

CITY OF SASKATOON

Blairmore Suburban Centre Neighbourhood Traffic Review Minutes

Date: Thursday, May 2, 2019

Time: 7:00 – 9:00 pm

Location: Shaw Centre Meeting Room (122 Bowlt Crescent)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Blairmore Suburban Centre Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Councillor Randy Donauer	Ward 5 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

See Attachment: Presentation – May 2, 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 Blairmore Suburban Centre and potential solutions.

Group 1: Sheliza Kelts & Nathalie Baudais

- 22nd Street & Kensington Boulevard:
 - When travelling southbound on Kensington Boulevard it is difficult to see that the rightmost lane is a right lane only. Relocate the existing lane designation signage from the boulevard to the overhead traffic signal.

- Betts Avenue:
 - The current speed limit is 60 kph, but it feels like it should be a 50 kph roadway.
 - City representatives confirmed that Betts Avenue from 22nd Street West to Hart Road was reduced to 50 kph roadway in the traffic bylaw. Signage will be revised accordingly.
- Betts Avenue & Molland Lane:
 - Some concerns raised around drivers shortcutting through the residential parking lot west of Betts Avenue between Molland Lane and Shillington Crescent because drivers are unable to make a southbound turn left from Betts Avenue onto Shillington Crescent.
- Neighbourhood is great for walking with many pathway connections.
- Shillington Crescent & Molland Lane:
 - No stop or yield signs present at this intersection.
- Hart Road:
 - Not in favour of restricting parking on one side of this roadway.
 - Would like to try and encourage vehicle to use this road to access the neighbourhood. Removing the school zone from Hart Road would help with that.
 - East of Hart Road & Shillington Crescent intersection, where the road transitions to allowing on-street parking (north side), the No Parking sign should be relocated further west. Sometimes parked vehicles encroach into the driving lane.
 - Some semi-trailers park on Hart Road and walk to the Best Western Blairmore. They shouldn't park there but it is better than parking on Shillington Crescent.
- Molland Lane:
 - Between Betts Avenue and first commercial driveways, traffic backs up due to turning vehicles into / out of the commercial driveways.
- Shillington Crescent:
 - Some of the multi-residential units in the area charge extra for parking creating higher demand for on-street parking.
 - This will get worse once construction is completed for the two new buildings on the east side of Shillington Crescent.
 - Sometimes semi-trailers are parked on Shillington Crescent because drivers are staying at the Best Western Blairmore.
- First commercial driveway west off Betts Avenue & Hart Road intersection:

- Too narrow for two lanes of traffic. Widen driveway or sign as a one-way entrance.
- Betts Avenue & Hart Road:
 - Would like the south leg of this intersection to connect to Parkridge neighbourhood. It takes a long time to drive from Parkridge to the Blairmore Suburban Centre. It is faster to walk then drive.
- Commercial driveway on Betts Avenue between Hart Road and Molland Lane (east side):
 - Would like more vehicles to use this driveway but there is a median preventing southbound left turns.
 - Garbage bins in the parking lot area block sight lines at this driveway.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 30th, 2019
3. Additional public input via Engage Page no later than May 30th, 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