

CITY OF SASKATOON

Holiday Park - King George Neighbourhood Traffic Review Minutes

Date: Tuesday, October 29, 2019

Time: 7:00 – 9:00 pm

Location: Royal Canadian Legion Branch 63 (606 Spadina Crescent West)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer Holiday Park - King George Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Goran Lazic	City of Saskatoon, Senior Transportation Engineer
Sheliza Kelts	City of Saskatoon, Senior Transportation Engineer
David LeBoutillier	City of Saskatoon, Transportation Engineering Manager
Councillor Hilary Gough	Ward 2 City Council Representative
Patrick Barbar	Staff Sergeant, Traffic Unit, Saskatoon City Police

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – October 29, 2019

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 Holiday Park - King George and potential solutions.

Group 1: Nathalie Baudais

- Gordie Howe Complex on Avenue P
 - Only one way in and out
 - Secondary access would be a benefit (by ball parks/golf course). Suggestion for the secondary access to go through the park to Avenue U or Fletcher Road; however, some residents expressed concerns that this would affect the cross-country trails.
 - Not enough accesses
 - Is there a new parking lot coming up? Visit gordiehowesportscomplex.ca for more information.
- 17th Street
 - Inland Steel trucks are parked on both sides, and sit and wait a long time
 - The street is too narrow, only one vehicle can pass through at a time
 - Trucks parked on the street create visibility issues
 - More traffic now that 11th Street is closed at Spadina Crescent & Avenue H
 - Cars park on south side between Avenue H and Avenue P which never used to happen before
 - Inland Steel is moving their steel recycling to another location so there will be more trucks until all of the steel has been moved
 - Trailers sometimes park without a cab
- Avenue P
 - What are the limits of the road resurfacing project between 11th Street and Schuyler Street? What are the construction detour plans? *Resurfacing Avenue P from Schuyler Street to 11th Street is currently scheduled for 2021. Asset Preservation's current program for 2019-2021 can be viewed [here](#).*
 - Speeding
 - Nothing has been done for 50+ years
 - Sidewalk condition along 1200 block makes it impossible for wheelchair users. Tree roots have lifted sidewalk panels so the surface is uneven and creates a tripping hazard.
 - There is a pothole on the 1200 block that is so large. It is growing grass and weeds.
 - Missing accessibility ramps at Schuyler Street
- Avenue I
 - Lots of traffic
 - Suggestion for a one-way

- Avenue P & 11th Street
 - This is a route for RV's but trucks with campers can't make the northbound right turn due to the new median
 - There are delays when there are large events at Gordie Howe in the northbound direction. Northbound traffic needs more green time in the summer months.
 - Directional closure
- Spadina Crescent Closure
 - Concerned with emergency services accessing Meewasin trail
 - Kids doing bonfires. People may get hurt. How would ambulances get to them?
 - Construction detour signs were a challenge during water treatment plant construction
- Drainage at 1234 Avenue N South
 - Water ponds at end of driveway
- Avenue P & Schuyler Street
 - Lack of compliance for stop sign
- Avenue N
 - Seniors falling due to poor sidewalk condition
 - What is the status of construction for the missing sidewalk on the west side of the 1200 block? There was an injury recently. *The construction contract has been issued and work will begin in the spring.*
- General
 - Construction communication – lacking detour signs

Group 2: Goran Lazic

- Avenue P & 11th Street
 - New median island is poorly marked and not visible
 - This island and other concrete islands present a danger to drivers
- 11th Street & Avenue W (West)
 - Do not like stopping at the existing stop signs
- 11th Street & Avenue W (East)
 - Existing four-way stop is frustrating because drivers have to stop when nobody is coming out
 - Signals suggested
- 13th Street & Avenue H
 - Do not like stopping at the existing stop signs
- 12th Street & Avenue H
 - Southbound forced to stop to turn right. Do not like the existing stop sign.

