

**Stonebridge Neighbourhood
Traffic Review
Tuesday, December 6, 2016, 7:00 – 9:00 P.M.
Circle Drive Alliance Church**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Jay Magus, Justine Marcoux, Goran Lazic, Angela Gardiner

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 – Stonebridge Neighbourhood Traffic Review
(Presented by Jay Magus – Transportation Engineering Manager)

Presentation Outline:

- Neighbourhood Traffic Review Mandate
- Stonebridge Review Schedule
- Sources of Information
- Past Concerns & Interim Measures
- New Stonebridge Interchange
- Description of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

- August 2013 – New process; focus on entire neighbourhood rather than location-by-location
- Mandate – Reduce & calm traffic, improve safety within neighbourhoods; review eight neighbourhoods per year
- 2014 – 11 neighbourhoods
- 2015 – 8 neighbourhoods
- 2016 – Stonebridge, Sutherland, Parkridge, Hampton Village, Grosvenor Park, Willowgrove, Silverspring, Lakeridge

Timeline for Stonebridge Review:

- **Stage 1** – Identify issues & possible solutions through community consultation (Fall 2016 to Spring 2017)
- **Stage 2** – Develop a draft traffic plan
- **Stage 3** – Present draft traffic plan to community for feedback (June 2017)
- **Stage 4** – Implement the changes over time (Fall 2017)

Sources of Information:

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

Past Concerns Received:

- Parking – Stonebridge Common
- Speeding, Pedestrian Safety – Hunter Rd, Hartley Rd, Gordon Rd, Galloway Rd, Vic Blvd, Cornish Rd

Interim Measures:

- Stonebridge Common – curb extensions
- Gordon Rd – curb extensions
- Galloway Rd – speed display board
- Hunter Rd – median islands near park
- Vic Blvd – median islands near park

New Stonebridge Interchange:

- Access into Stonebridge:
 - Before (Sept 2016): Stonebridge Blvd – 32% (15,900 vehicles per day), Preston Ave – 68% (33,500 vehicles per day)
 - After (Nov 2016): Vic Blvd – 9% (4,400 vehicles per day), Stonebridge Blvd – 30% (14,800 vehicles per day), Preston Ave – 61% (29,900 vehicles per day)

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 Stonebridge and potential solutions

Group 1: Justine Marcoux

- Cornish Rd & Dulmage Cres / Willis – parking causes blind spot; dangerous to cross with speeding around curve; crosswalk is highly used due to bus stop, school bus stop, and high-density condos
- Vic Blvd – speeds appear to be lower since construction in southeast portion of neighbourhood has decrease (ie. less outside traffic = less speeders)
- Stonebridge Common:
 - Vic Blvd – crosswalk isn't painted; parking blocks view to cross;
 - parking on both sides makes it narrow, especially on the 800 block; drivers play chicken; remove parking on one side or even both sides
 - Galloway Rd – make sure crosswalk is visible; consider installing two crosswalks at intersection
- New school (Stonebridge Common & Hartley Rd):
 - Hartley Rd – road could be used for pickup / dropoff only during peak times; but then how to enforce?
 - Stonebridge Common - consider one-way street to facilitate traffic movement
 - Promote active transportation options to reduce traffic – walking school buses; parent volunteers
 - Non-school traffic to use north portion of Stonebridge Common rather than Hartley Rd during peak times
- Hunter Rd:
 - Near park on Rempel Manor - blind corner; speeding; dangerous to cross
- Preston Ave & Hunter Rd – drivers not coming to complete stop for right on red going westbound to northbound; enforcement needed
- Stonebridge Blvd:
 - Midblock crosswalk is difficult to see; make both crosswalks more visible or remove one and make the other more visible
 - Cope Way / Wellman – pedestrian signal needed
- Galloway Rd near park at McIntosh St – review pedestrian crossings; consider pedestrian device; drivers speeding around curves
- Circle Dr – pedestrian / cyclist connection needed west of Preston Ave to connect to Cumberland Ave
- Sidewalks on one side of the overpasses over Circle Dr (ie. Preston Ave & Clarence Ave) was poorly planned. How is cyclist supposed to get back into

driving lane from opposite side of the street? It encourages cyclists to ride on sidewalks.

