

## **Neighbourhood Traffic Meeting – Caswell Hill**

Tuesday, April 1, 2014, 7:00 pm – 9:00 pm

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### **Meeting Objectives:**

- Transportation & Utilities Department to present the new process of the Traffic Management Program;
- Present and discuss traffic concerns and recommendations within and affecting the neighbourhood of Caswell Hill; and
- Gather feedback regarding traffic concerns and potential solutions within and affecting the neighbourhood of Caswell Hill.

### **AGENDA**

<b>Item</b>	<b>Description</b>
1	Call to Order <ul style="list-style-type: none"><li>• Introductions</li><li>• Foundations for Success</li></ul>
2	Traffic Management Presentation <ol style="list-style-type: none"><li>1. Traffic Management Program</li><li>2. Timeline</li><li>3. Past Studies</li><li>4. 33<sup>rd</sup> Street Review</li><li>5. Sources of Info</li><li>6. Issues &amp; Concerns</li><li>7. Description of Traffic Calming</li></ol>
3	Saskatoon Police Services Presentation
4	Traffic Issues Discussion: your solutions
5	Next Steps
6	Question / Answers – what else do you need to know?

### **Presentation Notes**

1. Traffic Management Program:
  - Changes adopted by City Council in August 2013
  - Address the entire neighbourhood instead of one complaint
  - Involve more community and stakeholder feedback
  - Use staff resources more efficiently
2. Timeline:

- April 2014 – Initial Traffic Meeting - gather feedback, discuss neighbourhood traffic concerns and potential solutions
- April to September 2014 – gather feedback, conduct traffic studies, collect traffic data, develop traffic plan
- September 2014 – Follow Up Traffic Meeting - display proposed traffic plan and gather feedback
- September to November 2014 – gather feedback to finalize traffic plan
- December 2014 – present traffic plan to City Council to acquire funding

### 3. Past Studies:

- Stop & Yield Retrofit Program – yield signs installed at all uncontrolled intersection in Caswell Hill in fall 2013
- Ave C & 25<sup>th</sup> St- 4-way stop not warranted; no parking signs installed and stop sign moved to improve visibility and safety
- Ave C & 29<sup>th</sup> St, Ave F & 29<sup>th</sup> St- 4-way stops not warranted
- Pedestrian Studies- Idylwyld Dr & 30<sup>th</sup> St, Idylwyld Dr & 32<sup>nd</sup> St – pedestrian devices not warranted
- 23<sup>rd</sup> St Bike Boulevard:
  - o 23<sup>rd</sup> St (from Idylwyld Dr to Vancouver Ave) has been designated as a route that prioritizes cyclists and provides safety with the addition of traffic calming devices, signage, and pavement markings; it connects cyclists to the downtown area and the Blairmore Suburban Centre.
- Safety Pathway:
  - o Multi-use pathway from Downtown to the west portion of Saskatoon, located along the railway within the boundaries of the Pleasant Hill neighbourhood, commencing at the Fred Mendel Park near the intersection of 17<sup>th</sup> Street West and Avenue S South to the intersection of 23<sup>rd</sup> Street West and Avenue D South.
  - o Project on hold as lease agreement with CP is being negotiated and land title issues with adjacent property owner are resolved.
  - o Construction began in October 2013. There is a fence height dispute currently.
  - o Planning and report to go to budget committee regarding continuation of this pathway to Avenue W.
- South Caswell Hill Concept Plan:
  - o The Plan was approved in 2010, prior to the announcement of funding for the Civic Operations Centre.
  - o The Plan calls for park space, mixed-use, re-use of existing buildings (where feasible) and residential in the area where the bus facility currently is.
  - o With the move out scheduled for late 2016, the Plan will be over six years old, so we want to come back to the community to make sure the plan still meets stakeholder priorities.
  - o Once the Environmental Assessments are complete (this month), we will hold a public meeting to start the process. This meeting will be held before the summer.

### 4. 33<sup>rd</sup> Street Review:

- Background – residents were concerned with shortcutting through neighbourhoods as a result of the traffic congestion on 33<sup>rd</sup> Street; pedestrian safety was a concern (particularly between Ave C & Ave D)
- Report & Recommendations – a report was adopted at City Council on Jan 21, 2012; recommendations were to improve traffic flow along 33<sup>rd</sup> Street and pedestrian safety at Ave C and Ave D in two phases:
  - o Phase 1 - left turn restrictions at Ave B and Ave C; parking restrictions during peak hours
  - o Phase 2 - left turn restrictions at Ave D; installation of active pedestrian corridors at Ave C and Ave D
- Public Consultation:
  - o Phase 1 – open house June 15, 2011
  - o Parking restrictions for Ave B and Ave D – surveyed residents
  - o Phase 2 – open house June 15, 2011 to discuss Ave D left turn restrictions; surveyed residents along 33<sup>rd</sup> February 2014

#### 5. Sources of Info:

- Collision Analysis
- Community engagement online tool
- All phone calls or emails received by Transportation Division

#### 6. Issues & Concerns:

##### a) Collision Analysis:

- Based on total number of collisions
- Intersections with highest traffic volumes typically result in highest number of collisions; therefore intersections were separated into categories based traffic controls (ie. uncontrolled, traffic signal, stop sign, or yield sign)
- Higher collision trends were noted at uncontrolled intersections prior to the installation of yield signs.

##### b) Speeding & Shortcutting:

- Adverse effects of 25<sup>th</sup> St opening – high traffic volumes, speeding
- 29<sup>th</sup> St - high traffic volumes, speeding, disobeying 4-way stop at Ave H, higher truck volumes, ignoring stop sign at Ave E
- Shortcutting on Ave D south of 33<sup>rd</sup> St (between 28<sup>th</sup> St & 30<sup>th</sup> St)
- Jamieson St & Ave C – disobeying yield sign
- 23<sup>rd</sup> St & Ave D – high traffic volumes; speeding on 23<sup>rd</sup> St

##### c) Parking:

- Jamieson St & Ave C – parking is obstructing driver's view
- Residential Parking Permit Program (RPP):
  - o Two-hour parking restrictions were implemented in 2011 in Caswell Hill to address the SIAST/Kelsey students parking; therefore the Residential Parking Permit Program was installed on the following streets - Ave B, Ave C, & Ave D (31<sup>st</sup> St to south of 33<sup>rd</sup>); 31<sup>st</sup> St (Ave D to Idywyld Dr); 32<sup>nd</sup> St (Ave F to Idylwyld Dr)

o Each resident is limited to one permit. If there are three vehicles and three drivers in the household, each person can obtain a residential permit. If a person lives alone but owns two cars, he/she can only obtain one residential permit. Permits are permanently affixed to the vehicle and are not transferable, as the license plate number is displayed on the permit. *Residential permits are valid anywhere within the Parking Permit Zone.*

o How to Apply for an RPP - Upon receipt of a written request for a Residential Parking Permit zone, the applicant(s) will receive a copy of the establishment criteria and a blank petition from the City of Saskatoon. It is up to the applicant(s) to circulate the proposed RPP zone petition to area residents. One signature will be allowed on the petition from each single housing unit or each dwelling unit in a multi housing unit. The petition will ask residents the following questions:

- Would your household support the implementation of a Residential Parking Permit Program?
- If your household supports a Residential Parking Permit Program, would any member of your household purchase a permit at an annual cost of \$25?

o The City of Saskatoon will verify the results of the petition.

o If the criteria and petition requirements are met, the City of Saskatoon will study the accumulation, duration, turnover and extent of transient parking in the area. Transient parkers in the proposed RPP zone must be at least 25% of the vehicles parked in the area when measured two times during the day (typically 10:30 a.m. and 2:30 p.m.). In addition, parking accumulation must be greater than 70% when measured at two times during the day (typically 10:30 a.m. and 2:30 p.m.). The measure of transient parkers and accumulation is the percentage of all vehicles and parking spaces in the entire proposed RPP zone (not individual blocks).

o If all requirements are met, the RPP zone shall employ the least restrictive suitable parking restriction, which is applied consistently over the entire zone. Resident-only parking zones are not allowed within the city.

o The final process is approval by City Council. Once City Council approves the new RPP zone, notices will be sent to area residents describing what the Residential Parking Permit Program entails, office locations and service hours to secure permits, permit costs, documentation required to purchase a permit and notice of the impending installation of a parking restriction

d) Pedestrian Safety:

- Jamieson St & Ave C
- Pedestrian safety near parks playgrounds/reduced speed zones around playgrounds:
  - o A report submitted to City Council in March 2014 responding to an inquiry regarding implementation of “Children at Play Speed Zones”
  - o Rather than commissioning a study, City Council has advised we gather feedback directly from communities to address their concerns specifically regarding parks/playgrounds in their neighbourhood

e) Transit:

- Current routes – Ave H, 33<sup>rd</sup> St, Idylwyld Dr, 23<sup>rd</sup> St

7. Description of Traffic Calming:

Type 1- requires a motorist to steer around them (ie. curb extensions, raised median islands, roundabouts).

- Benefits:
  - o Discourage short-cutting traffic or through traffic to a varying extent;
  - o Can achieve greater reductions in traffic volumes;
  - o May reduce vehicle speeds;
  - o Enhance pedestrian crossings and all-way stop signs locations; and
  - o Relatively inexpensive.

Type 2- creates a vertical motion in a motor vehicle when it is driven over the device (ie. speed humps, raised crosswalks).

- Benefits:
  - o Reduce vehicle speeds which can reduce traffic volumes; and
  - o Relatively inexpensive.
- Typically not recommended on transit routes; decreases emergency access times; and increases noise for nearby residents.

Type 3- physically restricts certain vehicle movements; used to discourage shortcutting (ie. diverters, full closures, directional closures, raised medians).

- Very restrictive and should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Visit the link below to access the information from tonight's meeting:

<http://shapingsaskatoon.ca/discussions/Caswell-Hill-neighbourhood-traffic-review-meeting>

List of Representatives

Mitch Riabko – Great Works Consulting, Facilitator

Kathy Dahl – Great Works Consulting, Facilitator

Angela Gardiner – City of Saskatoon, Transportation & Utilities, Transportation Director

Shirley Matt – City of Saskatoon, Transportation & Utilities, Traffic Management Supervisor

Justine Nyen – City of Saskatoon, Transportation & Utilities, Traffic Safety Engineer

Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Traffic Operations Engineer

Mariniel Flores – City of Saskatoon, Transportation & Utilities, Traffic Engineer

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FayLynn Graham – City of Saskatoon, Transportation & Utilities, Directors Assistant

Konrad Andre – City of Saskatoon, Planning & Development, Senior Planner – Neighbourhood Planning