect data?

City: Based on the concerns. We also use our judgement to see if a count is required depending on the type of request.

Resident: I'm concerned about the roadway condition on Victoria Ave between Taylor St & 8th St since it will get a lot more traffic when the bridge opens.

Resident: I'm concerned about providing good pedestrian access to the river. Specifically Saskatchewan Cres / 8th St. Sidewalk are right next to fences.