

Sutherland Neighbourhood Traffic Review
Tuesday, January 19, 2016, 7:00 PM – 9:00 PM
Sutherland School Library

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 – Sutherland Neighbourhood Traffic Review

(Presented by Mariniel Flores, EIT, Transportation Engineer)

- Presentation Outline
 - Neighbourhood Traffic Review Process
 - Sutherland Review Schedule
 - Sources of Information
 - Past Concerns Received
 - Description of Traffic Calming & Pedestrian Safety Devices
 - Attridge Drive & Central Avenue Intersection Improvements
 - 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
- Sutherland Review Schedule
 - Stage 1 – Identify issues & possible solutions through community consultation (January 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 – 108th Street, 112th Street, Rita Avenue, Laura Avenue, Egbert Avenue, Reid Road, O'Neill Crescent, Rutherford Crescent/Way/Lane
 - Missing crosswalks – Rita Avenue & 108th Street, Reid Road
 - High volume of traffic – Bryans Avenue & 113th Street, 108th Street
 - Egbert Avenue & 108th Street
 - Rutherford Crescent/Way/Lane
 - Central Avenue
- 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
- Attridge Drive & Central Avenue Intersection Improvements
 - Intersection improvements are being conducted as part of the North Commuter Parkway and Traffic Bridge Project
 - Intersection improvements include relocating the northbound to eastbound off-ramp from Circle Drive further west to alleviate weaving issues, addition of an eastbound to northbound dual left-turn bay, and revised signal timing. This work is scheduled to be completed in the upcoming construction season.
 - Sound attenuation walls will be constructed and will be in place by October 2018.
- 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: Mark Emmons (City Facilitator)
 - Egbert Avenue – Speeding and pedestrian safety issues on Egbert Avenue from 103rd Street to 108th Street; Speeding on Egbert Avenue north of Sutherland School; Speeding, especially transit drivers on Egbert Avenue south of 108th Street; Concrete trucks are using Egbert Avenue to 105th Street to get across Central Avenue; Heavy trucks are beating up 105th Street
 - Egbert Avenue Side Streets – Stop signs along these streets are good
 - Rita Avenue past Sutherland School – Speeding
 - 105th Street near Bishop Filevich School – Speeding; It's good that Bishop Filevich School is using drag-out speed signs on street
 - Egbert Avenue & 108th Street – Need full set of traffic lights and protected left-turns arrows
 - 108th Street & Rita Avenue – Need pedestrian crossing improvements for kids going to school; Vehicles are parking too close to this intersection on Rita Avenue
 - 110th Street & Lanyon Avenue (400 block of Lanyon Avenue) – Overgrown vines on telephone pole cause visibility issues
 - Central Avenue – Train crossing needs grade separation; Boulevard on Central Avenue would be nice; Streetscape improvements have been very nice to see
 - Central Avenue & 112th Street – Crossing as a pedestrian feels unsafe; Suggests flashing lights for pedestrians
 - 105th Street in Industrial Area – Speeding issues
 - 108th Street & Lanyon Avenue – Pavement markings for lanes are needed for eastbound traffic on 108th Street; Is there supposed to be access into Lanyon from 108th Street? If not, there should be access.
 - 300 Block on 110th Street in Back Lane – Cars are blocking visibility for vehicles turning onto Rita Avenue
 - Back Lane west of Egbert Avenue – Speeding in back lane; Perhaps 20 kph signage could be installed
 - 107th Street east of Central Avenue – Speeding
 - General – Motorcycles are loud and often speeding; Speed board signs are great and effective
- Group 2: Marina Melchoirre (City Facilitator)
 - Central Avenue at 111th Street and at 112th Street – No room for vehicles making eastbound left-turns or right-turns; Radius is too tight in northbound lane; Sight distance is blocked by poster fixture; Too much stuff on corners

