

CITY OF SASKATOON

The Willows Neighbourhood Traffic Review Minutes

Date: Thursday, August 13, 2020

Time: 7:00 – 8:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Katie Sapieha	City of Saskatoon Transportation Engineer The Willows Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Mairin Loewen	Ward 7 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Katie Sapieha – Transportation Engineer)

See Video – Online meeting video recording – August 13, 2020

Concerns received since preparing the slides:

1. Speeding on Cartwright Street in front of Cartwright Terrace.
2. Noise complaints, of loud vehicles going through the neighbourhood with no mufflers.
3. Construction on Cartwright has made sidewalk unpassable due to accumulation of mud, dirt, snow.

Question and Answer Session

1. **Question:** Our main concern is with the traffic shortcut between Lorne Avenue and Clarence Avenue, including cars and large vehicles (trucks). How can this be addressed?

Nathalie: We have a couple different options to address shortcutting. It depends on what the source of the shortcutting is, and we'll try to track down the reason people are shortcutting.

If it's things like avoiding the intersection at Clarence Avenue and Melville Street, like Katie mentioned in her presentation, if that's the issue then we might look at doing a traffic signal timing adjustment or addressing things at that intersection so people stop avoiding it.

We also heard from some people that, maybe there's shortcutting through the neighbourhood because of the condition of Melville Street. There's so many potholes that people might be avoiding those. Melville Street is actually planned for some reconstruction. In 2021, between Brand Place and Clarence Avenue, Melville Street is scheduled for a micro-resurfacing, and in 2022, reconstruction is planned on Melville between Lorne and Portage.

So depending what the traffic shortcutting issue is, what the cause is, we can try to address things. If those aren't the sources of the shortcutting that we're seeing, we can consider traffic calming for Cartwright Street. So things like median islands or curb extensions, or, if those are ineffective, we could look at vertical traffic calming as well, which would be things like speed humps or raised crosswalks.

2. **Comment:** The main reason we have heard (including a family member going to Saskatoon) is avoiding the trains at Lorne Avenue - up to 140 train cars.

Nathalie: Yeah, we have heard that comment as well. That one's a little bit trickier for us to address because we don't control the rail line. We have an update about the rail assessment study as well.

Phase one of the rail relocation assessment was completed, and they moved on to phase two. We're planning to take a report about that to committee and council in September. So if you keep your eyes out for that agenda item, it might provide some additional information.

Phase 1 Report:

(<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49175>).

Attachment 1:

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49993>

Attachment 2:

<https://pub-saskatoon.escribemeetings.com/filestream.ashx?DocumentId=49177>

Attachment 3:

<https://pub-saskatoon.escrimemeetings.com/filestream.ashx?DocumentId=49178>

3. **Questions:** Is another track overpass out of the question?

Nathalie: The rail relocation assessment study will address that. You'll see information about that in the report. I can't reveal it yet because it's not a public document, but once it goes to Committee and Council then we can make that information available on either the Engage Page or if you want to reach out to us by email we can make sure you get a copy.

4. **Comment:** We reside on Cartwright Street and it would seem to us that perhaps some of the traffic may also be from clients car testing from the dealerships nearby.

Nathalie: That is a fair point. We are also completing a neighbourhood traffic review for the CN Industrial Area, so that's something we can inquire about from the businesses and clients in the area when we are doing those meetings.

Councillor Loewen: I just wanted to say that this has been brought to my attention by residents in the past in the Willows, and at one point, maybe two or three years ago, we had tried to work with the police service to target some enforcement in the area and, if my memory serves me correctly, SPS actually did target some of those dealerships in attempting to catch this in the act. I think that's something we could also revisit, is asking SPS to take a look at that and perhaps even having conversations with dealerships around the impact of noise in the area and speed. I can revisit the file on that and see where we left things, because there may be some interim mitigation that could happen on that front.

5. **Question:** Will this review include the intersection of Highway 219 and Grasswood Road. If so, have you received any safety concerns about that intersection?

Katie: No, we will not be doing anything to the intersection as part of the neighbourhood traffic review. We're focusing on local and collector roads. That intersection is outside of the City Limits, so that would be the Ministry of Highways and Infrastructure that would be responsible for that intersection.

Additional Information: Here is a link to the Ministry of Highways contact form: https://govskprod.service-now.com/hi?id=hi_index&sys_id=9e73c286db4140100124327e9d9619ff

6. **Question:** Will the new development for the Willows add more traffic to Cartwright as well or will there be another entrance/exit off Lorne?

Katie: The Willows concept plan for the new development and zoning amendment is still under review. We are working through internal technical items and are hoping to start public consultation on this in the fall.

Nathalie: So you'll know the details about those accesses and that development through that process, not this one. The neighbourhood traffic review process is intended to address existing traffic issues, so that's what we're hoping to resolve.

7. **Comment:** We are interested in sidewalk development at the Willows. We are also supportive of the interim measures to ensure the sidewalk is clean and passable during construction.

Nathalie: Thanks for that. It is noted.

Updates on other relevant projects

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 was 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.

Sidewalk Infill Program:

Transportation prioritizes missing sidewalk locations using a combination of land use and street context to determine which missing sidewalk locations will have the most impact on the safety and walkability of the pedestrian network.

Installing sidewalks in existing neighbourhoods can be challenging due to the presence of physical constraints (trees, utilities, fences, etc.). These constraints require careful consideration to ensure that the project is feasible prior to construction. This is why the Sidewalk Infill Program is currently focussing on prioritization, planning, and assessing the feasibility of sidewalk infill locations.

Council reports:

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=b8f14d36-d332-4650-a5de-1cb13fd8b759&Agenda=Merged&lang=English&Item=18&Tab=attachments>
(5-year Active Transportation implementation plan)

<https://pub-saskatoon.escribemeetings.com/Meeting.aspx?Id=9b51231d-fb63-4ba5-87bf-b7809c8bd696&Agenda=Agenda&lang=English&Item=20&Tab=attachments>
(sidewalk infill prioritization criteria)

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than September 13, 2020
3. Additional public input via Engage Page no later than September 13, 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

Adjournment