

CITY OF SASKATOON

The Willows Neighbourhood Traffic Review Minutes

Date: Thursday, March 18, 2021

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
Mariniel Flores	City of Saskatoon Transportation Engineer

Regrets:

Name	Position
Mairin Loewen	City Councillor, Ward 7
Trent Emigh	Saskatoon Police Service Community Services, Staff Sergeant

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Katie Sapieha – Transportation Engineer)

Refer to Video – Online meeting video recording – March 18, 2021

Refer to Draft Traffic Plan and Recommendation List – March 18, 2021

RECOMMENDATION #1 - SPEED DISPLAY DEVICES

Comment: Can you tell us the average speed of vehicles between Cartwright Terrace and the German Concordia Club?

Answer: The 85th percentile was 67 kph between Lorne Avenue and the split in Cartwright Street.

RECOMMENDATION #2 - MEDIAN ISLAND AT CARTWRIGHT STREET AND CARTWRIGHT TERRACE

Comment: Will there be a crosswalk installed where the median island is proposed?

Answer: A crosswalk will not be installed there as part of the Neighbourhood Traffic Review since there is no sidewalk on the west side of Cartwright Street. After a sidewalk is constructed on the west side of this intersection, this location could be reviewed to see if a crosswalk is warranted.

Comment: I suggest that the median island may actually be dangerous. It will be a problem for snow clearing in winter also.

Comment: We have to remind the city every winter that they need to plow snow from Cartwright Terrace. It is an ongoing problem that needs to be solved.

Answer: We add signage to indicate the median island location to drivers.

Traffic calming measures are installed temporarily so that we can assess whether they create any operational issues. If there are issues, we can adjust the device or remove it.

Median islands are a standard traffic calming measure. Maintenance crews are familiar with these types of devices and they can usually clear the snow appropriately. Occasionally, there are issues with the temporary installations (i.e. rubber curbs), with the rubber being lifted by the snowplows, but once the permanent concrete island is installed, the snow clearing blade is able to follow the curb line.

RECOMMENDATION #3 - SIDEWALK INSTALLED ALONG CARTWRIGHT STREET

Comment: The City needs to extend the sidewalk on the north side of Cartwright past 401, to the end of the building. Last month, we had an emergency issue that City Fire Department was called to, and the emergency exit is at the far west end of the building, meaning that we needed to walk over the snowbank onto the road.

Clarification: You need to extend it to the golf cart you showed the point of 405 and 401 (golf cart pathway under the road).

Clarification: Just up to the bridge.

Answer: We will have the sidewalk extend to the Woodbridge Condo's emergency exit sidewalk. We will not be able to extend the sidewalk to connect to the sidewalk

west of the golf cart underpass, as a sidewalk at this location would require widening of the existing bridge structure. Also, we would not recommend extending the sidewalk up to the bridge, as there is no connection past the Woodbridge Condos.

CONCEPT PLAN AMENDMENT COMMENTS

Comment: Those features are great for the existing owners in the Willows. But are not adequate for future development.

Answer: The purpose of the Neighbourhood Traffic Review is to address existing traffic issues. Any concerns related to future traffic from the [Willows Concept Plan Amendment](#) should be addressed to Anastasia Conly. (Anastasia.conly@saskatoon.ca)

Comment: When will the review be done with respect to the Willows amendment plan?

Answer: We don't have that information. Please check the [Willows Concept Plan Amendment Engage Page](#) for updates.

TRAFFIC DATA COMMENTS

Comment: I have lived at the Willows for 15 years and do not feel that there have been any significant traffic issues. Respectfully, I think that there are always a few folks who complain about every speeder or truck that passes through. We walk along the road all the time and vehicles are respectful and usually easily pull over because the traffic is so little in this area. I don't believe anything needs to be done other than posting a speed trap at the west end of Cartwright Street from time to time.

Comment: I appreciate the traffic calming measures suggested including the addition of sidewalks. I disagree with the frequency of speeders that another poster shared. We back Cartwright Street and there are definitely many per week.

Comment: What about speeding on Cartwright directly west of Clarence? Has this been considered?

Answer: We did a speed study between Clarence Avenue and the roundabout. Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are traveling at or below. At this location, the 85th percentile speed was found to be 51 kph. Our Traffic Calming Policy only recommends traffic calming measures when the 85th percentile exceeds 5 kph over the posted speed limit.

Comment: What is the reliability of the traffic data collected? 2020 pandemic and its affect on traffic flows? What % exits to Lorne Avenue vs Clearance Avenue?

Comment: With covid19 this past year we know the traffic to the golf course was much less than in previous years.

Answer: We have been monitoring the traffic volumes in Saskatoon throughout the pandemic. Once traffic volumes reached near-normal, we began collecting data. We did not want to postpone collecting traffic volume data indefinitely; we do not know if traffic volumes will ever reach the old “normal” and we wanted to address the ongoing traffic issues that you are experiencing.

Approximately 71% of traffic entering and exiting the neighbourhood use Clarence Avenue and approximately 29% of traffic entering and exiting the neighbourhood use Lorne Avenue.

Comment: When were traffic numbers counted, when was this completed and what was the number?

Comment: What were the collection dates and data points?

Answer: Traffic data was collected for 24 hours a day for one week starting September 14th, 2020. The results were 2,991 vehicles per day (vpd) between Clarence Avenue and the roundabout, 1,207 vpd between the roundabout and where Cartwright Street splits and 1,215 vpd between Lorne Avenue and where Cartwright Street splits.

