

# CITY OF SASKATOON

## Evergreen Neighbourhood Traffic Review Minutes

**Date:** Wednesday, July 22, 2020

**Time:** 7:00 – 9:00 pm

**Location:** Microsoft Teams Online Meeting

**Attendees:**

<b>Name</b>	<b>Position</b>
Chelsea Lanning	City of Saskatoon Transportation Engineer Evergreen Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Zach Jeffries	Ward 10 City Council Representative
Nolan Berg	Staff Sergeant Traffic Unit Saskatoon City Police

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Chelsea Lanning – Transportation Engineer)

See Video – Online meeting video recording – July 22, 2020

**Concerns received since preparing the slides:**

1. Speeding on Kloppenberg Bend.
2. There is vehicle noise, speeding, and racing on McOrmond Drive and Fedoruk Drive late at night.
3. Traffic failing to stop at the intersection of Evergreen Boulevard and Zary Road.
4. Pedestrian crossing requested at Zary Road and the 900 block of Sauer Crescent.

5. People parking in front of the stop signs at Zary Road and Evergreen Boulevard.
6. Pedestrian crossings requested on Baltzan Boulevard and Boykowitch Crescent on both ends.
7. Excessive speed in the mornings and noisy vehicles with limited mufflers in the evenings close to Evergreen Square. Especially people leaving Leopold's Tavern.

### Question and Answer Session

1. Question: I have some issues with traffic on Marlatte Crescent. The streets are too narrow for two-way traffic, especially in the winter. I took a video but I don't think I can upload it on this forum. Possibly changing streets to one-way traffic might fix this? (Video was emailed to Chelsea Lanning after the meeting.)

**Chelsea:** I have heard this from some of your neighbours that some streets, including Marlatte and Akhtar Bend, are narrow with parking. The majority of our local roads are designed to have parking on both sides and they are designed to be narrower than a street that carries a significant amount of traffic. A lot of the reason for this is to slow vehicles down. It is common practice in cities throughout Canada and it usually helps to reduce speed on local streets and is on shorter local streets. Through this project we wouldn't be looking to remove parking from one side of the street entirely, which I've had requests for on Marlatte and on Akhtar Bend, but we would consider parking restrictions that are in alignment with our parking restriction bylaw. Those include parking too close to the intersection or parking too close to a driveway. Within Bylaw 7200 it states that vehicles shouldn't be parked within 1.0 metre of a private driveway or 10.0 metres of an intersection. If you see things like that going on in your neighbourhood you can call parking enforcement and tell them the location. Their number is 306-975-8344. If there are visibility issues, we will restrict parking, but we typically don't restrict parking along an entire side of a street.

2. Comment: The traffic circles really help with slowing traffic down!

**Chelsea:** That's great to hear, thank you for that comment. At a couple of the traffic circles we've heard that same thing from your neighbours. We've also heard a little bit about some difficulties with visibility for pedestrians particularly at the traffic circle on Evergreen Boulevard and Manek Road (south), so that will be a location that I go and do a site visit and make sure that there's nothing that can be modified to improve it.

3. Comment: Streets are too narrow on Maningas Bend as well. Parking is always a concern.

Refer to response for Question 1.

4. Comment: Leaving out of the back lane going on Wyant Lane to Evergreen Boulevard is really dangerous. I drive 2 cars, one being a convertible that can't see any of the oncoming traffic when leaving the back lane to go to Evergreen. This is really because of large vehicles and so many closely parked together.

**Chelsea:** We have heard about vehicles parking close to the intersection and site line issues at the intersection of Wyant Lane and Evergreen Boulevard.

5. Comment: Street name blade correction required at Dalgliesh. It is missing an L.

**Nathalie:** We will have to check that one and get it corrected. Must be a printing error.

6. Question: There is an abundance of excessive acceleration at the 3-way stop of Zary Road and Evergreen Boulevard, particularly when coming off of Evergreen Boulevard to Zary Road. Can anything be done to reduce that excessive acceleration?

**Chelsea:** We have also heard about speeding on Zary Road so that will be something that we measure. Driver behaviour is something that is difficult to do anything about the fast acceleration, but we can look to see if there are excessive speeds close to the intersection and look at what can be done about that to minimize it.

7. Question: For excessive speeding, are the speed radars that flash the driver's speed a viable option?

**Chelsea:** Those are recommended through the NTR program and are called speed display boards. They are installed temporarily for approximately six months. This is because if we leave them up indefinitely drivers get used to them and stop really seeing them and they become less effective. In the beginning, when we put them up, often drivers don't realize how fast they're going and it's a good reinforcement for them to slow down. We have seen that they're effective in many of the locations that we install them.

8. Question: How are decisions made to deploy or not deploy speed display boards?

**Chelsea:** As I'm going through the data collection phase for this neighbourhood traffic review I will be measuring the speeds over three to seven days of data 24 hours of the day. If the data indicates that there is a speeding issue, there are a few things that we can do. One of them is the speed display board. We can also use horizontal deflections to try and bring those speeds down. If we see that there's excessive speeding consistently happening at a specific time of day we will often forward that information on to the Police Department and then the Traffic Unit can target their work around the data that we've collected so that they can be as effective as they can be as well.

**Nathalie:** The speed display boards are only temporary, so depending how significant the speeding issue is would determine if we recommend a temporary measure, or something more permanent, like traffic calming devices.

9. The westbound guide sign in the centre median of Evergreen Boulevard west of McOrmond Drive is totally obscured by trees.

**Chelsea:** This is likely the guide sign approaching the roundabout. We will look into if tree trimming would be an option here.

