

**Caswell Hill Neighbourhood  
Traffic Review  
Thursday, October 23, 2014, 7:00 – 9:00 P.M.  
Bedford Road Collegiate**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

Meeting Overview & Introductions

- Kathy and Mitch introduced themselves.
- The meeting is about the resident's involvement, as to what is supported or what needs amending within the proposed draft traffic plan.
- Everyone is encouraged to participate during the small table discussions for opportunity to view the map and give input on the recommendations.
- Open for questions and answers.
- The draft traffic plan is based on your feedback collected from the last meeting to reflect discussions of the requirements for traffic flow in your neighbourhood.
- Facilitators reviewed the Foundations for Success for a positive discussion in finding resolutions together and include:
  - Sharing & gathering what is important as a whole community;
  - Respect every comment that comes forward and respect each other;
  - Integrity – speak your mind and be honest;
  - Everyone to participate with respect and have fair representation;
  - Fair and equal representation to allow everyone to give their opinion;
  - Allow everyone to speak – no repetitive discussion in order that everyone has an opportunity to participate; and
  - Orderly participation to allow opportunity for everyone.
- Councillor Lorne was in attendance.
  - 33<sup>rd</sup> Street consultation will begin in January 2015. Tonight will focus on the traffic concerns within Caswell Hill
  - Thanked residents for attending.

Proposed Draft Traffic Plan – Presented by Justine Nyen – 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.

How we got Here – History

- In the past the Transportation Division would follow up with neighbourhood traffic concerns for individual locations. Since August 2013 began a new process to address traffic complaints on a neighbourhood-wide basis. Involves more

community and stakeholder engagement with public meetings and feedback.  
More efficient use of staff resources.

- **April 2014** – Public meeting to gather concerns and potential solutions, delivered flyers and a letter was issued after gathering comments from the meeting.
- **April 2014** to present – gathered feedback and collected traffic data; develop traffic plan collected through Shaping Saskatoon.ca, phone calls, letters, emails, and collect traffic data to develop the traffic plan.

#### What we Heard

- Traffic issues in Caswell Hill and potential solutions proposed by residents.

#### A. Speeding/Shortcutting

- 29<sup>th</sup> St
- Ave D
- Jameson St
- Mayfair pool and Ashworth Holmes Park
- Ave C – 22<sup>nd</sup> to 23<sup>rd</sup>
- Ave B – 31<sup>st</sup> to 33<sup>rd</sup>

#### Speeding/Shortcutting Proposed Changes:

- Traffic calming devices - Speed humps, raised crosswalks, small obstructions to slow driver near AH park
- Switch orientation of stop signs
- Consider turning movements for large trucks when recommending traffic calming installations

#### B. Pedestrian Safety & Cycling:

- 30<sup>th</sup> St & Ave E
- 29<sup>th</sup> St & Ave B- crosswalk is regularly ignored, morning especially, and particularly by traffic heading east along 29th to Idylwyld; cars travelling at a high speed especially if light is green at Idylwyld
- 29<sup>th</sup> St & Ave C – high pedestrian crossing
- Jameson & Ave C
- 23<sup>rd</sup> St & Ave E – pinch point is dangerous; cyclists have no place to go; remove bulbing and paint bike lanes
- Ashworth Holmes Park & Mayfair Pool - improve ped crossings:
  - Ave F & 31<sup>st</sup> – speeding
  - Ave D & 31<sup>st</sup> – signage, obstructions (parking, trees)
  - Ave E & 30<sup>th</sup> St – crosswalks don't match up to entrance of park
  - Ave F & 30<sup>th</sup> St – no crossing here; right-of-way is confusing
- Idylwyld Dr & 32<sup>nd</sup> St – takes too long to cross
- Ave H – no safe crossings between 29<sup>th</sup> & 33rd

#### Pedestrian Safety & Cycling Proposed Changes:

- Install sidewalks:

- 30<sup>th</sup> St (south side between Idylwyld & Ave C)
  - Gap on west side of Ave F just south of pool
  - Winter maintenance sidewalks
- Idylwyld Dr & 30<sup>th</sup> St - install a pedestrian light at this location to provide a safe crossing for the Caswell Hill School kids.
- Cycling:
  - Curb extensions on 29<sup>th</sup> St force cyclists into lane of traffic; put a path through curb extensions for cyclists; consider impact of traffic calming devices on cyclists
  - Prioritization of spring maintenance on bike routes. Potholes and debris along the right hand side, exactly where it would have been the safest place to be as a cyclist.
- 23<sup>rd</sup> St/Blairmore Bikeway:
  - Ave E & Ave F pinch point – remove, paint bike lanes instead
  - Ave H curbs & median island - remove

#### C. Intersection Safety:

- 25<sup>th</sup> St & Idylwyld – difficult to get in/out of Caswell; cars block intersection; U-Turns north
- 23<sup>rd</sup> St & Ave D – speeding, collisions
- Ave C & 23<sup>rd</sup> St – 4-way stop isn't working

#### D. Parking:

- Parking is obstructing driver's view:
  - 30<sup>th</sup> St at Ave C & Ave D
  - 31<sup>st</sup> St & Ave D
  - 29<sup>th</sup> St
  - Jameson St

