

# CITY OF SASKATOON

## College Park and East College Park Neighbourhood Traffic Review Minutes

**Date:** Tuesday, September 18, 2018

**Time:** 7:00 – 9:00 pm

**Location:** Cardinal Leger School (141 Campion Crescent, Saskatoon)

**Attendees:**

<b>Name</b>	<b>Position</b>
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Lanre Akindipe	City of Saskatoon Transportation Engineer Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Minqing Deng	City of Saskatoon Transportation Engineer
Sheliza Kelts	City of Saskatoon Transportation Engineer
Councillor Sarina Gersher	Ward 8 City Council Representative

**Items:**

**Welcome and Introductions**

**Presentation from the Transportation Division**

(Presented by Lanre Akindipe – Transportation Engineer)

See Attachment: Presentation – September 18, 2018

**Saskatoon Police Service**

**306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern**

**Small Group Discussions**

Residents were divided into small groups to discuss the draft traffic plan and recommendations.

### Group 1: Mariniel Flores

- Carleton Drive and Acadia Drive
  - With the recommendation for curb extensions at this location, consideration should be given to seniors and people on wheel chairs.
  
- Boychuk Drive and McMaster Crescent / Waterloo Crescent (East)
  - More police enforcement suggested. Speed data should be sent to the police for enforcement just like the recommendation for McKercher Drive.
  - Group was interested to see the speed study for Boychuk Drive.
  
- Boychuk Roundabout
  - Eastbound traffic experiences a sharp turn onto Boychuk Drive at the roundabout. The curb should be modified to prevent speeding.
  
- Balfour Street and Harrington Place
  - With the 10m parking restrictions, consideration should be given to parents dropping off and picking up their children.
  - Do not remove the 30km/hr school zone from Balfour Street. Instead, extend the school zone to Mount Allison Crescent and Acadia Drive.
  - Will the Rectangular Rapid Flashing Beacon (RRFB) be warranted at this location as well?
  
- Vehicles park in the back alley of Roland Michener School.
- McKercher Drive and 8<sup>th</sup> Street
  - The left turn arrow should be consistently turned on all through the day for eastbound traffic at this intersection.
  
- Acadia Drive and 8<sup>th</sup> Street
  - The left turn arrow should be consistently turned on all through the day for all approaches at this intersection. Split phasing is suggested.
  - Traffic shortcut through 7 – 11 driveway accesses.
  
- Zebra crosswalk suggested at the intersection of Balfour Street and Acadia Drive
- Relocate or close the U-turn further east at 8<sup>th</sup> Street and Luther Place. Vehicles have hit the pole there.
- Curb extensions suggested at Boychuk Drive and Degeer Street. People park too close and there are lots of speeding.
- Police presence is needed on Degeer Street to prevent speeding
- The U –turn on 8<sup>th</sup> street at the Wildwood golf course should be discouraged. It causes congestion.

## Group 2: Nathalie Baudais

- Acadia Drive and Carleton Drive
  - There should be no curb extension installed at this intersection. There will be issues with snow removal if this is installed and also issues with wheelchair access.
  - The Acadia Shopping Centre Billboard signage is across the sidewalk.
  
- Acadia Drive and 14<sup>th</sup> Street
  - The power boxes at this intersection affect visibility.
  
- Mckercher Drive and Acadia Drive
  - People avoid the left turns here.
  
- Boychuk Drive and Waterloo Crescent / McMaster Crescent
  - There are accessibility concerns with the proposed curb extension particularly with snow removal.
  
- Mount Allison back alley
  - The recommended 20 kph signs are not going to make a difference. Everyone speeds and there are lots of close calls. It has a blind spot for kids with fences. Possibly a pedestrian flashing device? Speed bumps and paved alley near walkway at least?
  
- Mckercher Drive and Edinburgh Place
  - Suggestion to remove the crosswalk and close the median. Pedestrians can walk to 8<sup>th</sup> street to use the pedestrian device there.
  
- Mckercher Drive and Degeer Street
  - The proposed traffic signal may help with reducing speeding on Mckercher Drive.
  
- Acadia Drive and 8<sup>th</sup> Street
  - Vehicle detectors should be removed and protected left turns should be installed for every phase. Left turns should be isolated from other movements.
  - Drive way closures should be considered on Acadia Drive near 8<sup>th</sup> Street to improve traffic flow at the intersection.
  
- Mckercher Drive and 8<sup>th</sup> Street
  - Vehicle detectors should be removed and protected left turns should be installed for every phase. Left turns should be isolated from other movements.

- Acadia Drive and Balfour Street
  - There should be a pedestrian crossing device for the crosswalk. The bus stop affects visibility and there is a lack of compliance because motorists don't stop for pedestrians.
- Circle Drive at College Drive
  - The Eastbound ramp is too short. There is a lot of weaving between the interchange and Central Avenue. The space is too short and congestion is bad.
- Curb extensions can create concerns for people with mobility issues particularly with snow removal.