- Central Avenue from 108th Street to 112th Street – There are no markings or Pedestrian Actuated Signals
- Central Avenue – Hard to cross; Speeding; Big trucks; Bigger and faster buses; Difficult to make northbound left-turns; Bidirectional turn lanes are not used properly, suggests signs
- Lanyon Avenue from 111th Street to 113th Street – Vehicles are not slowing down at crosswalks with medians, curb extensions would be better; Parking is too difficult; Need sidewalks; Multi-use pathway is not being used
- Lanyon Avenue & 113th Street – Poor sight distance due to Evergreen trees
- 113th Street from Egbert Avenue to Bryans Avenue – Speeding
- Egbert Avenue & 108th Street – Northbound/southbound vehicles are not yielding to eastbound/westbound vehicles; Parking on sidewalk and parking across boulevard interfering with pedestrians; Need to enforce no parking signs 10 metres from intersection
- 108th Street – Eastbound vehicles parking too close to bridge; Re-painted every year; Left-turn is unclear; There is no transition where the eastbound bike lanes end after bridge. Where do the bikes go?
- Central Avenue Side Streets - Since parking pay stations were introduced, too much parking on side streets as residents and staff moved from Central Avenue; The increase in parking are causing ruts on the side streets off Central Avenue; Issues with garbage bin locations
- Paved Back Lanes behind Central Avenue – More traffic; Too much traffic
- General – Shortcutting from 115th Street to 113th Street to 108th Street to avoid school zones; Lanes are full of water, spring pooling; Traffic from Silverspring shortcutting on 108th Street, McKercher Drive, College Drive, Attridge Drive, and 109th Street
- Group 3: Mariniel Flores (City Facilitator)
 - 115th Street from Egbert Avenue to Lanyon Avenue – Investigate possibility of opening 115th Street to reduce shortcutting on 108th Street to 113th Street; Look into restricting southbound right-turns into 108th Street to 113th Street
 - Circle Drive – Create extra lane to connect northbound ramp off 108th Street to ramp onto Attridge Drive; Create extra lane to connect southbound ramp off Attridge Drive to ramp onto 108th Street
 - Egbert Avenue & 108th Street – Difficult to turn off Egbert Avenue; Restrict parking on the southeast corner on Egbert Avenue by one or two parking spaces or by a block to 107th Street; Need a traffic signal; Many vehicles are parked near this intersection due to a lack of parking at the Sutherland House; Liked the temporary four-way stop that was installed before
 - Sutherland House Access or Back Lane at 108th Street – Difficult to turn out of the access or back lane due to parking obstructions; Parking restriction needed; Request crosswalk; Speeding issues; Request speed restrictions or speed display boards

- 108th Street – Enhance visibility of crosswalk
- Egbert Avenue & 107th Street – Check ownership of pathway to turn pathway into roadway
- Attridge Drive & Central Avenue – Issues with southbound turning light
- Sutherland House – Power pole should be relocated to create more parking space
- Egbert Avenue & 104th Street – Vehicles are speeding and are not yielding; Unsafe intersection; Stop signs need to be installed
- Husky Service Station south of 103rd Street & Central Avenue – Shortcutting; Jersey barriers will be installed to prevent shortcutting
- Egbert Avenue & 105th Street – Poor visibility due to bush, bush needs to be trimmed
- Central Avenue from Birch Crescent to Rossmo Road – Visibility issues; Trees on medians and overhanging trees need to be trimmed
- Central Avenue & 115th Street – Visibility issues; Trees on medians and overhanging trees need to be trimmed; No eastbound protected left-turn arrow
- Central Avenue – Signs obstructs view of vehicles turning onto Central Avenue
- Back lane south of 108th Street – Needs to be maintained
- General – There are issues with temporary rubber curbing but they are aware that it will be installed for one year on a temporary basis and might become permanent; The temporary devices are helping; Concerns about parking pay stations
- Group 4: Vicky Reaney (City Facilitator)
 - Central Avenue & Attridge Drive – Extra lane needed
 - 108th Street & Rita Avenue – Walkway is on the wrong side of the street (east side of intersection not west side)
 - Central Avenue – Paid parking hurts businesses; Decrease in parking with bulb-outs; It's good that the streetscaping eliminated double parking; Not fan of turning lanes; Train crossing perception time is 25 minutes; Train sits at intersection
 - 112th Street & Bryan Avenue – Traffic calming needed (e.g., speed bumps) (temporary water lines acted like speed bumps and slowed traffic down); Yield signs are better but do not completely solve speeding issues so they are not effective; Speed bumps are obstruction to graters; Traffic calming needs to be more visible
 - Bryans Avenue – Speedway
 - 112th Street – Not a speedway
 - Rutherford Crescent – Speeding
 - Lanyon Avenue – Sound barriers needed due to traffic noise from Circle Drive especially around bridge
 - Egbert Avenue & 108th Street – Speeding; Inconsistent sidewalk on east and west sides; More traffic calming is needed; Traffic signal needed;

