

CITY OF SASKATOON

Central Business District Neighbourhood Traffic Review Meeting #2 Minutes

Date: Tuesday, April 13, 2021

Time: 7:00 – 9:00 pm

Location: Microsoft Teams Online Meeting

Attendees:

Name	Position
Mariniel Flores	City of Saskatoon Transportation Engineer Central Business District Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Senior Transportation Engineer
Julian Petras	City of Saskatoon Transportation Engineer
Councillor Cynthia Block	Ward 6 City Council Representative

Regrets:

Name	Position
Trent Emigh	Staff Sergeant, Community Services Saskatoon Police Service

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Video – Online meeting video recording – April 13, 2021

See Draft Traffic Plan and Recommendation List – April 13, 2021

Comments

1. **Councillor Block:** The concerns I heard most were speeding and noise concerns around Spadina Crescent. We know that noise is outside of the Neighbourhood Traffic Review scope and Council is directing Administration to report back on cutting edge technologies for that. This is an issue certainly

not just in Saskatoon, but I do think that speed on Spadina Crescent in particular has been a concern over the last couple of years so I'm just wondering what information has been gathered to date and what the timeline might be to address those concerns.

Response: We have a traffic noise attenuation program that addresses very specific locations and very specific criteria. We know that noise as a whole throughout the city needs to be addressed and we can't correct all of those issues with sound walls. We have retained a consultant as directed by Council, to review other mitigation measures. They're completing the research and literature review right now. We're hoping to present the findings to Council in the fall.

Speed data was collected along Spadina Crescent as part of the neighbourhood traffic review. The 85th percentile speeds (i.e. the speed at which 85 percent of vehicles are travelling at or below) were measured. The 85th percentile speed along Spadina Crescent between 22nd Street and 23rd Street was measured at 52 kph. The 85th percentile speed along Spadina Crescent between the Delta Hotel cul-de-sac and 3rd Avenue was measured at 47 kph.

Traffic calming measures are warranted if the measured speed is 5 kph greater than the posted speed limit. Traffic calming measures were not eligible on Spadina Crescent as the speeds were below 55 kph.

There are recommendations at Spadina Crescent and 20th Street to improve intersection safety. An all-way stop and curb extension on the northwest corner on Spadina Crescent are recommended. These are recommended as traffic control measures not speed control measures. The curb extension was recommended due to pedestrian visibility around the parked vehicles and the amount of pedestrian activity to and from the Meewasin trail system.

2. **Councillor Block:** I have just recently become aware of some of the upgrades from the Meewasin Valley Authority to improve the trail system that will also improve pedestrian safety.
3. **Councillor Block:** How will the Speed Limit Review impact the feelings of concern of speed on Spadina Crescent?

Response: The Central Business District will not be included in the Residential Speed Limit Review. The Residential Speed Limit Review is generally for streets within neighbourhoods that have frontage, driveways, on-street parking. It doesn't cover more of our commercial districts like this one. Sections of Spadina Crescent that are eligible for the Speed Limit Review are farther north of 25th Street where there are some homes fronting onto it.

4. **Councillor Block:** That is helpful information to understand as Council deals with this matter. I've heard from lots of folks and it seems that people are ok to drive a bit slower on streets that make sense, which are like the ones that you've described; not so much on streets such as Clarence Avenue, 8th Street and Preston Avenue as examples in my ward. As somebody who utilizes the downtown a lot and hears a lot from downtown residents, particularly on Spadina Crescent, it would seem important that we at least consider how any potential changes might impact the downtown as well.

Response: We have heard that comment near the Meewasin trail system as well as from Business Improvement Districts. Although this is not part of the scope of the existing study, this doesn't mean it wouldn't be considered in the future.

Councillor Block: I appreciate the work and effort to address the downtown as it's a pivotal piece of our growth plan. It would be great if we could find a balance to ensure that people living in the downtown can feel that they also live in a neighbourhood.

Next Steps

- Continue monitoring traffic issues in your neighbourhood.
- Mail-in or email comments no later than May 14, 2021.
- Additional public input via Engage Page no later than May 14, 2021.
- Determine revisions and finalize traffic plan.
- Present traffic plan to Standing Policy Committee on Transportation.

Adjournment