

**Hudson Bay Park Neighbourhood (Public Input) TRAFFIC REVIEW MEETING**  
**Wednesday, April 30, 2014, 7:00 – 9:00 P.M.**  
**Ecole Henry Kelsey School**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

Meeting Overview & Introductions

- Kathy and Mitch introduced themselves.
- The meeting is about your input, finding out what you want and don't want within your neighbourhood when it comes to traffic flow and safety. It is the resident's evening to share concerns and resolutions.
- Eight neighbourhoods are being reviewed throughout the city.
- Tonight's process is intended to get the most information from the residents to support their needs.
- Everyone is encouraged to participate during the small table discussions.
- Based on your input, the City will draft a traffic plan that reflects what you want to see for traffic flow in your neighbourhood.
- There will be a question & answer period.
- Council discussed the idea of reducing traffic speeds in playground locations. The facilitators encourage feedback for a safe environment for children.
- Reviewed the Foundations for Success for a positive discussion in finding resolutions together:
  - o Sharing & gathering what is important as a whole community.
  - o Respect every comment that comes forward and respect each other.
  - o Integrity – speak your mind and be honest.
  - o Everyone to participate with respect and have fair representation.
  - o Fair and equal representation to allow everyone to give their opinion.
  - o Allow everyone to speak – no repetitive discussion in order that everyone has an opportunity to participate
  - o Orderly participation to allow opportunity for everyone.
- Councillor Pat Lorje and Councillor Darren Hill were in attendance. Councillor Troy Davies may be attending as well.

Traffic Management Program – Presented by Mariniel Flores – Traffic Safety Engineer

- Described the process of how their studies work and why feedback is important in order to develop a neighbourhood-wide traffic plan.
- Community and stakeholder involvement is important.
- Address the entire neighbourhood as a whole instead of individual complaints.



- From now until September we continue to gather feedback and traffic data to develop our whole neighbourhood plan.

#### Timeline:

- April 2014 hold initial traffic meeting collecting feedback by discussing neighbourhood traffic concerns and potential solutions.
- April to September 2014 data is taken from gathered feedback; traffic studies conducted; collected traffic data to develop a traffic plan.
- October 2014 there is a follow up traffic meeting to display a proposed traffic plan and collect more feedback.
- October to December 2014 the collected feedback will create a finalized traffic plan.
- December 2014, a finalized plan will then be presented to City Council for approval.

#### Past Studies:

- Avenue I South
  - o Curb extension proposed at 35<sup>th</sup> Street on Avenue I to improve pedestrian safety and reduce speeding.
  - o Walkway at 34<sup>th</sup> Street between Avenue I & Avenue J will be paved this year – connects pedestrians (mostly children) to Henry Kelsey School/Park and Mayfair School; Median Island and standard crosswalk proposed to improve pedestrian safety and reduce speeds.

#### 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 Avenue C & Avenue 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 Avenue C and Avenue D in two phases:
  - o Phase 1 - left turn restrictions at Avenue B and Avenue C; parking restrictions during peak hours.
  - o Phase 2 - left turn restrictions at Avenue D; installation of active pedestrian corridors at Avenue C and Avenue D.
- Public Consultation:
  - o Phase 1 – open house June 15, 2011.
    - Parking restrictions for Avenue B and Avenue D – surveyed residents.
  - o Phase 2 – open house June 15, 2011.



- Discussed Avenue D left turn restrictions; surveyed residents along 33<sup>rd</sup> Street February 2014.
- o Phase 2 requires more consultation from meeting.
  - Restriction left turn at Avenue D (right in & right out Island)
  - Ave C & D active pedestrian corridors and traffic signal removed.
- o Residents were also surveyed past February.

Sources of Info:

- Collision Analysis.
- Community Engagement online tool.
- All communication, phone calls and emails are received by Transportation.

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 (i.e. uncontrolled, traffic signal, stop sign, or yield sign).
- Installation of yield signs at uncontrolled intersections has lowered collisions.
- No major trends noted in Hudson Bay Park.

b. Speeding & Shortcutting:

- Faulkner Crescent – shortcutting from 33<sup>rd</sup> Street to avoid Avenue P intersection (33<sup>rd</sup> Street->Faulkner Crescent->McMillan Avenue near park->29<sup>th</sup> Street).
- 33<sup>rd</sup> Street & Avenue P – high traffic volumes; running red lights; speeding; request for left turn signal from 33<sup>rd</sup> Street to Avenue P.
- Howell Avenue – high traffic volumes.

c. Pedestrian Safety:

- McMillan Avenue & 31<sup>st</sup> Street (access to park)
- 33<sup>rd</sup> Street & Avenue P – not yielding to pedestrians when turning right on red.
- Drivers not stopping for pedestrians at active pedestrian corridor at 33<sup>rd</sup> Street & Avenue K; request for traffic calming devices to improve pedestrian safety on 33<sup>rd</sup> Street from Avenue I to Valens Drive.



- Valens Drive (Henry Kelsey School) – installed temporary curb extension in front of school to improve pedestrian safety and mitigate U-turn violations; installed temporarily until proven effective.
- 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 Routes:

- Transit routes – 33<sup>rd</sup> Street, Avenue P, Avenue I, Edmonton Avenue.