Current traffic justifies signal; No sidewalk on east side but there is a signal on east side on that block; Four-way stop or traffic light preferred

- Egbert Avenue & 111th Street – Speeding at four-way stop; Speeding through school zone; Portable signs by school would help; Concerns that children will get hit here; Does City verify when new safety measures are installed, and monitor new devices or changes in traffic flow or driver behaviour?
 - Egbert Avenue & 115th Street – Speeding concerns northbound on Egbert Avenue; Vehicles blow through stop signs; Vehicles cut through southeast Condominium Complex at 115th Street and exit on Egbert Avenue or vice versa
 - Lanyon Avenue & Rutherford Crescent/Way – Safety concern; Numerous accidents; Cannot see into Rutherford Way off Lanyon Avenue; Accidents between moving vehicles because vehicles are parked on both sides of Rutherford Crescent (creates funnel); Need traffic calming at Rutherford Crescent; Speeding; Difficult to see license plate to report to police; Pedestrian device needed
 - Lanyon Crescent & 115th Street – Trail access to Canadian Tire
 - 108th Street – Two major ways for cyclists to enter & leave Sutherland
 - Lanyon Avenue – Feels wide; No sidewalks; Drivers want to drive faster; Better with barriers on the road; Feels like drivers are speeding even if they are not (consider perception of speeding versus actual speeding); What does the City do to verify perception of speeding versus actual speeding?; City does a good job clearing walkways in the winter; Asphalt's broken; Trails are in poor condition; Lanyon Avenue has lots of cycling traffic, especially at Circle Drive crossing
 - Circle Drive southbound onto 108th Street – Blind corner; Cement from walkway obscures sightlines
 - Circle Drive onto Attridge Drive – Suggests 'Warning Reduce Speed Ahead' sign similar to Warman Road; Speeding on this ramp
 - Community Centre/Sutherland Hall - Car congestion, parking on all adjacent streets
 - General – Corner residents have cars on their lawns due to speeding/sliding; Speed bumps are hard on fire truck apparatus; Saskatoon Fire prefers no speed bumps due to decrease in speeds but Saskatoon Fire does not outright oppose speed bumps; Balance between speed and convenience for residents' safety;; Concrete blocks often broken by graters; Speed bumps slow down traffic but affects fire trucks; Are speed display boards effective in changing driver behaviour?
- Group 5: Jay Magus (City Facilitator)
 - Egbert Avenue & 108th Street – Residents at Sutherland House use street parking during events; Traffic backs up as vehicles try to get onto 108th Street; Suggests curb extensions on Egbert Avenue
 - Circle Drive – Difficult to weave over from eastbound Circle Drive to College Drive left-turn lane; Shoulder is used as an extra lane

