

Wildwood Neighbourhood Traffic Review
Thursday May 11, 2017, 7:00 PM – 9:00 PM
Bishop Pocock Elementary School

Agenda

1. Welcome & Introductions
2. Presentation from Transportation Division
3. Small Group Discussions & Report Back to Large Group
4. Next Steps
5. Large Group Discussion – Questions & Answers

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Wildwood Neighbourhood Traffic Review

(Presented by Lanre Akindipe, P.Eng, Transportation Engineer)

Presentation Outline

- Neighbourhood Traffic Review Process
- Wildwood Review Schedule
- Sources of Information
- Past Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices
- Corridor Reviews & Major Intersection Reviews

Neighbourhood Traffic Review Process

- August 2013 – New process was adopted
- Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
- 2014 – Reviewed 11 neighbourhoods
- 2015 – Reviewed 8 neighbourhoods
- 2016 – Reviewed 8 neighbourhoods
- 2017 – Dundonald, Erindale / Arbok Creek, Wildwood, Silverwood Heights, Richmond Heights / North Park, Pleasant Hill, Buena Vista / Exhibition / Queen Elizabeth.

Wildwood Review Schedule

- Stage 1 – Identify issues & possible solutions through community consultation (May to Fall 2017)
- Stage 2 – Develop a draft traffic plan
- Stage 3 – Present draft traffic plan to community for feedback (Fall 2017)
- Stage 4 – Implement changes over time (Beginning Spring 2018)

Sources of Information

- Past studies
- Emails, Phone calls
- Feedback from public consultation

- Traffic Counts & Assessments
- Collision Analysis

Past Concerns Received

- Speeding - Parkdale Road, Avondale Road, Moss Avenue, Taylor Street, Rosedale Road.
- Safety & Visibility Concerns – Mall entrance / exit, Moss Ave & Parkdale Road, Avondale Road & Acadia Drive, Driveways on Moss Avenue, Parkdale Road & Rosedale Road.
- Signage – Mall entrance / exit on Acadia Drive, Circle Drive exit on 8th Street.

Traffic Calming Devices

- Speed Display Board
- Curb Extension
- Raised Median Island
- Roundabout
- Diverter
- Directional Closure
- Raised Median Through Intersection
- Full Closure
- Pedestrian Devices
- Standard Crosswalk
- Zebra Crosswalk
- Active Pedestrian Corridor
- Pedestrian Actuated Signal

Corridor Reviews & Major Intersection Reviews

- Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews addresses local and collector streets within neighbourhoods
- Recommendations will be identified and projects will be prioritized for funding approval
- Report will be presented to City Council

3. Small Group Discussions

Residents were divided into small groups to discuss traffic concerns in Wildwood neighbourhood and potential solutions

Group 1: Chelsea Lanning (City Facilitator)

- Speeding, Tailgating & Noise on Main Roads (Acadia Drive , Parkdale Road)
- There should be a speed reduction to 50kph on 8th street between Moss & McKercher.
- U – Turn on 8th street at the entrance to the apartments just east of Moss (Luther Place) is a problem including increase noise.
- Acadia Drive & Mall entrance – through movements should be restricted from the mall site (E – W movements). Worried that the mall developments will make situation worse.
- Concerns with the bus mall entrance. Confusing and potential conflict with cars, pedestrians and buses. There should be a better pedestrian facility to the bus mall.
- McKercher & 8th Street – Bus stop location and trees including the pork chop island on the North West corner creates a problem. Eliminate pork chop islands.

- A more visible zebra crossing is needed on Parkdale Road.
- At Parkdale Road & Moss Avenue, Speeding is a great concern and it is a problem crossing the intersection. A bulb out or the installation of a Pedestrian Actuated Signal will help.
- Restrict Parking from the new apartments (Providence Apts) at 8th Street (eastside).
- Pedestrian crossings on McKercher and Avondale Road – the red phase is too long.
- School zone visibility (in general) – we like the central signs, but it will be better if it could be made more visible.
- Parkdale Road is being used as an alternative to 8th Street.
- Poor visibility from Moss Avenue onto Parkdale (mostly on the west side). Restrict parking on the Northwest corner.
- Tree trimming at Sobey's driveway make pedestrians hard to see (walking eastbound on North side)
- Signage at Heritage Crescent is covered by trees.
- Porkchops at 8th Street and Moss Avenue aren't accessible.
- The median at Penryn & Avondale – gets hit sometimes. Cars may be parking too close thereby making it too narrow.
- There should be a Speed Board on Parkdale Road.
- Possible traffic light location at Moss Avenue & Parkdale Road.