Description of Traffic Calming:

- **Type 1** – requires the motorist to drive around (i.e. curb extensions, raised median islands and roundabouts).
  - Discourages shortcutting and through traffic;
  - May achieve traffic volume reduction;
  - May reduce vehicle speeds;
  - Improve pedestrian crossings; and
  - Relatively inexpensive.
- **Type 2** – causes vertical motion of vehicle when driven over (i.e. speed humps)
  - Reduction of speed reducing traffic volume;
  - Relatively inexpensive; and
  - Not recommended for Transit routes; slows emergency vehicles, creates noise.
- **Type 3** – obstructions which restricts certain vehicle movements (i.e. diverters, full closures, raised medians and directional closures)
  - Discourages shortcutting



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

#### Saskatoon Police Services Presentation

- Kathy Dahl presented for the Saskatoon Police Services as they were not able to attend.
- There is a specific traffic safety unit that is available.
- Police Services can set up enforcement at a location where there is traffic issues.
- Informed residents how to file a traffic complaint:
  - o Pertinent information is important, such as license plate, time of day and location.
  - o An officer will be sent out and a complaint form filled out.
- **Saskatoon Police Services Presentation: 306-975-8300 OR Dispatch 306-975-8068 to report a traffic complaint or a concern.**

#### Small Group Discussion (Concerns/Solutions Raised by Residents)

##### 33<sup>rd</sup> Street (Growth & Traffic Impact):

- Keep traffic flowing on 33<sup>rd</sup> Street, but not increase traffic by using diverters and making changes to Circle Drive
- New neighbourhoods being developed will increase traffic volumes.
- Majority is supportive of keeping parking on 33<sup>rd</sup> Street – concern that the removal of parking will create higher traffic speeds.
- Installing parking meters favored for the business commercial areas.
- Discourage traffic - prioritize east/west traffic by improving signal timing at Idylwyld and 33<sup>rd</sup> Street westbound.
- Restriction is supported - difficult to back out from a driveway; do not allow two lanes.
- 33<sup>rd</sup> Street and sidewalk to be marked more clearly to improve pedestrian safety.
- Consider sidewalk clearing/snow removal with traffic calming – narrow road cause issues for snow equipment.
- Sidewalk maintenance on south side – improve pedestrian safety.
- Enforcement – speeding – safety for crosswalks, school zones and do not allow Semi's (big trucks).
- General support of left turns – allows residential access.
- Divert 33<sup>rd</sup> Street commuter traffic at Circle Drive with additional lanes may improve traffic flow.
- Garbage and recycle carts – keep as front pickup.
- Avenue D – keep lights - reduces left turn difficulties and restricts speeding.
- 33<sup>rd</sup> & 38<sup>th</sup> Street – speeding (drag racing)
- Circle Drive – reduce lights – may improve the congestion on 33<sup>rd</sup> Street.

##### Avenue P & 33<sup>rd</sup> Street:



- a. Avenue P and 33<sup>rd</sup> Street needs a left hand turn northbound/southbound direction to improve traffic flow.

Avenue I:

- a. Avenue I – shortcutting and speeding – improve with curb extension and roundabouts.
- b. Connect Avenue I to Airport Industrial – possibly destroy residence and parks.
- c. Speed/shortcutting b/w 36<sup>th</sup>/37<sup>th</sup> Street – add right in/right out may reduce speed.
- d. 36<sup>th</sup> street curbs – improve pedestrian safety.

Avenue K:

- Pedestrian Activated Crossing on 33<sup>rd</sup> Street & Avenue K placed too high to see.

Howell Avenue:

- a. Enforcement to stop overweight vehicles at Howell.
- b. High traffic volumes & speeding – keep and maintain speed humps.
- c. High traffic volumes with speeding and shortcutting – may improve by extending Edmonton Avenue by removing the earth & berm to save space, and build a two lane extension to solve people shortcutting.
- d. Reduce speed from 50km/hr to 40km/hr – may slow traffic.

Faulkner Crescent:

- a. Faulkner/33<sup>rd</sup> Street - main concern is shortcutting/speeding – place right in/right island may reduce speed/paint white line and separate may improve shortcutting.

Valens Avenue:

- Valens Avenue – shorter light cycle – improve traffic flow.
- Donald Street – vehicles parking/stopping on crosswalk.
- (Avenue I to Valens Avenue) cycling safety - narrowing will cause difficulty for bikes to go through.

McMillan Avenue:

- 31<sup>st</sup> Street & McMillan Avenue crosswalk sightlines (west side) – to improve pedestrian safety.
- Shortcutting on McMillan from 33<sup>rd</sup> Street to 29<sup>th</sup> Street - right in/right island at 33<sup>rd</sup> Street
- Playground signage by park
- Would like to see Oliver Lodge have parking lot to reduce parking on McMillian
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Other:

- a. Extending Edmonton Avenue to Howell Avenue adding sound wall – may solve shortcutting from Circle Drive congestion (caused by collisions).