- Rutherford Crescent/Way/Lane – Streets are horribly narrow due to parking on both sides; Difficult to pass in winter; Suggests visitor parking only; Suggests one-way traffic flow; Illegal suites generate more parking (at least eight vehicles per suite); Two houses turned their front yards into parking lots; Suggests parking restrictions by time of day; Suggests speed tables
- Lanyon Avenue – Speeding, especially in summer; Potholes; No sidewalk
- Gray Avenue & Central Avenue – No left turn from Gray Avenue onto Central Avenue (have to go to 115th Street); Southbound and westbound vehicles gets a protected arrow and northbound vehicles do not; Westbound vehicles on 115th Street cannot go straight through on the right side; Bus stop locations limit the ability to swing around a left-turning vehicle
- Central Avenue – Feels unsafe riding a bike along Central Avenue; Traffic has grown since Circle Drive South, Evergreen, and Willowgrove were constructed; Difficult to turn right onto Central Avenue from minor streets; Speeding
- Attridge Drive & Central Avenue – Weaving issues west of this intersection after lane improvements
- Central Avenue & Reid Road – Requesting traffic lights
- 112th Street – Suggests speed humps
- 110th Street – Speeding; Even if vehicles are travelling at 50 kph, it feels fast
- Sutherland School – Speeding
- 115th Street – Work at hydrant is not complete; Utility cuts are not complete
- General – Overflow commercial parking from Central Avenue; Suggests wasted space be turned into a community garden or parking; New business opening up will compound issue between 112th Street & 115th Street; Train delays; Suggests reduced speed limits

4. Next Steps

(Presented by Jay Magus, Transportation Engineering Manager)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than February 19, 2016
3. Additional public input via City on-line Community Engagement webpage no later than February 19, 2016 at
<http://shapingsaskatoon.ca/discussions/sutherland-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: Will data be collected over the winter? Winter counts will capture wintertime issues with crosswalks and snow removal. Summer counts will not capture University students. Winter and summer counts both need to be considered. Consider quality and quantity.
 - City: Some types of counts cannot be collected over the winter. There are more vehicles in the winter but speed counts are not recommended over the winter as traffic moves slower. Intersection counts can be collected in the winter and summer. There are typically higher volume of pedestrians in the summer. Pedestrian counts will be collected before the University term is over. Winter operations can be observed.
 - Councillor Hill mentioned a winter budget to expand winter operations to improve snow removal.
- Question/Comment 2:
 - Resident: What role does the Community Association play in the Sutherland Neighbourhood Traffic Review?
 - City: We have seen Community Associations in other neighbourhoods take different approaches. Some attend the meetings and some do not. The Sutherland Community Association can determine how involved they would like to be. Please help advertise issues and the process through social media.
- Question/Comment 3:
 - Resident: There are truck route issues in Sutherland. The City needs to look, address and examine this issue. Trucks are travelling through senior and pedestrian routes creating unsafe conditions.
 - City: City Council approved the truck routes in The Traffic Bylaw. If there are enforcement-related issues, provide specifics of the violations.
 - Councillor Hill: Call enforcement to correct the issue. Include the name of the company, time of day etc.
- Question/Comment 4:
 - Resident: With regards to the slide about the Attridge Drive & Central Avenue Intersection Improvements, what benefits does realigning the northbound to eastbound ramp have? The problem is that the speed limit is 90 kph travelling northbound then drops to 60 kph travelling eastbound on Attridge Drive. There is an identical issue on Central Drive.

- City: Realigning the northbound to eastbound ramp will alleviate insufficient weaving distance. This will tighten the ramp radius to slow vehicles down.
- Councillor Hill: Councillor Jeffries and I will coordinate a meeting regarding issues at this intersection.
- Question/Comment 5:
 - Resident: Rutherford Crescent/Way/Lane did not receive any flyers.
 - City: We will ensure that Rutherford Crescent/Way/Lane receives flyers for the next meeting.

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Jay Magus – City of Saskatoon, Transportation & Utilities, Transportation Engineering Manager
- Mariniel Flores – City of Saskatoon, Transportation & Utilities, EIT, Transportation Engineer
- Marina Melchoirre – City of Saskatoon, Transportation & Utilities, Senior Transportation Engineer
- Mark Emmons – City of Saskatoon, Community Services, Neighbourhood Planning, Senior Planner
- Vicky Reaney – City of Saskatoon, Community Services, Neighbourhood Planning, Senior Planner