Group 2: Marina Melchiorre (City Facilitator)

- The northbound no parking sign on Moss Avenue at the "providence" should be moved south.
- Speeding concerns on 8th Street going East after McKercher Drive.
- There should be a Crosswalk at Luther Place where there is a median opening.
- Speeding on 8th Street
- The pedestrian crosswalk time at 8th Street and Moss Avenue is too short
- Add Multiuse Trail along Circle Drive
- Multiuse Pathway cycling connection between Highbury place, court, terrace and Avondale connecting to Central Avenue
- No sidewalks on driveway in front of Lakeview
- At Boychuk and Herold, add a crosswalk from Southside to the Northside
- Something needs to be done to the Access in and out of the mall at Acadia – pedestrians and cyclist.
- Is traffic signal warranted at Parkdale Road and Moss Avenue?
- U turns at Luther Place is a problem

Group 3: Goran Lazic (City Facilitator)

- At Moss Avenue and Parkdale Road, visibility restricted by parked vehicles at stop sign
- Speeding on Parkdale Road between McKercher Drive and Acadia Drive.
- At 8th Street & McKercher Drive, there are lots of speeding through the intersection. Reduce the speed to 50km/hr since it is also residential. It is a high collision location and there are lots of motorcycles that are too loud. Enforcement is needed.
- At Kingsmere & Taylor Street, the no left turn sign is too small
- "Mall Traffic only" sign at the exit from Circle and 8th Street exit is confusing. Other lanes are not marked.

- At Avondale Road, kids are crossing in front of the school and there is no crosswalk midblock. A crosswalk needs to be added.
- At Avondale Road, Parents are dropping off kids out on the street. Overgrown trees at Richardt Place and Avondale. No Parking and residential permit for residents on Avondale across from the School.
- The sandwich board sign are not in the middle but on the side.
- At Moss Avenue & Parkdale, there are visibility and parking issues especially for vehicles going southbound and turning left.
- At Avondale Road, there are no crosswalks for kids and they have to go to the next intersection to cross.
- There is a safety concern for Northbound left turn traffic at Kingsmere and Taylor Street.

*****Other comments, concerns, pictures, write-ups and documents were typed and printed and they were handed over to the facilitators for further information.*****

Other Concerns

- Around “Park view” condos, they swathed the grass in the fall which works better than the rotary mower.
- Snow removal on Park trails that are currently crusher dust southwest of the golf course to provide a walking path and shortcut through.
- Snow clearing along Wildwood School Park on Rosedale Road isn’t done in the winter months.
- Snow clearing on Taylor Street
- Very icy on Parkdale Road during the winter months going down the hill
- Street name signs are not visible or missing and they are too small.
- There should be advanced signs for lane closures

4. Next Steps

(Presented by Lanre Akindipe, Transportation Engineer)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 11, 2017
3. Additional public input via City on-line Community Engagement webpage no later than May 4, 2017 at <http://shapingsaskatoon.ca/discussions/wildwood-neighbourhood-traffic-review>
4. Traffic & pedestrian data collection, analysis
5. Develop recommendations and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft Traffic Plan
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to Transportation Committee
9. Present Traffic Plan to City Council for approval

5. Large Group Discussion – Questions & Answers

Question/Comment 1:

- **Resident:** How do you count pedestrian demand that might exist at a location if the location is not currently being used because is unsafe? They would like to use the location but they can't because it is unsafe most especially where you have schools?
- **City's response:** Traffic counts are conducted throughout the year and for safety issues, they are looked at a bit differently than just a traffic count. We also use our engineering judgement to determine the need for an improvement or safety measures. We also work with schools and principals to address safety concerns in schools.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Chelsea Lanning – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Goran Lazic – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Marina Melchiorre – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer