

CITY OF SASKATOON

Nutana Park Neighbourhood Traffic Review Minutes

Date: Monday, October 7, 2019

Time: 7:00 – 9:00 pm

Location: Nutana Park Mennonite Church (1701 Ruth Street East, Saskatoon)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Mariniel Flores	City of Saskatoon, Transportation Engineer
Nathalie Baudais	City of Saskatoon, Senior Transportation Engineer
Carly Grassing	City of Saskatoon, Transportation Engineer

Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Mariniel Flores – Transportation Engineer)

See Attachment: Presentation – October 7, 2019

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 recommendations.

Group 1: Carly Grassing

- Estey Drive Back Lane (Estey Drive to Jarvis Drive)
 - Are there issues with back lane parking at the Clinkskill Drive and Jarvis Drive back lanes? *“No Parking” signs have already been installed along these back lanes.*
- Jarvis Drive at Estey Drive Back Lane
 - Are there “No Parking” signs at the mid-block crosswalk? Yes.
 - Suggested “No Parking” signs for the Jarvis Drive back lane north of this location
- Ruth Street & Jarvis Drive
 - Suggested “No Parking” signs on Ruth Street to enforce no parking in the intersection.
 - There is lots of parking demand in front of the church.
- Louise Avenue & Murphy Crescent (North) / Ruth Street
 - Very busy
 - Fast corner
 - The yield sign for Murphy Crescent should be changed to a stop sign.
- Louise Avenue & Woodward Avenue
 - High demand for parking at Louise Avenue corner.
 - Gets very narrow with snow in the winter.
- Clinkskill Drive & Bell Crescent (South)
 - School buses park on the west side of Clinkskill Drive.
- Ruth Street
 - Speeding along Ruth Street from Cumberland Avenue to Louise Avenue
- Louise Avenue
 - Speeding along Louise Avenue north of Ruth Street
- Cascade Street & Cumberland Avenue
 - Difficult to make westbound left turn onto Cumberland Avenue.
 - Difficult to see northbound traffic.
- Preston Avenue & Wilson Crescent
 - Very busy. Traffic gets back up on Preston Avenue at rush hour.
 - Difficult to make eastbound left turn out of Wilson Crescent.
 - Traffic is shortcutting on Dumont Crescent to avoid this intersection.
- Back lane between Cumberland Avenue and Cantlon Crescent (Adelaide Street to Ruth Street)
 - Tree obstructs visibility when exiting back lane.
 - Drainage issues.

Group 2: Nathalie Baudais

- Jarvis Drive Traffic Control
 - Check traffic volumes on Jarvis Drive.
 - Maybe have a yield sign on part of the corridor, rather than free flow for Jarvis Drive between Ruth Street and Preston Avenue.

- Ruth Street & Jarvis Drive
 - Awkward intersection which creates confusion.
 - The proposed recommendation should help.
- Louise Avenue & Murphy Crescent (North) / Ruth Street
 - Would like an all-way stop control.
 - Two hydrants have been hit near the Cantlon Crescent curve.
 - Traffic calming (i.e. median island) is needed farther to the northwest by the curve at Cantlon Crescent to address speeding from southbound/eastbound traffic from Taylor Street.
- Louise Avenue & Woodward Avenue
 - Resident should be notified about this recommendation in advance if the parking spot in front of their home will be removed.
 - Some residents prefer curb extensions if the adjacent resident is amenable.
 - Some residents would prefer a median island.
- Clinkskill Drive & Bell Crescent (South)
 - Concerned with impacts to private driveway access.
 - Suggest consulting with the homeowner prior to finalizing the plan.
 - A resident suggested that the homeowner should not back out across the crosswalk and that the driveway should be relocated. Others felt that since the driveway has been in place for many years, it should not be up to the homeowner to relocate it at their own cost.
 - Some do not like this option and suggested that relocating the crosswalk might be better.
- Preston Avenue & Wilson Crescent
 - This intersection is the biggest concern for the neighbourhood, particularly the eastbound left turns.
- Jarvis Drive
 - High speeds and loud mufflers are a concern.
 - What is the traffic volume on Jarvis Drive? *3000 vehicles per day.*
- Dumont Crescent
 - Sharp turn. Cars go too fast for the turn and end up in front yard. This has happened even after curve warning sign was installed.
- Preston Avenue & Adelaide Street
 - Traffic signals have relieved demand at the Preston Avenue & Louise Street intersection and have slowed traffic on Preston Avenue.
- Preston Avenue & Louise Avenue
 - Eastbound and westbound left turns in opposing directions is challenging. Left turn lane is too narrow.
- Lane behind Jarvis Drive and Woodward Avenue
 - Southbound vehicles occasionally slide into backyard because they are travelling too fast for the winter conditions.

Group 3: Mariniel Flores

- Jarvis Drive & Estey Drive
 - There have been collisions so the group supports the recommended yield sign.
- Cascade Street & Estey Drive
 - Suggested a pedestrian device.
- Jarvis Drive at Mid-Block Crosswalk (Estey Drive to Clinkskill Drive)
 - Suggested a pedestrian device.
 - Many crashes along Jarvis Drive especially during winter. Need better snow removal.
- Ruth Street & Jarvis Drive
 - Okay with median island location as long as there are “No Parking” signs near it.
 - Suggest zebra crosswalk along Jarvis Drive.
- Louise Avenue & Murphy Crescent (North) / Ruth Street
 - Make sure snow does not end up on the sidewalk since median islands make it difficult to clear snow.
- Clinkskill Drive & Bell Crescent (South)
 - Supported this recommendation as there is speeding during school hours.
 - Supported the recommended parking prohibition as long as the resident is consulted.
- Adelaide Street (Preston Avenue to Louise Avenue)
 - Speeding is a concern. School buses are speeding.
 - More enforcement needed.
 - Suggested speed humps, median islands or curb extensions.
- Adelaide Street (west of Louise Avenue)
 - Speeding is a concern.
 - More enforcement, speed humps, median islands or curb extensions suggested.
- Preston Avenue & East Drive
 - Suggested curb extensions.
 - Collect speed data.
 - Set up a speed trap.
- Preston Avenue & Louise Street
 - Suggested westbound and eastbound protected left-turns.
 - Suggested cutting the median islands to allow more room for left turns.
 - There have been some close calls with pedestrians.
Bus on northwest corner on Louise Avenue blocks southbound right turns and westbound through traffic. Move westbound bus stop farther west near Woodward Avenue.
 - Move southeast bus stop near Woodward Avenue to the southwest corner in front of school.

- Preston Avenue & Adelaide Street
 - Mixed support for westbound and eastbound protected left turns.
- Preston Avenue & Taylor Street
 - Suggested eastbound and westbound protected left turns.
 - The improvements completed at this intersection have helped but there is still more that can be done.
 - Existing bus stop needs to be moved in front of the Power Station farther south.
- Preston Avenue & Jarvis Drive
 - Difficult to complete eastbound left turns.
 - Suggested traffic signals.
- Preston Avenue & Wilson Crescent
 - Suggested traffic signals with eastbound and westbound protected left turns.
- Preston Avenue
 - Speeding is a concern.
 - Traffic noise is a concern.
 - Do not widen.
 - Allow parking from Armistice Way to Walter Murray School.
- Louise Street at Market Mall
 - Has anything further been discussed about consolidating the mall driveways? *The two main driveways will be consolidated. Approval has been granted and permits have been issued.*
 - Suggested pedestrian device at East Place.
- Louise Avenue & McEown Drive
 - There should be “No Parking” signs installed near the corners of this intersection.
- City Wide
 - Circle Drive should be 100 km/hr instead of 90 km/hr.
 - Preston Avenue should remain at 50 km/hr not 60 km/hr because of John Dolan School and the group homes between Guppy Street and Louise Avenue.
 - Residential streets should be 40 km/hr.
 - Review all bus stop locations for improvements.

Next Steps

1. Send comments no later than November 8, 2019.
2. Additional consultation if required.
3. Present traffic plan to Standing Policy Committee on Transportation as information.
4. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
5. What if I don't agree?

Question and Answer

Q: Will the comments from the meeting be sent to planners to consider for future neighbourhoods?

A: Comments are sent to the other divisions in the city for consideration.

Comment: Narrow roads make it difficult to add different elements, such as traffic calming, streetscaping etc. Calgary built wider roads and has more opportunity to do this.

Comment: It feels like the established neighbourhoods have been forgotten when it comes to roads and sidewalk maintenance compared to newer neighbourhoods.

Q: Ruth Street and Wilson Crescent connect to other areas. Traffic has increased on these roads and they have become like arterial roads.

A: Ruth Street and Wilson Crescent are collector roads. They are designed to move traffic to the arterial roads, but not to act as arterial roads.