

**Queen Elizabeth / Exhibition Neighbourhood
Traffic Review
Thursday, April 27, 2017, 7:00 – 9:00 P.M.
St. Frances School (2141 McPherson Ave)**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Justine Marcoux, Mariniel Flores, Chelsea Lanning

Councillor Loewen 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 – Queen Elizabeth / Exhibition
Neighbourhood Traffic Review

(Presented by Justine Marcoux – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Queen Elizabeth / Exhibition 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** – Queen Elizabeth / Exhibition, Buena Vista, Pleasant Hill, Wildwood, Silverwood Heights, Richmond Heights / North Park, Erindale / Arbor Creek, Dundonald

Study Area:

- Taylor St (north), Clarence Ave (east), Ruth St (south), river (west)

Timeline for Queen Elizabeth / Exhibition Review:

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

Sources of Information:

- Past Studies
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments

Concerns Received:

- Lorne Ave & Ruth St – issues with 4-way stop; plans to install traffic signals later this year
- Speeding – Ruth, Taylor, Lorne Ave Eastlake, Herman Ave, Adelaide St (westbound towards on ramp to Idylwyld Freeway), off ramp from Idylwyld Freeway / St. George Ave (also concerns for driving wrong direction & trucks)
- Pedestrian Safety – Lansdowne & Taylor St (crossing to school, library, pool), entire length of Taylor St and Lorne Ave (vehicles passing on right in parking lane when driver is stopped for pedestrian)
- Parking – Maple St (congestion due to school, blocking driveway fire hydrants etc), congested street parking during events at Prairieland and Diefenbaker Park (blocking driveways etc)
- Schools – Queen Elizabeth (pickup/dropoff times there are too many vehicles parked and it's unsafe for kids to cross)
- Missing sidewalks – Isabella St (lots of pedestrians from apartments on St. Henry Ave to bus stop on Herman Ave); St. Henry Ave

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 Queen Elizabeth / Exhibition and potential solutions

Group 1: Mariniel Flores

- Herman Ave between Taylor St & Ruth St (across from the park) – speeding in both directions and pedestrian safety concerns (including speeding buses that are behind schedule starting at 6:30am); install speed bumps or yield sign in north-south directions (in addition to stop signs) at Adelaide St / switch orientation of stop signs at all intersections; close southbound at Taylor St & Herman Ave; reduced speed zones by parks/playgrounds (40kph) or all residential streets city-wide; extend school zone to Ruth St
 - Herman Ave & Isabella St – pedestrian safety issue; switch orientation of stop signs; pedestrian lights; pedestrian actuated signal
 - Herman Ave & Hilliard St – trees obstructing; increase the size of the stop sign or install a 4-way stop; pedestrian lights needed
 - Herman Ave & Adelaide St – pedestrian light needed
 - Herman Ave - set up speed study between Hilliard St & Isabella St
- Eastlake Ave – high speed bypass; vehicles go eastbound left turn onto Eastlake Ave and northbound left turn onto Taylor St; should be a reduced speed zone (40kph) by any parks/playgrounds; extend school zone
 - Eastlake Ave & Hilliard St – view is obstructed and yield compliance is low; too much parking; traffic violations (vehicles don't yield due to texting and speeding; enforcement needed; install a 4-way stop; no narrowing (ie. traffic calming)
 - Eastlake Ave - set up speed study between Hilliard St & Elm St
- Ruth St – high traffic volumes and loud vehicles; speeding from Broadway Ave to Lorne Ave because it connects to freeway
 - Ruth St & Eastlake Ave – pedestrian safety issues; pedestrian light needed
 - Ruth St & St. George Ave – install 3-way stop during Exhibition only or should be there all the time; difficult to make southbound left turn; poor visibility due to parking
- Speeding and texting are the problem; more enforcement is needed

Group 2: Chelsea Lanning

- Clarence Ave & Taylor St – lane designations; signal phasing for left turns; protected left turns
- Broadway Ave & Taylor St – lane designations; signal phasing for left turns; protected left turns