Group 2: Goran Lazic

- Gordon Rd – narrow with parked vehicles; need to be careful opening car door; speeding between Stonebridge Common & Cornish Rd; curb extensions further reduces width
- Stonebridge Common - inadequate parking for events (sports) in the park; implement off street parking in the park or lay-by lane parking; road is too narrow
- Vic Blvd:
 - Install speed humps
 - Assaly St – curb extension is not effective
- Hunter Rd – speeding
- Train noise – install higher berm along tracks
- Limited parking for proposed soccer field in park
- Development plan changed since to the concept plan

Group 3: Jay Magus

1. Stonebridge Common (especially east side) - make one-way to provide more room and parking on one side
2. Cornish Rd (exit from MU units, west of McBeth Cres) – can't see in either direction
3. Cornish Rd between Gordon Rd & Willis Way - too tight for cars to pass
4. Cornish Rd & MacInnes St – install No Parking
5. MU units - construction parking on site
6. Willis Cres on north portion – way too narrow; make it one-way
7. Willis Cres on east portion - worried parking issue may grow east as it builds out
8. Overall – poor planning with the width of the streets
9. Stonebridge Common on south portion - one-way, maybe one-way/two-way
10. Stonebridge Common at park path connections at Brainierd, Galloway, Snell, Vic Blvd - pedestrian actuated signals for kids to cross
11. Stonebridge Common - extend school zone south
12. Gordon / Galloway / Cornish / Stonebridge Blvd roundabout - tall shrubs at roundabout can't see
13. Gordon / Galloway / Cornish / Stonebridge Blvd roundabout - slippery in winter. What is standard treatment?
14. Cornish Rd - more traffic calming
15. Cornish Rd & Willis Cres - median: people southbound turn left into the wrong lane; knock the sign over on median; drive onto median
16. Stonebridge Blvd & Cope Lane / Wellman Lane - westbound left turn arrow; during Christmas period
17. **
18. People in the zoning
19. Highway 11 / Vic Blvd Interchange - can we add a ramp to Regina?
20. Hunter Rd between Preston Ave & Warder Cove - remove parking on south side of Hunter Rd; no housing frontage

21. Hunter Rd & Rempel Manor (near park) - parking too close to traffic calming
22. Gordon Rd / Hartley Rd - remove parking on south side
23. Garbage bins and narrow streets make this difficult
24. Preston Ave northbound & Circle Dr – left turn arrow is good
25. Idylwyld Dr southbound weave right
26. Circle Dr near Preston Exit eastbound - people slow down too much at photo radar locations

Next Steps

1. Receive comments no later than January 6/17

<http://shapingsaskatoon.ca/discussions>

2. Traffic & pedestrian data collection, analysis
3. Prepare draft Traffic Plan with recommendations
4. Second public input meeting (by June 30, 2017)
5. Revise and finalize Traffic Plan
6. Present Traffic Plan to Transportation Committee
7. Present Traffic Plan to City Council

Question & Answer

Resident: Stonebridge Blvd & Cope Cres traffic signals – need more time for left turn westbound to southbound; if you were 3rd vehicle in line you wait 3 cycles

City: We'll review the traffic signal timing at that location.

Resident: Is school going to be priority? Recommendations should be in place by Sept 1 on the first day of school.

City: School zones have to be approved by City Council beforehand and will be in place upon opening day. We'd prefer meeting with residents to view the recommendations before implementing.

Councillor Loewen: Difficult to say timeline for sure right now. We should be able to be flexible on the timeline to get the school area / Stonebridge Common recommendations implemented quicker so it's in by September (2017).

Resident: Important for kids and parents to start patterns from beginning of school opening (walking & driving routes).

Resident: 30kph/school zones. How's this decided? Takes a few hundred feet to slow down sometimes. School zone areas are different all over the city.

City: We try to include all nearby crosswalks. We don't want to install too far away where there's no school in sight. Each zone is reviewed case-by-case.

Resident: School zone should extend further south on Stonebridge Common.

City: We'll consider changing.

Resident: There's a 60kph zone on Highway 11 (construction) today with no workers present. This trains people to ignore signs. Why do we do this?

City: We'll look into it. In some situations there's a hazard even when workers aren't present. Reduced speeds are necessary for safety.

Resident: Then you should consider a different sign, "hazard zone" instead.

City: Considering that option.

Resident: Will the Highway 11 Interchange be completed soon?

City: No. If funded then yes but we don't know when.

Councillor Loewen: When the Stonebridge Neighbourhood Concept Plan was approved, the interchange identified two movements only (into and out of neighbourhood to north). When the plan for the interchange came to Council for approval we were behind financially. The City identified a cost estimate of \$3.6M to add the southbound ramp with no funding source. This movement only serves Stonebridge residents. Based on the projected traffic volumes only 1,000 vehicles per day would use it.

Resident: The traffic volume estimates seem low.

Councillor Loewen: These were based on projections (estimate using current traffic data and development of neighbourhood). Creativity is required in terms of funding because this project competes with city-wide projects with higher traffic volume demands.