

CITY OF SASKATOON

Fairhaven Neighbourhood Traffic Review Minutes

Date: Tuesday, May 3, 2018

Time: 7:00 – 9:00 pm

Location: St. Mark School, Gymnasium (414 Pendency Road)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Sheliza Kelts	City of Saskatoon Transportation Engineer Fairhaven Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Chelsea Lanning	City of Saskatoon Transportation Engineer
Councillor Ann Iwanchuk	Ward 3 City Council Representative

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Sheliza Kelts – Transportation Engineer)

See Attachment: Presentation – May 3, 2018

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 Fairhaven and potential solutions.

Group 1: Chelsea Lanning

- St. Mark School Zone

- People are dropping their kids off in the traffic lane rather than pulling over.
- Sometimes they pull away from the curb without looking.
- Speeding.
- Suggests 30 km/h school zone speed limit year round.
- Fairlight Drive & Fairlight Crescent
 - Pedestrian crossing facility required.
 - School function in the evening/religious activity.
 - Lots of people crossing.
 - Suggests three-way stop (comment made that this maybe is not a good solution here).
 - Most people are walking from the neighbourhood.
 - Wants City to look at Pedestrian Actuated Signal or Active Pedestrian Corridor.
 - Commercial area so it is very busy.
 - Concerned with the Pedestrian Actuated Signal or Active Pedestrian Corridor length of red light or flashing amber.
 - Speeding.
 - People are parking but there are no signs so people are not sure if it is allowed.
 - Hard to see from the driveway to exit onto Fairlight Drive. Cars are coming fast westbound and they are difficult to see with the curve in the road. Parking too close does not seem to be an issue.
- Fairlight Drive between Pandygrasse Road and Olmstead Road
 - Speeding.
 - Only one location for U-turns. Suggesting one or two more. Preferably east of the current one.
- Clancy Drive & Fairmont Drive
 - Want traffic signal.
 - This intersection is very busy with apartment buildings and traffic off of Circle Drive.

Group 2: Mariniel Flores

- Forrester Road & Olmstead Road
 - Speeding on Forrester Road.
 - Wants curb extensions, three-way stop, standard crosswalks on all legs.
 - Sharp westbound right turns driving over sidewalk.
 - Icy.
 - Collisions into resident's house.
 - Shortcutting on Forrester.
 - Vehicles encroaching into intersection so buses have to make wide eastbound left turn.
 - Difficult to back out of driveway.
- Circle Drive & Clancy Drive

- So much traffic, very dangerous.
- Suicide merge/pinball merge to continue northbound, northbound through vehicles will not let you merge right.
- Make it a fully signalized intersection and allow people to use ramp to 22nd.
- Make this better so people do not have to use Fairmont Drive & 22nd Street.
- Remove concrete jersey barriers.
- Pendygrasse Road from Thomas Crescent to Thomas Crescent
 - Speeding around curve.
 - More enforcement and speed humps, crosswalks with flashing device.
 - Parking restrictions near apartment access.
 - Mark parking spaces somehow.
- Fairmont Drive from Clancy Drive to Forrester Road
 - Speeding.
- Fairlight Drive & Pendygrasse Road/McCormack
 - Vehicles not fully stopping.
 - Enforcement, not sure if enough traffic for traffic signal.
- Fairlight Drive from Pendygrasse Road to Olmstead Road
 - Speeding.
 - Enforcement.
- 22nd Street & Diefenbaker Drive
 - Vehicles using shoulder to make eastbound right turn or proceed to 22nd Street & Confederation Drive.
 - Formalize it (make it an actual traffic lane for right turning vehicles).
- 22nd Street & Confederation Drive
 - Vehicles using shoulder to make eastbound right turn.
 - Need more improvements.
- Need more accesses out of Fairhaven (so few ways to get out). What will happen when emergency occurs (really bad during peak hours).
 - Good amount of accesses to get into Fairhaven.
 - Support opening 18th Street/Clancy Drive & Circle Drive.
- St. Mark School
 - Speeding has reduced.
- Fairhaven School
 - Speeding is still bad here though.
- Wondering if there are regulations on how long trains can block intersections.
- 11th Street sound wall bouncing train noise into Fairhaven (Terra Rosa/Fairview Gardens).