- 12th Street & Avenue I
 - Do not like stopping at the existing stop signs
- 11th Street & Avenue I
 - Do not like stopping at the existing stop signs
- Spadina Crescent & Dudley Street
 - Do not like stopping at the existing stop signs
- Spadina Crescent & Schuyler Street
 - Do not like stopping at the existing stop signs
- Avenue H & 16th Street
 - Pedestrian Actuated Signal is confusing to drivers. Suggestion to change it to an Active Pedestrian Corridor.
 - Pedestrian desire line on the south side
- 11th Street & Avenue K
 - “No Parking” sign was recently installed
 - Visibility issues on the southwest corner because of a tree
- Avenue P
 - Speeding south of 11th Street to Gordie Howe at night
 - Need to repave Avenue P
 - Sidewalk on east side is in bad shape. Need a new sidewalk.
 - Only one access in and out of Gordie Howe complex. Connect Avenue U as an alternate second egress. This existed in the past. Re-open it.
- Schuyler Street from Spadina Crescent to Avenue P
 - Speeding
 - Trucks shouldn't use this street. Inland Steel trucks should be using Dundonald Avenue.
- Spadina Crescent
 - Speeding at night from Dudley Street but Spadina closure will take care of that
- 11th Street & Avenue K
 - Pedestrian crossing (north to south) is poorly marked
- 15th Street (Avenue H to Avenue K)
 - Missing sidewalk on north side
- 16th Street & Avenue G
 - Is the four-way stop temporary? *The four-way stop is temporary.*
 - Pedestrian connection to Meewasin trail suggested. There is currently a gravel path trail.
- 15th Street & Avenue H
 - Concrete median island is not visible
- Avenue P & Schuyler Street
 - City garbage trucks speed

- Wellington Street
 - Suggested connection to Avenue P so school buses use Avenue P instead of Avenue O

Group 3: David LeBoutillier

- Avenue I & 12th Street
 - Lots of traffic, so much that one resident said they couldn't even leave their driveway some days
 - Avenue I between 11th Street and 12th Street is really narrow. People are speeding.
 - Go back to a four-way stop
 - Put "No Parking" signs along the east side of the road by the Water Treatment Plant
 - Speeding on Avenue I
- Avenue P & 11th Street
 - The median island on 11th Street causes long traffic line-ups at the signal because drivers want to stay in the eastbound outside lane. Suggest making the island smaller.
 - Need better street lighting
 - Not every eastbound driver (on west approach) knows they have a forced left turn. They cut people off. Suggest making the island smaller.
 - The northbound green light is very short which makes people leave Avenue P at Dudley Street or Schuyler Street. This leads to shortcutting through the neighbourhood. Need to make northbound left turn green longer for football games.
 - The median island on 11th Street is too big. It makes eastbound traffic stay in the curb lane. Wants a concrete barrier to force traffic back out of the curb (parking) lane.
 - Still have big trucks on 11th Street (east of the intersection)
 - Big trucks making southbound right turn are not fully stopping to complete their turn and are using the eastbound 11th Street lanes. They need to stop and proceed when it is safe and they have room.
 - Winter road maintenance is needed, especially by the car wash. It needs salt and sand because of the ice build-up in the curb lane.
 - Houses on the south side of 11th Street can hear freeway noise in their backyards
 - First business east of intersection is using the south sidewalk for parking in evenings
- Spadina Crescent
 - Lots of people park in southbound curb lane and cross the street to get to the skate park. Request for a mid-block crosswalk.
 - Need a southbound parking restriction at the pinch point where the road narrows at 17th Street

- Lane behind 11th Street (Avenue O to Avenue P)
 - People are shortcutting in the lane between Avenue O and Avenue P to avoid the traffic signal
- 11th Street & Avenue N
 - Suggested overhead pedestrian device and crosswalk
 - People park too close to the corners on 11th Street so northbound drivers on Avenue N can't see oncoming traffic
- 15th Street & Weldon Avenue
 - Change orientation of yield signs, or change to stop signs to slow the people exiting the neighbourhood
- Roads intersecting Spadina Crescent south of Water Treatment Plant
 - Make sure there are "No Exit" or "Not a Through Street" signs at each intersection before the closure is complete
- Avenue O (Dudley Street to Schuyler Street)
 - There are now school buses idling on east side of Avenue O
- Avenue O & Dudley Street
 - Change the yield signs to stop signs to discourage speeding in front of school and one block north
- 17th Street & Avenue P
 - Roads are always icy. Needs salt and sand.
 - There are always lots of semi-trailers parked on 17th Street making it hard to see at intersection
- Spadina Crescent & 17th Street
 - The recommended devices will encourage traffic to use Avenue H & 17th Street

