

CITY OF SASKATOON

Connecting 2nd Avenue / 3rd Avenue: Walking, Cycling, and Driving Improvements Meeting Minutes

Date: Wednesday, December 6, 2023

Time: 3:00 – 4:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Mariniel Flores-Vongkhamchanh	Connecting 2 nd Avenue / 3 rd Avenue Project Manager City of Saskatoon Acting Senior Transportation Engineer
Scott McCaig	City of Saskatoon Real Estate Manager
Isaac Dankwah	City of Saskatoon Engagement Consultant
Kenton Lysak	City of Saskatoon Communications Consultant
Nathalie Baudais	City of Saskatoon Transportation Engineering Manager
Katie Sapieha	City of Saskatoon Acting Senior Transportation Engineer
Pat Mckay	City of Saskatoon Communications Consultant
Brad Murray	City of Saskatoon Land Development Project Manager
Frank Long	City of Saskatoon Director of Saskatoon Land

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores-Vongkhamchanh – Acting Senior Transportation Engineer)

See Video – Online meeting video recording – December 6, 2023

See Draft Traffic Plan (Engagement Boards and Roll Plans)

Comments

1. **Question:** Can the sidewalk and asphalt pathway be modified to save all the trees?

Response: The design standard for a shared-use pathway is 3.0 metres wide. The removal of the trees is proposed to meet this design standard.

Some of the trees also require modification to place the poles for the Pedestrian Actuated Signals. Some trees are located too close to the corner. To make the pedestrian curb ramp and push buttons accessible to all users, some of the trees would need to be removed.

2. **Question:** Can you not simply leave an opening for the trees?

Response: A certain amount of space is required to be accessible for people with mobility devices who are not able bodied. They may not be able to navigate around openings or gaps in the sidewalk or pathway.

3. **Question:** Are there any metrics for the growth rate of traffic on 2nd / 3rd Avenue over 10 years or more? Is four lanes of traffic sufficient for the growth rate?

Response: A growth rate was not applied. We don't anticipate widening to six lanes with future development. Most of this area is established so we don't anticipate a need for more than four traffic lanes through this section.

4. **Question:** If the sidewalk is widened on the west side of 3rd Avenue, would the remnant lands at the potato patch go out for sale and development?

Response: Once the 2nd / 3rd Avenue project has established its land requirements, the remnant lands would be brought out for sale and development.

5. **Question:** Can you not use tree grates or paving stones?

Response: We don't have those details yet. That can be considered in detailed design. We work with our Urban Forestry team to see if there are any ways that we can mitigate the impact to trees with paving stones or tree grates around roots. It often depends on the species of the tree and the root system for the tree.

6. **Question:** If the sidewalk is widened to the west side, is there any impact to the businesses along 2nd / 3rd Avenue?

Response: There are no impacts to the property lines on the west side. Widening by moving the west curb would reduce the existing 6.7 meter boulevard.

There might be some adjustments to the driveways to ensure slopes tie in properly to the new street.

The rest of the work is all within the public right-of-way.

7. **Question:** Is there going to be any work done to the storm drainage with any of these plans? Will the roadway asphalt be updated with the project?

Response: Discussions with internal work groups about those details would be part of the next phase of the project.

8. **Question:** At the Princess Street intersection, could the triangle be landscaped with trees to encourage proper sight lines?

Response: We have had preliminary discussions with Urban Forestry. There are potential locations for future tree plantings on both the new triangular island created north of the cul-de-sac and the existing triangular island just north of Princess Street. There also may be planting opportunities in the existing boulevard.

9. **Question:** Was a pedestrian crosswalk considered on the south side of Princess Street as this is an access into City Park?

Response: Traffic counts were completed at all three intersections as part of the Central Industrial Area Traffic Review and Princess Street had the lowest pedestrian volume. The existing crosswalk at Princess Street is recommended to be removed as it is no longer warranted with upgrades to the adjacent crossings at King Street and at Duke Street.

We do have a question in the online survey. If you disagree with the King Street and Duke Street intersections, please let us know through your survey response. We want to make sure we get the two devices at the most appropriate places for the neighbourhood and the employment area.

10. **Question:** Some sidewalks are not continuous on Princess.

Response: We have a Sidewalk Infill program that addresses gaps in the sidewalk network. Those locations can be reviewed to see where they are on the priority list.

11. **Comment:** Looks great. Much needed upgrades

Next Steps

- Gather feedback – December 29, 2023.
- Determine revisions and finalize recommendations – Winter 2023/2024.
- Present report to Standing Policy Committee on Transportation – Spring 2024.

- Begin implementing recommendations (pending approval and additional funding)

Adjournment