

Lakeridge Neighbourhood Traffic Review
Thursday, May 26, 2016, 7:00 PM – 9:00 PM
Lakeridge School Gymnasium

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 – Lakeridge Neighbourhood Traffic Review

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

Presentation Outline

- Neighbourhood Traffic Review Process
- Lakeridge 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
- Mandate – Reduce and calm traffic, and improve safety within neighbourhoods
- 2014 – Reviewed 11 neighbourhoods
- 2015 – Reviewed 8 neighbourhoods
- 2016 – Sutherland, Willowgrove, Stonebridge, Hampton Village, Grosvenor Park, Parkridge, Silverspring, Lakeridge

Lakeridge Review Schedule

- Stage 1 – Identify issues & possible solutions through community consultation (May to Fall 2016)
- Stage 2 – Develop a draft traffic plan
- Stage 3 – Present draft traffic plan to community for feedback (Fall 2016)
- Stage 4 – Implement changes over time (Beginning Spring 2017)

Sources of Information

- Past studies
- Collision Analysis
- Feedback from public consultation
- Traffic Counts & Assessments

Past Concerns Received

- Speeding and Pedestrian Safety – Weyakwin Drive, Brudell Road, Emmeline Road, Kingsmere Blvd, Waterbury Road, Intersection of Weyakwin Drive and Taylor Street.
- Safety & Visibility Concerns – Emmeline Road & Emmeline Terrace
- School Safety Concerns

Traffic Calming Devices

- Speed Display Board
- Curb Extension
- Raised Median Island
- Roundabout
- Diverter
- Right-In/Right-Out Island
- 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 Sutherland and potential solutions

Group 1: Mariniel Flores (City Facilitator)

- Emmeline Road near midblock crosswalk:
 - Speeding and pedestrian safety issues (including school buses). Vehicles don't stop to allow pedestrians to cross and U-turns in the school zones.
 - Bushes are obstructing pedestrians

Recommendations

- Speed and Traffic volume studies are needed.
 - Suggesting an active pedestrian corridors
 - Having the school zone active 24 – 7.
- Weyakwin Drive and Nemeiben Road:
 - Bushes obstructing sightlines (blind corner)

Recommendations

- Parking restrictions on south east side.
- 3 Way stop suggested (only single stop right now).
- Emmeline Road and Nemeiben Road:
 - Sightline issues
 - Speeding issues

Recommendations

- Trees / Bushes need to be trimmed.
- 40km/hr in all residentials
- Maybe photo enforcement on Emmeline Road (expand program to include Emmeline road)
- Weyakwin Drive and Taylor Street:
 - Northbound have to creep out to see oncoming traffic (can't see up the hill; obstruction; visibility issues)
 - Cars don't stop for pedestrians
 - More traffic since Rosewood developed

Recommendations

- Speed signs, Full traffic signals, speed display boards or APS
- Restructure road not 4 – way stop.
- Kingsmere Boulevard:
 - Speeding (100km/h)

Recommendation

- Enforcement needed (7:30am – 8:30am) and (4pm – 6pm)

Group 2: Shirley Matt (City Facilitator)

- Weyakwin Drive and Taylor Street
 - Difficult to cross for Pedestrians.
 - Very Busy on Weyakwin Road during the peak AM and PM hours
 - Very difficult to make a left turn from Weyakwin Road to Taylor Street.

Recommendations

- Pedestrian actuated signal.
- Traffic signals.
- Emmeline Road and Nemeiben Road:
 - Lots of buses uses this intersection (school buses)
 - Speeding issues – Drivers take corner too fast
 - Southwest corner of this intersection is unsafe. Vehicles restrict visibility for turning vehicles.

Recommendations

- 3 Way Stop
- Speed bumps on Nemeiben Road (between Waterbury and Boychuk)

- Weyakwin Drive and Nemeiben Road:
 - The curve on Weyakwin makes it difficult to see when making a left turn.(blind corner)

Recommendation

- Parking restrictions

- Kingsmere Boulevard:
 - Speeding

Recommendation

- None

Group 3: Justine Nyen (City Facilitator)

- Speeding on Taylor Street
 - Police enforcement is not necessary
 - Drivers don't know that the speed limit is 50km/hr

Recommendations

- Education – people need to be educated more
- Install 50kph in both directions.

- Kingsmere Boulevard and Lavalae road
 - Pedestrian safety concerns – sight obstruction at the NW corner
 - Yield sign on Brightwater Crescent should be a stop sign
- Swan Crescent and Emmeline road
 - Parking in crosswalk
 - Parking in a no stopping area
 - Lots of illegal U turns
 - Speeding on Emmeline road especially during the summer months when schools are out of session
- Brabant Crescent
 - Speeding
- Boychuk Drive
 - Snow removal along Boychuk Drive
 - Moving the snow to a non school side and not unto sidewalk. It narrows the road to one.

Recommendation

- Pile the snow to the eastside in the parking lane and not sidewalk

- Taylor Street
 - Speeding
 - Noise – soundwall???
 - Too wide a street

- Keller Crescent and Brudell Road
 - Remove the island and make turn sharper
- Brudell Road
 - Speeding
 - High volume of traffic during the peak hours
- Franklin Place
 - Speeding

Recommendation

- Curb extension?
- Median islands?

4. Next Steps

(Presented by Mitch Riabko, Facilitator)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than June 24, 2016
3. Additional public input via City on-line Community Engagement webpage no later than June 24, 2016 at <http://shapingsaskatoon.ca/discussions/lakeridge-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 City Council for approval

5. Large Group Discussion – Questions & Answers

Question/Comment 1:

- Resident: How does the City determine the type of traffic control used at an intersection?
- City: We typically do a study which includes collecting traffic and pedestrian counts. A warrant system is the used to determine the need for a traffic control. A final decision of the control is based on factors which includes, warrant points, safety and engineering judgement based of field observation.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Shirley Matt – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Yang Li – City of Saskatoon, Transportation & Utilities, Transportation Engineer
- Justin Nyen – City of Saskatoon, Transportation & Utilities, Transportation Engineer