- Missing sidewalks:
 - Eastlake Ave between Isabella St & Willow St (west side)
 - McPherson Ave
 - Melrose Ave
 - Victoria Ave
 - St. Henry Ave
- Victoria Ave & Taylor St – ensure crosswalk gets re-painted
- Isabella St & Melrose Ave – trees and sightline issues
- Taylor St & Lorne Ave – offset intersection causes strange driver behaviour; unclear and hard to see; difficult for pedestrians to cross; paint zebra crosswalks
- Ruth St & St. Henry Ave – difficult for pedestrians to cross during events
- Herman Ave & Adelaide St – difficult for pedestrians to cross; difficult to see due to parking
- Herman Ave & Ruth St – difficult for pedestrians to cross
- St. George Ave – one-way is unclear from Ruth St
- Lorne Ave & Ruth St:
 - Winter sidewalk issue; melt & poor drainage causes ice; it's a bus stop; right turn only or close it possibly
 - Traffic signals should have a turn phase northbound to westbound; implement landscaping on northwest corner
- Elm St between Lorne Ave & McPherson Ave (north side) – ice and drainage issues
- Lorne Ave between Elm St & Adelaide St – ice and drainage issues
- Off ramp from Idylwyld Freeway & Ruth St – one-way unclear; fast moving traffic coming this way from Lorne Ave intersection; making a left turn is really difficult; traffic signals at Lorne & Ruth should be timed to allow gaps
- General:
 - Curb extensions can be tough for cyclists
 - Playground zones – why don't we have them?
 - Local street speed reduction 40kph
- Events at Prairieland & Diefenbaker Park:
 - Events are getting bigger and busier
 - Entrances to their parking lots come onto neighbourhood streets. Why not Lorne Ave?
 - Concerns with drinking and driving
 - Ruth St, St. Henry Ave, St. George Ave, St. Andrews Ave effected by parking
 - Speeding on St. Henry Ave, Herman Ave, St. Patrick Ave
- Off ramp to Circle Drive South from Lorne Ave - may be backed up creating an unsafe left turn situation; large trucks making wide right turns northbound to eastbound here
- Lorne Ave bike lane ends is frustrating. Share the Road signs & sharrows to help remind drivers

Group 3: Justine Marcoux

- Lorne Ave & Ruth St and surrounding intersections:
 - Lorne & Ruth – will there be a “buses only lane”? How many lanes will be on each approach?
 - Difficult to make southbound left turn onto Circle Dr on ramp from Lorne Ave; traffic is always backed up from Lorne / Ruth 4-way stop
 - Difficult to make left turn from St. George Ave; traffic is backed up from Lorne / Ruth 4-way stop and there are no gaps for traffic heading westbound
- Lorne Ave – difficult to see 2nd set of lights when you come off Circle Drive South going northbound
- Lorne Ave & Taylor St – bus stop on southwest corner creates obstructs driver’s view as well as parking
- Hilliard St & Idylwyld Dr pedestrian bridge – maintenance needed; re-bar showing, erosion etc
- Taylor St & Kilburn Ave / St. George Ave – pedestrian safety concerns; school bus stop nearby
- Diefenbaker Park – potholes etc; roadway/parking lot maintenance always needed (funding to pave road as well as expand existing parking as part of Optimist Hill)
- Herman Ave – speeding north of the school zone between Hilliard & Taylor St. Parked vehicles (particularly large trucks) make visibility worse
- Taylor St & St. George Ave – northwest corner issues in spring with mud/ice buildup; blocks access to sidewalk and ramp
- Adelaide St & on ramp to Idylwyld Freeway – vehicles backing up onto roadway; driving in wrong direction

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 27/17
3. Additional public input via City on-line Community Engagement webpage no later than May 27/17

<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: Who would talk to about widening Herman Ave?

City: We would take that into consideration with this review.

Resident: Does the City have anything about traffic control measures that will work? Do you get consensus on measures?

City: We install temporary devices first so we can assess if it's working. Also consider effectiveness not just by measuring speed reduction, but also by pedestrian safety. As far as enforcement, we do forward our speed data to police to help them with enforcement (ie. time of day / day of week when most speeding is occurring).

Resident: I like the alternating yield signs that were installed throughout the neighbourhood. Not sure if I agree with the school zones.