#### E. Enforcement Issues:

- Disobeying traffic control signs
  - 25<sup>th</sup> St & Ave C - ignoring stop sign
  - 29<sup>th</sup> St – 4-way stops at Ave H & Ave E
  - Jameson & Ave C – ignoring yield sign
  - Ave F & Walmer Rd – ignoring stop signs
- Truck traffic on 29<sup>th</sup> St

#### What we Did – Presented by Angela Gardiner, Director of Transportation

- Attended to 'quick fixes' – moving signage, tree trimming, etc. passed on to Public Works division
- Collected Data:
  - Past studies – feedback is placed within a library
  - Comments from initial meeting
  - Resident responses (phone calls, emails, letters)
  - Recorded comments from Shaping Saskatoon discussions

- 6 Intersection traffic counts – counted morning, afternoon and evening rush hour, a good view of traffic movement
- 6 pedestrian crossing counts – breakdown of counts are taken from the morning, afternoon and evening rush hour which includes adults, children, seniors and disabled persons.
- 11 – 7 day traffic count (24 hour) & Average Speed measurements – done by using black tubes that provides a profile to give us a sense of daily traffic and speed. Counts tend to be lower in the winter months.
- Collision history – plot all collisions on a map, the input is reviewed and goes into the final decision
- Field Reviews (numerous) – site reviews are done
- Assessed the issues – done by following guidelines and standards as to what is recommended
- Generated proposed recommendations – received 12 proposed recommendations

#### What we Propose:

##### Proposed recommendations include:

- 7 traffic calming devices
- 2 Accessibility ramps
- 1 pedestrian corridor
- 4 zebra crosswalks
- 4 sidewalk installations
- 5 traffic control upgrades (ie. Change yield signs to stop signs)
- 3 parking restrictions

#### Traffic Calming Devices Include:

1. Median Island – narrows focus of the driver to slow down
2. Curb Extensions – visual scope for the driver to see pedestrians

#### 33<sup>rd</sup> Street Update

- Entire corridor will be reviewed (Idylwyld Dr to Confederation Dr)
- Public consultation will begin in January 2015. Residents will be notified prior to the meetings.

#### Saskatoon Police Services (Unable to attend)

- **Saskatoon Police Services: 306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.**
  - Pertinent information is important, such as license plate, time of day, and location.
  - An officer is sent out, the resident responsible to fill out a form.

#### Small Group Discussions

- Breakout into small groups to discuss draft traffic plan and recommendations (45 minutes)

- Each table is designated a facilitator to provide assistance and will report the vote for support or if anything needs an amendment.
- Questions will occur at the discussion table as well as the floor will be left open for questions and answers at the end of the evening.
- Facilitators will summarize the notes accumulated from each table, presenting to the whole meeting group to ensure we have captured everyone's input.
- Notes with full details from small group discussion will be provided to the project manager.

#### Group 1: Konrad Andre (City Facilitator)

Most group members were in favour of recommendations. Additional comments:

- Item # 2 – agree but consider 4-way stop
- Item #4 – more in favour of curb extension option (4b); install 30kph signs on both sides of curve; visibility is fine; install stop signs instead of yield heading into circle around park
- Item #6 – agree, but also consider 10m “no parking” signs
- Item #8 – agree but see how it works; pedestrian-activated light; roundabout; 4-way stop
- Install sidewalks on Ave E and Ave C between 25<sup>th</sup> St & 29<sup>th</sup> St (east side)
- 32<sup>nd</sup> St & Ave D – signs not visible, speeding on Ave D; switch yield signs
- Parking on straight area around park
- Sharrows on Jamieson St go into parked cars
- Pinch point increases frustration

#### Group 2: Mariniel Flores (City Facilitator)

Group members were in favour of all recommendations. Particularly measures around park because there's lots of speeding in that area. Should implement low cost and effective measures. Not entirely sure on the recommendation for 23<sup>rd</sup> St & Ave D but are still ok with it.

- Install sidewalks on Ave B between 27<sup>th</sup> St & 29<sup>th</sup> St
- Median at 27<sup>th</sup> St & Ave B not fixed; should have stop sign rather than yield
- Item #3 – speeding near Ave D & 30<sup>th</sup> St; confusion at this intersection
- Item #4 – reflectors on posts into park to restrict vehicles; preference of group was #4b
- Potholes near pinch point on 23<sup>rd</sup> St
- Other improvements:
  - Pedestrian-activated signal location – takes too long to activate once pressed
  - Would like sidewalk around park
  - Hedge around park needs to be trimmed because it's a hazard, makes it a blind corner.