- b. No support for the proposed dog park (33<sup>rd</sup> Street to 31<sup>st</sup> Street) – parking space issue.
- c. No support for the super box locations – parking space issue.
- d. Avenue P; Edmonton Avenue and Bowerman Street – traffic calming/signs to slow traffic.
- e. Oliver Lodge parking issues – parking lot onsite for more parking.
- f. Add another Arterial Road east to west – may improve traffic flow.

#### Parks/Playgrounds:

- a. Speed limit of 40km/hr all year round at school zones, parks and playgrounds.
- b. Place signs to identify parks and playgrounds – areas where children are playing.

#### Angela Gardiner – Director of Transportation Division – Next Steps:

- Use Website “Shaping Saskatoon” – all our information will be posted – people who did not attend meeting can go on-line and make comments. Online communication is until June 27<sup>th</sup>. There is a discussion specifically on 33<sup>rd</sup> Street and Hudson Bay Park.
- Handouts are on the “Shaping Saskatoon” website or check name to send out to the resident.
- Information is gathered for the studies to quantify and come up with an overall traffic plan.
- Once there is a draft plan, it will be presented what we are proposing and depending on the nature of the comments, may need to go back and tweak.
- Goes to City Council for approval of the plan.
- Implement a temporary traffic calming device and monitor how well it works than place permanently.
- Want to address as many concerns as we can.

#### Large Group Discussion – Resident Questions/Resolutions

- Question/Comment:
  - o How much land is already being developed and proposed, and how many homes will be occupying this land?
- Solution:
  - o Blairmore sector – neighbourhoods being proposed is Kensington with about 10,000 houses, and is in process of being designed as well as Elk Point north of 33<sup>rd</sup> and south of Claypool Drive. Further west, three more neighbourhoods are to be developed. Concept plan is that contractors do a traffic impact study as to what is generated and how to address. One requirement in the next year is to extend Claypool Drive all the way out to the Dalmeny Road – four lanes to be paved.



- Question/Comment:
  - o What about the noise level on 33<sup>rd</sup> Street & Avenue J?
- Solution:
  - o Police are working on changes to the noise bylaw to restrict and have more tools to enforce the noise bylaw. The noise bylaw is to be passed and asking Solicitor's to enforce noise from all vehicles than just motor cycles. Sound walls will be placed where required to help reduce noise levels.
- Question/Comment:
  - o Consider bicycle lanes for the younger generations.
- Solution (suggested by resident):
  - o This will be considered by city.

#### City Park Neighbourhood Traffic Review - Next Steps

- Neighbourhood residents can submit further comments and feedback via the City on-line Community Engagement webpage no later than June 27, 2014.
- Complete the Mail - in Traffic Observation comments form and mail to City of Saskatoon no later than June 27, 2014.
- City reviews the written and online webpage comments.
- City undertakes traffic studies and makes recommendations on how to address issues.
- City completes a draft traffic plan based on public input and traffic studies.
- Follow-up on the Neighbourhood Traffic Review meeting is held in early fall to get public input for a draft traffic plan for the neighbourhood and make tweaks based on resident feedback.
- If tweaks are significant, may need to schedule another meeting.
- Once the plan is finalized, the plan is forwarded to City Council.
- Temporary traffic calming is installed, and if effective will phase permanently and go through council for appropriate funding.

#### Councillor Darren Hill

- Thanked everyone for attending.
- Resident input is important as they see it 360 days a year.
- Future growth impact on neighbourhoods – ensuring there is cycling and transit available while the neighbourhood is being built.
- The previous calming device installations thought to be required are being corrected from this meetings feedback.

#### Closing Remarks



- Residents are encouraged to access the City's new website called "Shaping Saskatoon" to send in concerns and provide feedback/solutions to traffic issues in your neighbourhood
- Information can be submitted through Hudson Bay Park Community Association/City's Community Development Consultants.
- Hudson Bay Park residents will be advised (door-to-door flyers) of the follow up meeting in September or early October to provide input on the draft Traffic Plan
- The end result will go to Council in December for approval.
- Transportation staff thanked everyone for attending, and giving their input to identify concerns to be addressed and showing they care about their neighbourhood.

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

<http://shapingsaskatoon.ca/discussions/hudson-bay-park-neighbourhood-traffic-review>

#### List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators  
 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 Management  
 Mariniel Flores – City of Saskatoon, Transportation & Utilities, Traffic Management  
 Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Traffic Operations  
 Larry Parnell – City of Saskatoon, Transportation & Utilities, Traffic Operations  
 Anjali Singh – City of Saskatoon, Transportation & Utilities, Traffic Operations Technologist  
 FayLynn Graham – City of Saskatoon, Transportation & Utilities, Directors Assistant  
 Konrad Andre, Pam Larson – City of Saskatoon, Planning & Development, Planner – Neighbourhood Planning



# HUDSON BAY PARK TRAFFIC PLAN



## LEGEND

- STOP SIGN
- YIELD SIGN
- BUS ROUTE
- TRAFFIC SIGNAL LOCATION
- ACTIVE PEDESTRIAN CORRIDOR LOCATION

