

# CITY OF SASKATOON

## Massey Place Neighbourhood Traffic Review Minutes

**Date:** Thursday, October 18, 2018

**Time:** 7:00 – 9:00 pm

**Location:** Massey Place Community Church (930 Northumberland Avenue)

### Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Minqing Deng	City of Saskatoon Transportation Engineer Massey Place Neighbourhood Traffic Review Project Manager
Goran Lazic	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Sheliza Kelts	City of Saskatoon Transportation Engineer
Carly Grassing	City of Saskatoon Transportation Engineer-in-Training

### Regrets:

Councillor Troy Davies	Ward 4 City Council Representative
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### Items:

#### Welcome and Introductions

#### Presentation from the Transportation Division

(Presented by Minqing Deng – Transportation Engineer)

See Attachment: Presentation –October 18, 2018

#### 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 Massey Place and potential solutions

### **Small group reports to large group**

#### Group 1: Carly Grassing

- Confederation Drive & Milton Street
  - Pedestrian Actuated Signal not needed, pedestrians don't seem to cross there
  - Snow clearing on Confederation Drive gets piled up and make it hard to see when making left and right turns onto Confederation Drive.
  - Need a full traffic signal
  - Can have activated traffic signal that only turns green for westbound traffic on Milton Street when there are cars present there
- Confederation Drive & Massey Drive
  - Full traffic signal is needed
  - Active Pedestrian Corridor is not needed
  - Some residents prefer signal light here over Milton Street & Confederation Drive
- Milton Street & Macklem Drive
  - Some deem the median island will not be effective
  - Some think it is O.K.
- Milton Street & Northumberland Avenue
  - O.K. with installation of speed display board
- Northumberland Avenue & Mackie Crescent
  - Median island is not needed
- Massey Drive & Northumberland Avenue
  - Median island is not needed
  - No parking sign is good
- Mackie Crescent & Northumberland Avenue
  - 50/50, some like changing the yield to a stop sign, some feel it can stay as a yield and the stop sign isn't needed
- Morris Drive and Northumberland Avenue
  - Stop sign is needed
- Northumberland Avenue between Moore Place and McKay Place
  - No parking at corner because it is hard to see
  - Do not install median island, island will just be hit by cars travelling through
- Proposed yield signs at various locations shown in the traffic plan
  - Good
- 33<sup>rd</sup> Street & Northumberland Drive
  - Full Signal Lights wanted with left turn arrow
  - Don't make eastbound lane a single lane
- Morris Drive & Marlborough Crescent
  - Tree on Northeast corner of intersection blocks site lines especially in the summer

#### Group 2: Mariniel Flores

- Confederation Drive & Milton Street

- Should be full traffic signals to solve vehicular turning issues and pedestrian issues. Wants zebra crosswalks.
- Parked cars obstruct visibility on Confederation Drive, especially on right side/north side. 15 metre parking restriction suggested.
- Snow on median obstructs visibility
- Confederation Drive & Massey Drive
  - Supportive
  - U-turning issue conflicting with pedestrians
  - Wants full traffic signal here
  - Suggested “No Parking” 15 metres on the east side of Confederation Drive south of Massey Drive
- Milton Street & Macklem Drive
  - Supportive
- Milton Street & Northumberland Avenue
  - Supportive
- Northumberland Avenue & Mackie Crescent
  - Supportive as long as it does not interfere with snow clearing operations
- Massey Drive & Northumberland Avenue
  - Median island is not necessary
  - Like the no parking sign
- Mackie Crescent & Northumberland Avenue
  - Supportive of the stop sign and no parking sign
- Northumberland Avenue between Moore Place and McKay Place
  - Supportive
  - Suggested 40 km/h school zones for elementary schools
  - Remove high-school school zones
  - Maybe implement 30 km/h all year long instead
- Proposed yield signs at various locations shown in the traffic plan
  - Supportive
- Matheson Drive & Maxwell Street / Crescent
  - Change two-way yield into two-way stop
- 33<sup>rd</sup> Street near Northumberland Avenue
  - Tree obstructing 30 km/h and school zone signs in the westbound direction. This is a long-standing issue. Need to trim the tree branches.
- If the median islands are not effective, might want to look at speed humps
- Jersey barriers are dangerous in winter. Put more consideration in before installing these at other locations in the City.
- Transit route designation
  - The map provided at the meeting incorrectly shows the actual bus route is in Massey Place right now. At the Milton Street / Northumberland Avenue conjunction, the actual bus goes to the east end of the triangle and turns left onto Northumberland Avenue. (Route covers two sides of the triangle)
  - Suggestion to transit: make the change to the bus route so it matches what’s indicated in the map. Eastbound should continue (only) on the northwest side of the triangle island onto Northumberland Avenue.

Group 3: Sheliza Kelts

- Confederation Drive & Milton Street
  - Like the recommendation
  - 3-way stop is suggested
  - Entering to and exiting from the intersection is difficult especially during school time hours and weekends
  - Need to make the push buttons more accessible for different users – specifically for people on wheelchair
  - Pedestrian crossing area is currently not illuminated at night
- Confederation Drive & Massey Drive
  - Good recommendation
  - Prefer full signals installation to make it safer for both vehicular and pedestrian traffic
  - Pedestrian crossing area is currently not illuminated at night, difficult to access in winter
- 33<sup>rd</sup> Street West & Northumberland Avenue, and 33<sup>rd</sup> Street West & Matheson Drive
  - Entering to and exiting from the intersection is difficult, possible solution is full signal installation
- Throughout the neighbourhood back lanes need to be graded
- Massey Drive
  - Speeding traffic is a concern
- Along Northumberland Avenue, at points 4 and 5 on the recommendation map, there is a dip in the roadway that needs repairing
- Concerns with vehicles being run into at the southeast corner of Confederation Drive & 33<sup>rd</sup> Street
- Request to allow vehicles over 6 meters long to park on the street longer than 1 hour