### **Group 3: Sheliza Kelts**

- Acadia Drive and McKercher Drive
  - Can we use the traffic signal at Boychuk Drive and McKercher Drive to create a gap in traffic at this intersection to ease the eastbound left turns?
- Boychuk Drive and Waterloo Crescent / McMaster Crescent
  - Install a 'No Parking' restriction 10m from the intersection
  - Install a flashing pedestrian device
- Mount Allison back alley
  - The recommended 20 kph signs are not going to help
  - Recommends closing some alleys. There are lots of traffic and pedestrians using this alley.
  - A pedestrian device should be installed.
- McKercher Drive and Degeer Street
  - Ensure the recommended full traffic signal is coordinated with the traffic signal at McKercher and Boychuk Drive.
- 14<sup>th</sup> Street and Spinks Drive / Carleton Drive
  - Enhancing the pedestrian control at this intersection seems odd. There is a bike path crossing the west side of this location.
- Install School zone signs at Mount Allison Crescent
- It is difficult to turn left from Balfour Street unto Acadia Drive especially during school morning and afternoon peak periods.
- Acadia Drive and 8<sup>th</sup> Street
  - Extend the pedestrian timing at this location when crossing 8<sup>th</sup> Street
  - Shortcutting through 7 – 11 and Petro Canada parking lots is an issue.

#### **Group 4: Minqing Deng**

- Carleton Drive and Acadia Drive
  - Do not replace the existing pedestrian device at this location if there is an existing one on Dalhousie Crescent. Only one device is needed or else they will be too close and result in driver's frustration.
  
- Acadia Drive and McGill and Acadia Drive
  - No parking restriction could take out too much residential parking.
  
- Acadia Drive and Dalhousie Crescent
  - No parking restriction could take out too much residential parking.
  
- Boychuk Drive
  - Too many median islands and curb extensions one after another. They are not needed on the roadway. Most of it should be taken out except the one recommended at the intersection of Boychuk Drive and Waterloo Crescent (east) since it's close to a school's pathway.
  - There is no need for so many recommendations on this stretch of road, unless traffic data justifies it.
  
- Mount Allison Back Alley
  - The 20kph recommended signs are not needed. Back lanes speeds should be 20kph. If installed, they should be installed to face both directions.
  
- Anderson Crescent Back Alley
  - The preference is to have this back alley closed properly. It is not currently closed properly.
  
- Mckercher Drive and Degeer Street
  - This is a good idea but residents should be notified before the installation of a traffic signal. If traffic signal will be installed here, then the City should remove the pedestrian device at McKercher Drive and Mount Allison Crescent because there will be too much stopping and drivers will get frustrated.
  
- Acadia Drive and 8<sup>th</sup> Street
  - There is no pedestrian crossing at the west side of this intersection; adding pedestrian lights on west side will make traffic less safe for both motorists and pedestrians. Currently, pedestrian uses the "do not cross" side to cross the street, because there are too much traffic making right turns on the east side. West side should not have pedestrian signals.
  - East side should have the pedestrian signals extended longer

- The solution here should be building an exclusive right turning lane, and the other lane has the left and through lanes share together, that is the more practical solution at this crossing for both motorists and pedestrians.
- The City should have bylaws on prohibiting signs from Corporates, garage sales, commercial prompts, to put up in the middle of the road. No one should be allowed to place signs in the middle of the road (except City's signs)

#### **Group 5: Lanre Akindipe**

- Acadia Drive and Acadia Place
  - There are visibility concerns when existing Acadia place with cars parked so close to this intersection. Parking restrictions is needed.
- Boychuk Drive
  - Speed humps will be ideal for Boychuk Drive because of the increase in speeding
- Balfour Street and Harrington Street
  - The yield signs at this intersection should be converted to stop signs especially because of the children crossing.

#### **Next Steps**

1. Mail-in or email comments no later than October 19, 2018
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than October 19,2018
3. Additional consultation if required.
4. Present traffic plan to City Council as information
5. If City Council approval is required, an additional recommendation will be included in the report to City Council.
6. What if I don't agree?

#### **Question and Answer**

Q: Do you have the cost estimate for the recommended devices and their effect on snow clearing operations?

A (Lanre): Cost estimates for the traffic calming recommendations are included in the report to City Council. However, we do not have a detailed cost estimate which includes snow clearing etc.

Q: When will the report be presented to City Council?

A (Lanre): The report for the College Park and College Park East recommendations should be presented to City Council in January or February 2019. Details will be included in the City's engagement webpage and the City's website.

Q: How do you prioritize the traffic signals? Where will the proposed traffic signal at McKercher and Degeer fall on the lists? Anything we can do to move it up?

A (Lanre): The City has a priority list of locations that are recommended for the installation of traffic signals and the priority is based on a number of factors like warrant points, collision history e.t.c

Q: Are other neighbourhood considered when you reviewing the neighbourhood traffic so that recommendations in one neighbourhood will not negatively impact the next?

A (Lanre): Yes, we consider that when we make recommendations so we are consistent across neighbourhoods and do not create new problems for adjacent neighbourhoods.

Q: Was the traffic from Brighton considered so they don't impact our neighbourhood?

A (Lanre): Yes, they were and we do not anticipate any negative impacts on traffic movement in this neighbourhood.

Comment (from a resident): I appreciate the level of detail in the minutes online from the last meeting as I was absent. I read through it and it was very helpful in understanding what happened at the meeting. Kudos to the City Staff.