Group 3: Nathalie Baudais

- Fairlight Drive & Pendygrasse Road

- Pedestrian crossing safety is a concern across Fairlight Drive.
- Drivers are impatient, can't see pedestrians and do not always stop
- Drivers make U-turns in the intersection, maybe restrict U-turns.
- Traffic signals are not suggested because it would create speeding away from the intersection and create noise due to accelerating vehicles.
- Camponi Place
 - Metal fence held in place by zip-ties.
 - Kids may get onto Circle Drive.
- Fairlight Drive & Gropper Crescent
 - There was a pedestrian fatality at this crosswalk.
 - Improve signage.
 - Add flashing pedestrian signals.
 - Drivers do not yield to pedestrians.
 - Enforcement is needed.
- Fairlight Drive
 - Wondering if there were plans to pave this roadway (especially eastbound direction).
 - Potholes are so bad that a trailer went loose off a truck and vehicles set off motion detectors.
 - Trucks use Fairlight Drive to get from 22nd Street to 11th Street.
 - Detour signage in advance of 11th Street construction would allow drivers to detour before being on 11th Street (default detour is Fairlight).
 - So bumpy that it feels like a roller coaster ride.
- Fairlight Drive & Fairlight Crescent
 - Three-way stop needed.
 - Snow piled in median creates visibility issues.
 - Speeding on Fairlight Drive.
 - Prairie Muslim Association closed Fairlight Drive access due to safety issues/concerns, would like to reopen it (if safe).
 - Vehicles from Dublin's pub are going very fast.
 - Pedestrian crosswalk needed (active pedestrian corridor) with light.
 - Intersection is used by students and seniors to Prairie Muslim Association from condos in the area.
 - There is a horizontal curve at Fairlight Crescent which creates visibility issues.
 - Busy intersection.
 - Access to hotel and co-op vehicles back up because they might get hit at Fairlight Drive.
- Circle Drive & Clancy Drive
 - Northbound left onto Clancy Drive is the only left turn on Circle Drive.
 - Lots of rear end collisions.
 - Needs immediate traffic barrier.

- Pinball chute for eastbound left, not enough distance to merge.
 - People stop completely prior to merging.
 - People still use grass or lanes of traffic to take 22nd Street exit.
 - Barriers would work better to block 22nd Street exit.
- Fairlight Drive
 - Speeding.
 - Do not want speed humps because this is a main artery and is used by emergency services.
 - Radar enforcement needed.
 - Speed display board was not effective.
- Forrester Road
 - Speeding.
 - Traffic has quadrupled since Clancy Drive pinball chute was installed.
 - Vehicles travel 80-90 km/h just west of Cooper Crescent.
 - Vehicles passing median, hugging curb and hitting parked cars.
 - Never had police enforcement.
 - School zone ignored (completely).
 - Many drivers make U-turns in the Fairhaven school zone.
 - Median island is not working.
 - Radar enforcement, speed display board.
 - Parking is brutal, there is a daycare in the school and parents block driveways to drop-off/pick-up.
- Olmstead needs paving.
- Fairlight Drive & Fairmont Drive
 - Racing to make light at Diefenbaker Drive.
- Clancy Drive
 - Speeding to get green light at Circle Drive.
 - Four-way stop at Fairmont Drive.

Group 4: Sheliza Kelts

- 22nd Street & Fairmont Drive
 - Proposed that the Fairmont Drive access onto 22nd Street be changed from a yield to a stop control. Also, that one of the eastbound lanes on 22nd Street be changed from free flow to stop control.
 - Wants a stop sign on access leaving Tim Hortons.
- Fairlight Drive & Fairlight Crescent
 - Want a three-way stop to allow for safe usage of access onto Fairlight Drive.
 - Curb extensions on the north side of Fairlight Drive from Fairmont Drive to Diefenbaker Drive would make it safer to park on north side of Fairlight Drive.

- Unsafe and difficult to use exit on Fairlight Drive for the Prairie Muslim Association.
- Speeding on Fairlight Drive.
- Prairie Muslim Association visitors cross five times a day, every day.
- Snow storage in the middle of Fairlight Drive causes sight issues.

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 4, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than June 4, 2018
4. Traffic count 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 Council

Question and Answer

Resident: Crosswalk and bus stop in front of St. Mark school is a problem. Cars speeding and pass around buses. It is unsafe for pedestrians. There is another bus stop close by. Should combine the bus stops so buses don't have to stop twice. Buses are stopping in the crosswalk.

Resident: 22nd Street & Fairmont Drive had concrete barriers then they were removed and now it has white posts. Did concrete barriers have accidents?

Sheliza: Do not have collision information on hand. Changed to white posts because the concrete barriers were not visible and were hit in the past.

Resident: The posts are dirty and not very reflective.

Sheliza: We will make a note of that.

Resident: Simple fixes/paint can be done earlier than 2020?

Sheliza: Yes, implementation can be begin as early as spring 2019.

Resident: I saw this on facebook and brought it up in my small group discussion. Camponi fence is currently held together with zip ties. This is very dangerous because children could cut them and have access to Circle Drive.

Sheliza: We will make a note of that.

Resident: If emergency/accident occurs, is there a way to install devices faster for that location?

Nathalie: We are assessing the community needs on a holistic level. We do not want to install something at one location and create problems for another. We need community input and support before we proceed with implementation. However, in the meantime if the speed data collected shows a speeding issue, we will forward the speeding information to Saskatoon Police Services for enforcement.

Resident: Enforcement is important and needed

Nathalie: Police have limited resources and many responsibilities. The police use our data to determine specific times of speeding. It helps them properly allocate their resources to be most effective.

Resident: Do we contact police with specific times?

Nathalie: You can call them directly with concerns. You can also follow them via twitter. Their handle is @SPSTraffic.