Group 4: Goran Lazic

- Confederation Drive & Milton Street
  - Proposed pedestrian device better than nothing but the residents really want a full signal at Milton Street.
  - Snow pile up in the median in winter affected sightlines, making it more difficult to see for the left turning movements onto Confederation Drive
- Confederation Drive & Massey Drive
  - Proposed pedestrian device better than nothing but in addition to a full signal at Milton the resident would like to see a Pedestrian Actuated Signal (PAS) at Massey Place
  - Snow pile up in the median in winter affected sightlines, making it more difficult to see for the left turning movements onto Confederation Drive
- Milton Street & Macklem Drive

- The suggested median island is maybe too close to Confederation Drive. WB traffic is already slowing down approaching the Confederation Drive intersection.
- Milton Street & Northumberland Avenue
  - The speed display board is worth trying
- Northumberland Avenue & Mackie Crescent
  - No objection to median island installation at this location
- Massey Drive & Northumberland Avenue, Mackie Crescent & Northumberland Avenue:
  - No objection. Residents didn't think this section of Northumberland was problematic.
- Northumberland Avenue between Moore Place and McKay Place
  - Not opposed to recommendation, though weren't sure on which side of the intersection the island was to be installed. There are already islands in front of the school.
- Proposed yield signs at various locations shown in the traffic plan
  - At Malta Crescent, the existing yield sign is suggested to change into stop sign
  - At Morris Drive and Northumberland Avenue, the existing yield sign is suggested to change into stop sign
- 33<sup>rd</sup> Street West & Northumberland Avenue
  - Suggest upgrade to full signal
- 33<sup>rd</sup> Street West & Marlborough Crescent
  - Westbound traffic should be restricted turning left onto Marlborough Crescent, because during traffic peak hours, queues back up into the traffic lights at 33<sup>rd</sup> Street West & Avenue W.
- Back alleyways in the 3200 Milton Street
  - Suggested something for pedestrians/kids crossing here. A resident said there used to be a temporary median island there but it was eventually removed because vehicles were hitting it/driver over all the time?

Group 5: Minqing Deng

- Confederation Drive & Milton Street
  - PAS is not needed here, need full traffic signals, too long of delay when waiting to get onto Confederation Drive.
  - Windrows in the winter bring visibility issue, when turning both left and right onto Confederation Drive, from either Milton Street and Massey Drive
- Confederation Drive & Massey Drive
  - Pedestrian crosswalk is at the north end not the south end; traffic pass the south crosswalk and stop in front of the north end crosswalk. Resident's property at the south end crosswalk, often get sideswiped on the front lawn and neighbour's fence got damaged as well, when vehicles turn right onto Massey Drive from Confederation Drive.

- Need full traffic signals, too long of delay when waiting to get onto Confederation Drive.
- Windrows in the winter bring visibility issue, when turning both left and right onto Confederation Drive, from either Milton Street and Massey Drive
- 33<sup>rd</sup> Street West & Northumberland Avenue
  - Need to upgrade the existing Pedestrian Actuated Signal into a full traffic signal
- Milton Street & Northumberland Avenue area
  - Very supportive of the display board, it works
- Milton Street & Macklem Drive
  - Do not like median island(s)
  - Median island does not slow down traffic
  - Camera, or speed display board works better than median island
- 3200 block on Milton Street
  - Back alleyway should be closed for cars (open for pedestrians)
- Massey Drive & Northumberland Avenue
  - Do not like median island(s)
  - No parking sign is good idea
- Mackie Crescent & Northumberland Avenue
  - Supportive
- Northumberland Avenue between Moore Place and McKay Place
  - Do not like median island(s)
  - It brings more hazard
  - Tree blocks school zone signs
- Northumberland Avenue & Morris Drive
  - Need to upgrade the existing device into Active Pedestrian Corridor that flashes when button is pushed
- Proposed yield signs at various locations shown in the traffic plan
  - Marlborough Crescent & Morris Drive – drivers make full stop here anyway
  - Madison Crescent & Morris Drive – Yield sign is not necessary
- Mini-roundabout is recommended at #3, 5, 6, 7 and 8, which are
  - Milton Street and Macklem Drive
  - Northumberland Avenue & Mackie Crescent
  - Northumberland Avenue & Massey Drive
  - Northumberland Avenue & Mackie Crescent
  - Northumberland Avenue between Moore Place and McKay Place

### Next Steps

1. Mail-in or email comments no later than November 18, 2018.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than November 18, 2018.
3. Additional consultation if required.

4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

### **Question and Answer**

Q: Whenever I try to contact Councillor Davies, it is very difficult to get hold of him and getting responses/answers

A: (Minqing) We will note this comment and pass it onto the Councillor. (At the same time there is one resident who responded that even though Councillor Davies did not get back to her personally, she had always heard back from the City for the issues she's raised.)

Q: I want to talk to a human not just a computer.

A: (Minqing) Both neighbourhood traffic review program contact as well as my business cards are available at the table for everyone.

Q: Is this the last meeting for Massey Place?

A: (Minqing) Yes it is.

Q: Are police involved? They should be included. Are they included in other neighbourhoods too?

A: (Minqing) They were at the first meeting. They monitor twitter for comments. They are involved in other neighbourhood reviews as well.

Q: When there is police presence, speeds are reduced. We haven't seen traffic patrol in 6 months.

A: (Minqing) Call 975-8300 with details, locations and time etc.

Q: I made regular phone calls but nothing happens.

A: (Minqing) We will pass this along to police service in speed enforcement with specific speed data and locations.