Group 4: Sheliza Kelts

- Avenue I & 11th Street
 - No one comes to a complete stop at the four-way stop
 - Not an aligned intersection
- 11th Street & Avenue P
 - Traffic calming helps
 - Some residents don't like traffic calming
 - Want northbound left turn dedicated turning signal all the time
 - Current lane configuration creates delay and causes shortcutting
- Avenue I & 11th Street
 - Large amount of traffic
 - Avenue I not designed for this amount of traffic volume
- 16th Street
 - Thoroughfare. Alternate yield/stop signs down 12th Street and 13th Street so these streets also become thoroughfare.
- Avenue M (11th Street to Schuyler Street)
 - Speeding

- Avenue M & Schuyler Street
 - Pedestrian was nearly hit while crossing Avenue M. Suggested stop signs.
- Avenue I
 - Difficult to back up out of driveway
 - Traffic that used to go down the road that is now closed is now using Avenue I instead
 - Avenue I was not designed for this additional traffic volume. Mixed support about widening Avenue I.
 - Discussed making Avenue I safer for traffic or calm the roadway. Consider doing both.
 - Only other way out of the neighbourhood is Avenue P. *Avenue I also crosses the rail line heading north.*
 - Suggested making Avenue I a southbound one-way street
- 11th Street & Avenue L
 - Three-way stop suggested to create gaps between traffic along 11th Street
- Spadina Crescent
 - Shortcutting
- Dudley Street & Avenue P
 - Trim tree at northwest corner
- Dudley Street & Avenue M
 - Suggested stop signs
- General
 - Traffic calming measures that the City is using causes accidents and winter maintenance issues which costs the City money. Paint them to make them more visible.
 - Make roadways one-way. Create one-way starting with Avenue H southbound between 12th Street and 13th Street, 12th Street westbound between Avenue H and Avenue I and Avenue I southbound between 11th Street and 12th Street.

Group 5: Mariniel Flores

- 11th Street & Avenue P
 - Eastbound right turning traffic gets backed up when through traffic is stopped at the red light. Right turning vehicles are shortcutting through A1 parking lot.
 - Remove median on east leg
 - Congestion. Extend green for northbound left turns and westbound left turns.
- Avenue H & 12th Street
 - Remove eastbound stop sign

- 11th Street & Avenue I
 - Remove southbound stop sign
- 19th Street
 - Serves three bridges
 - Extend 19th Street to Avenue P
- 16th Street & Avenue H
 - Flip stop signs
- Avenue K
 - Resurface
- Avenue H & 12th Street
 - Remove three-way stop
- 17th Street & Avenue P
 - Keep three-way stop
- 17th Street Extension
 - Support parking restriction to prevent large trucks from parking too close to corners at Avenue P
- Avenue I
 - Remove parking on the east side
 - Suggested creating a one-way street after consultation with adjacent residents
- Avenue J
 - Suggested creating a one-way street after consultation with adjacent residents
- 20th Street
 - Cannot handle detour traffic when 19th Street is closed
- Saskatoon French School
 - Congestion
 - Suggested connecting to Avenue P
- Schuyler Street & Avenue O
 - Yield sign should be upgraded to a stop sign
- Dudley Street
 - Many missing sidewalks between Avenue M and Spadina Crescent
- Schuyler Street
 - Many missing sidewalks between Avenue K and Avenue M
- General
 - Difficult to see past parked cars at intersections
 - Don't like the Water Treatment Plant closure. Used 11th Street to Spadina Crescent before. No through road from downtown to neighbourhood now. How did the City plan traffic to flow through the neighbourhood after the Water Treatment Plant closure? Interested to see traffic data. Suggested designating a prioritized route for residents from neighbourhood to downtown. Suggested a one-way couplet street (one street is northbound and one is southbound).
 - Concerns regarding motorcycle traffic noise

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than November 29, 2019
3. Additional public input via Engage Page no later than November 29, 2019
4. Traffic counts 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 Standing Policy Committee on Transportation

Question and Answer

Resident: Closure of water treatment plant resulted in major change in neighbourhood. 11th Street was wide open with major traffic flow. 17th Street is also wide open. Accidents can happen anywhere. There have been collisions on 12th Street at Avenue M and at Avenue N. 12th Street is completely different than 11th Street. Yield signs were installed on 12th Street but drivers are not complying with the yield signs. Vehicle hit a parked vehicle then trapped two cyclists underneath the vehicle. 12th Street and Avenue I were not built for this traffic. I hope that people submit the changes that they want to see.

Councillor Gough: Meewasin trail will connect to Spadina Crescent south of the closure. Meewasin is developing the plans now and will be hosting public open house in the new year.