#### Group 3: Shirley Matt (City Facilitator)

Most group members were in favour of recommendations. Additional comments:

- Missing sidewalk on Ave E between 28<sup>th</sup> St & 29<sup>th</sup> St

- Item #3 – southeast corner not a problem. Around the island is major concern. Parking restrictions needed around island. Parking on southwest corner/south side of island
- Item #4 – more in favour of median islands as opposed to curb extensions.
- Item #6 – consider 4-way stop
- Item #8 – consider pedestrians
- Item #9 – visibility is an issue for pedestrians coming out of park; hedge; curb extensions are concern for cyclists, especially younger cyclists (pushes cyclist into traffic lane)
- Item #10 – Not in favour. Parking/visibility is an issue on both park and residential side.
- Slow down drivers on Ave D between 29<sup>th</sup> St & 31<sup>st</sup> St
- Ave B/25<sup>th</sup> St – difficult to see north of Ave B. Parking too close to intersection.
- Semi's on 33<sup>rd</sup> St between Idylwyld Dr & Confederation Dr is an issue.

#### Caswell Hill Neighbourhood Traffic Review - Next Steps – Angela Gardiner

1. Revisions to Traffic Plan based on tonight's input/feedback:
  - Each recommendation will be reviewed if no or yes or if details require being worked out as to how the proposed idea will work.
2. Additional input:
  - Residents can submit further comments and feedback via the City on-line Community Engagement webpage by November 23, 2014.
  - Send an email through ShapeSaskatoon.ca ([http://shapingsaskatoon.ca/discussions/Caswell Hill-neighbourhood-traffic-review](http://shapingsaskatoon.ca/discussions/Caswell-Hill-neighbourhood-traffic-review)), or email Justine Nyen directly at [Justine.nyen@saskatoon.ca](mailto:Justine.nyen@saskatoon.ca).
3. Additional consultation if required:
  - Follow-up on the neighbourhood Traffic Review amendments may require additional consultation.
4. Present Traffic Plan to City Council for approval:
  - Report is presented as long-term and goes through the Transportation Committee Meeting, and if approved, moves to Council for approval.
  - Detail the recommendations – breakdown by years
  - To reserve a spot for 5 minutes to speak at Council you must be placed on the Agenda.
  - Report will include implementation plan and budget figure (technical report) and a 2 - 3 page Council report that is presented to Transportation Committee then forwarded to City Council
5. What happens after City Council gives approval?
  - Once plan is approved through City Council – temporary measures are placed and are monitored to make sure it serves its purpose, and then will take feedback to place permanent traffic calming.
6. What if don't agree?

- Reserve a spot to speak at Council. You must be placed on the Agenda.

### Large Group Discussion – Resident Questions/Comments

Resident: What happened with the sign that was at Avenue B & 27<sup>th</sup> St? This is a dangerous intersection, blind corner.

City: The temporary traffic calming was part of the 25<sup>th</sup> St Extension Traffic Management Project. The sign shop removed it because it kept getting knocked down, the road was too narrow. We'll look at some other improvements here.

Resident: Can the city look into hiring small contractors for grading our streets? Graders that won't beat up our roads, rip out our signs, curbs etc and destroy our roads.

City: Will pass comments along to Public Works.

Resident: Pathway by 25<sup>th</sup> Street & Idylwyld Dr. Is this complete? Or When will it be complete?

City: More streetscaping to be done. Conversation needed with CP because it's on their right-of-way. We believe there are more trees and landscaping to be put in.

Resident: When there's no work to be done, or no workers present, there are still work signs up. Why?

City: There are instances where we need to keep the signs up. We've began more work throughout the night, 24/7. Contractors switch over shifts. There needs to be more communication with contractors on these signs. If you do want to report a concern for a detour or signage you can call 306-975-2454 to follow up. There's also information for all detours posted online (Saskatoon.ca)

Resident: Thanks to the city for the changes made in Mayfair, at Avenue C & 38<sup>th</sup> St. It has been much better since the diverter has been removed.

City: Mayfair was the first neighbourhood for this neighbourhood review process. The plan was approved by City Council in August. So far we're happy with how things are going.

Resident: Gap in paved path behind Holiday Inn Express. When will this be open?

City: This portion is on CP right-of-way and will still need to negotiate with them. Once finished, the path will provide a full connection between Idylwyld and end in the area Pleasant Hill area.

Resident: Speeding on Avenue D between 31<sup>st</sup> St & 33<sup>rd</sup> St is bad and there were no recommendations in the plan. Particularly right around 32<sup>nd</sup> St is bad. It's a narrow road with parking on both sides.

City: We'll re-visit this location and consider improvements. Residents can also contact police with speeding concerns (more information above).

Resident: 30<sup>th</sup> St & Ave D – around island, speeding through yield signs, maybe consider roundabout or stop signs.

Resident: Block off from 800 block Ave D

City: This intersection will be re-visited to determine improvements.

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

<http://shapingsaskatoon.ca/discussions/caswell-hill-neighbourhood-traffic-review>

#### List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators

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

Jay Magus – City of Saskatoon, Transportation & Utilities, Engineering Manager

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, Infrastructure Engineer

Goran Lazic – City of Saskatoon, Transportation & Utilities, Traffic Operations Engineer

Larry Parnell – City of Saskatoon, Transportation & Utilities, Traffic Signals Technologist

Anjali Singh – City of Saskatoon, Transportation & Utilities, Traffic Operations Technologist

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

Mark Emmons – City of Saskatoon, Planning & Development, Planner – Neighbourhood Planning

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