I'll take this opportunity to say that this is another good point. This is a newer neighbourhood, so there might not be trees large enough to obstruct signs, but if you're driving around the neighbourhood and you see that there's a sign that's blocked by leaves or other things, you can send that in to me and we'll get those looked at.

**Nathalie:** Urban forestry has a seven year tree trimming rotation cycle, so they should get to your neighbourhood every seven years. If we are seeing issues prior to that we can accelerate some tree trimming for problem signs that are blocked.

10. Comment: Speeding on Evergreen Boulevard from the intersection of Zary Road to the roundabout northeast of the school. It's a long stretch and there are countless vehicles speeding on this route.

**Chelsea:** We've heard speeding concerns about the majority of Evergreen Boulevard.

11. Comment: Request for a sound barrier for the residents of Glacial Shores that back McOrmond Drive. The intersection of Fedoruk Drive and McOrmond

Drive has continually become louder with more traffic and racing late in the evening.

**Chelsea:** Our sound wall devices are installed based on a policy that talks about when we'll install sound barriers. Locations for sound attenuation measures are reviewed under the Traffic Noise Sound Attenuation Program. This program was created to help maintain the quality of outdoor amenity space in residential areas located adjacent to high speed roadways.

McOrmond Drive is an arterial roadway, so it would be eligible for consideration under this policy. However, I do believe there is a berm, and if a berm already exists then a berm is a sound attenuation measure so it's unlikely that it would qualify for additional sound attenuation measures.

12. Comment: Drivers are going the wrong way on the one-way near the businesses on Evergreen Square.

**Chelsea:** We have plans out right now to install additional signs to indicate that Evergreen Square is a one-way loop. Hopefully that will help alleviate the problem. If you see issues throughout the summer once the signs have been installed please let me know.

13. Question: Pedestrian safety at the roundabout at Evergreen Boulevard, Manek Road, and Pohorecky Crescent. Pedestrians trying to cross Manek Road have difficulty being seen with the angle of the turn onto Manek Road. There is a fence there and it's causing dangerous conditions for pedestrians crossing there. Some of the drivers are coming in pretty fast from McOrmond Drive and they don't slow down enough going around that roundabout.

**Chelsea:** We have heard this issue through email as well, so that will be a location for a site investigation to see if there is anything that can be improved.

**Nathalie:** One of the residents requested an RRFB for the pedestrian crossing.

14. Question: I have a concern about the speed at the pedestrian crosswalk at the corner of Sauer Crescent and Zary Road.

**Chelsea:** The comments that I've received for that location have really been about the compound issue of difficulty crossing, site line issues for pedestrians, visibility issues at the location, and speeding from vehicles in both directions. That's definitely something that we'll need to look into.

15. Question: Lowe Road south of Evergreen has very steep ditches. A car could rollover if they went off the road. Can anything be done to make the road safer? Would jersey barriers work? The road has a 60 km/h speed limit.

**Answer:** Sharp drop off pavement edge signs were installed at the end of June to inform drivers aware of that hazard.

16. Question: Once the 2 lanes are complete on Fedoruk, will it remain a 3 way stop? or will a light be installed? (Assume this is at Zary Road and Fedoruk Drive)

**Chelsea:** There are no plans for any signalized intersections along Fedoruk Drive. They weren't part of the neighbourhood concept plan, and they weren't deemed necessary through the traffic assessments that we have our developers do when they submit a neighbourhood to us. If signals are requested at this location, we would probably wait until it is four lanes of traffic and do some counting then. It would go into the queue for installation and review with all of our locations city-wide. It would be controlled by either a one-way stop on Zary Road or a three-way stop as it is today.

### **Updates on other relevant projects**

#### School Site traffic circulation:

A couple of years back we heard about traffic issues at the school site. I think it was the really cold winter when the busses weren't running. A lot of parents were driving their children to school. I don't know if that's improved since then, but we work with the school to come up with solutions on circulation around their site. We'll continue to work with them if that continues to be an issue.

#### Vehicle Noise Study:

Vehicle noise has been an ongoing issue throughout the City. The existing traffic noise sound attenuation program addresses traffic noise for very specific circumstances. Many locations are not eligible for traffic noise sound attenuation under the existing policy. To address noise for these other locations, we need to investigate traffic noise mitigation strategies that could apply to the entire City. There is a report going to Council on Monday, July 27, 2020 for approval to apply for provincial funding for a Vehicle Noise Study. We hope that these actions will help us make progress on the vehicle noise issue throughout Saskatoon.

#### Fedoruk Drive Construction Schedule:

We spoke with some of our colleagues who are in charge of completing the additional two lanes of construction on Fedoruk Drive. They've informed us that they are planning to construct the additional two lanes between Central Avenue and Zary Road this fall. You should see work happening out there between August and October to complete those additional two lanes. I did get some comments from the neighbourhood asking when that would be completed, and

also comments that some people aren't aware that it's two-way traffic. The plan is to construct this section of Fedoruk Drive to its completed state this fall.

#### McOrmond Drive and Central Avenue Speed Limit Changes:

Recently, City Council voted to change the speed limits on Central Avenue and on McOrmond Drive through the Northeast Swale to 60 km/h. That change will be in effect as of August 1, 2020. This is an increase from 50 km/h to 60 km/h.

#### **Next Steps**

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than August 22, 2020
3. Additional public input via Engage Page no later than August 22, 2020
4. Traffic counts data collection and analysis. Due to COVID-19 we may have to wait to complete traffic counts. We are hoping to begin counting by fall.
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

**Greetings from Councillor Zach Jeffries**

**Adjournment**