Comment: What is the delta of those points for east vs west?

Answer: Between Lorne Avenue and where Cartwright Street splits, the eastbound traffic was 65 kph and the westbound traffic was 68 kph. Between where Cartwright Street splits and the roundabout, the northbound traffic was 62 kph and the southbound traffic was 54 kph. Between the roundabout and Clarence Avenue, the eastbound traffic was 50 kph and the westbound traffic was 53 kph.

Comment: What was the highest speed recorded on the west end of Cartwright? On Fridays and Saturdays, auto dealers frequently demo cars at very high speeds e.g. - Audi, BMW, Porsche, etc.

Answer: Our main concern is the 85th percentile speed. While there will be some drivers going over the 85th percentile, it is not feasible to design streets to accommodate all the speeders; we design for the majority.

Comment: So, no summer traffic in a Golf Course community...

Answer: We did not collect traffic in the summer as we were waiting for traffic volumes to normalize and for the first Willows Neighbourhood Traffic Review Meeting to occur. The golf course was open when the traffic counts were conducted.

Comment: In collecting the data, what % of the traffic was golf course driven.

Answer: We only collected the traffic volumes on the street. We did not complete an origin-destination study.

Comment: Can we get the raw data from all data points?

Answer: We do not provide the raw data as it is not very user friendly and difficult to interpret without guidance. The summary of traffic data will be included in the final report.

Comment: When was the last traffic study before 2020?

Clarification: In the Willows neighbourhood specifically.

Answer: Traffic counts were completed in 2017 east of Lorne Avenue and in 2016 west of Clarence Avenue. A complete list of our Annual Average Daily Traffic volumes can be found on our [Managing Traffic](#) webpage.

Comment: Was there an adjustment to the numbers to account for 408 which has 39 more units and coming in this year?

Answer: The purpose of the Neighbourhood Traffic Review process is to address existing concerns, not concerns related to future development. It is unlikely that the traffic generated from an additional 39 units would change the recommendations.

Comment: What is the posted speed in the circle?

Answer: There is no posted speed in the roundabout. The radius of the roundabout is selected to ensure drivers remain below an acceptable design speed.

STREET DESIGN COMMENTS

Comment: How is Cartwright a Collector?

Comment: If Cartwright is a collector, where is the accommodation for parking on both sides?

Clarification: By planning it needs 2.2 m parking etc. on both sides.

Answer: Neighbourhood streets are identified during the neighbourhood concept plan phase of development. Collector streets have several characteristics including expected traffic volumes, adjacent compatible land uses, and physical characteristics. These often include parking lanes. Previous standards allowed collector streets to have no parking lanes on streets without residential frontage. In

the case of Cartwright Street, because the development does not face onto Cartwright Street, parking lanes were not included in the original street design.

Comment: Can you give an example of other collector streets?

Answer: Richardson Road in Westview, Stensrud Road in Willowgrove, Melville Street, Stonebridge Boulevard, Cornish Road, Hunter Road, Gordon Road, Galloway Road, Arlington Avenue, Cumberland Avenue south of Taylor Street, Main Street east of Cumberland Avenue.

OTHER COMMENTS

Comment: Regarding snow clearing, Cartwright Terrace is often not done so will the median now complicate this even further?

Comments: I would echo the concern of snow clearing around Cartwright Terrace as well.

Answer: We can forward the concern about snow clearing on Cartwright Terrace to the Roadways department.

Prior to finalizing the draft traffic plan, we send the recommendation to other Departments within the City, so this will provide the Roadways Department an opportunity to let us know if they foresee any issues with the installation of median islands at this location.

Comment: Will these recommendations be implemented before work begins on phase 3 in the Willows?

Answer: This is covered in the next steps.

Comment: When would the next review be conducted to correct future concerns?

Answer: This is the final year for the Neighbourhood Traffic Review. If there are future concerns, they would be addressed through the [Traffic Calming Policy](#).

Comment: A crosswalk is needed where the sidewalk on the south side of Cartwright moves over to the north side of Cartwright i.e. the east end of 501.

Answer: We will review this location.

Comment: Does that mean that if the reduced speed limit proposal is approved by the city, then the speed limit could be reduced on Cartwright Street?

Comment: What affect does the current survey about speed reductions have in this review?

Comment: Would the data from this review influence the reduction even if Cartwright Street is classified as a collector?

Answer: At this time, we do not know which direction Council would like to take for the speed limit review. The Neighbourhood Traffic Review will address concerns with the existing speed limits. If a reduction in speed limit is decided upon, traffic calming will be considered as part of the implementation plan for the reduced speed limits.

Comment: What is the estimated cost of your proposed revisions?

Answer: We do not have a cost for the implementation plan at this time, as the recommendations are subject to change based on feedback. The cost for the short-, medium- and long-term implementation will be included in the final report to Council.

In general, speed display boards are minimal cost because the City owns 10 units that they move around to the various locations recommended in neighbourhood traffic reviews.

Median islands are typically in the range of \$500 to install temporarily and about \$5,000 to install permanently.

Signs for the median island would also be in the range of \$500.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than April 16, 2021
3. Additional public input via Engage Page no later than April 16, 2021
4. Determine revisions and finalize traffic plan
5. Present traffic plan to City Standing Policy Committee on Transportation

Adjournment