

**Grosvenor Park Neighbourhood
Traffic Review
Wednesday, January 11, 2017, 7:00 – 9:00 P.M.
Albert Community Centre
610 Clarence Avenue South**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

Agenda

- Welcome & introductions
- Presentation from the Transportation Division
- Small group discussions
- Small group discussion – report back to large group
- Next Steps
- Question / Answers

Presentation from Transportation Division – Grosvenor Park Neighbourhood Traffic Review
(Presented by Justine Marcoux – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Review Process
- Grosvenor Park Review Schedule
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Review Process:

- August 2013 – changes to program
 - Neighbourhood-wide review rather than street-by-street or intersection-by-intersection
 - More community / stakeholder feedback
 - Efficient use of staff resources
- Mandate: improve safety for all road users within neighbourhoods; reduce traffic volumes where necessary, slow vehicular speeds, improve pedestrian crossings & intersections
- 2014 – 11 neighbourhoods
- 2015 – 8 neighbourhoods
- 2016 – Grosvenor Park, Willowgrove, Hampton Village, Sutherland, Parkridge, Silverspring, Lakeridge, Stonebridge

How We Got Here:

- April 2016 – Initial Traffic Meeting
- April 2016 to January 2017 – gather feedback, conduct traffic studies, collect data, develop traffic plan
- January 2017 – Follow Up Traffic Meeting - present draft traffic plan and gather feedback
- 2017 – Revise draft traffic plan, approval from Council, implement recommendations

What We Heard:

- A. Speeding / Pedestrian Safety / Parking / Shortcutting Traffic:
- Bate Cres
 - Isbister St
 - 14th St
 - Main St
 - Leslie Ave

- Lake Cres
- Garrison Cres

B. Area surrounding the mosque:

- High traffic volumes
- Speeding
- Parking
- Dust
- Noise

What We Did:

- Collected Data:
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Recorded comments from Shaping Saskatoon discussions
 - 7 Intersection / Pedestrian counts
 - 6 – 7 day traffic count (24 hour) & Average Speed measurements
 - 6 – 48 hour traffic counts
 - Collision history
- Field Reviews
- Assessed the Issues
- Generated proposed recommendations

What We Propose:

- Median Islands
- Speed Display Board
- Crosswalks
- Yield signs
- Parking restrictions near intersections
- Paving & speed bumps in lane near mosque
- Sidewalks
- Enforcement (ie. Speeding & parking)

Q&A

Resident: When were counts taken?

City: A majority of the counts were conducted throughout June (2016) and September (2016). Some locations counted twice for comparison.

Resident: The presentation missed issues that have been raised since 2013. Review didn't include on-street parking.

City: The draft plan includes a few parking recommendations, for example parking restrictions near intersection to improve sight lines and parking enforcement to address the area surrounding the mosque. With regards the UofS parking this can be addressed through the Residential Parking Permit Program (RPPP). Residents are responsible for submitting the request to Parking Services after gathering 70% support for the area.

Resident: My issue is Lake Crescent. Parking enforcement is good for certain areas. There's a problem at the mosque.

- **Saskatoon Police Services: 306-975-8300 OR 306-975-8068 to report a traffic complaint or a concern.**

Small Group Discussions

- Breakout into small groups to discuss traffic concerns in Grosvenor Park and potential solutions

Refer to separate attachments – *Table discussions* and *Additional Comments from Table Discussions*.

Next Steps

1. Send comments no later than Feb 11/17
2. Additional public input via City on-line Community Engagement webpage no later than Feb 11/17

<http://shapingsaskatoon.ca/discussions>

3. Additional consultation if required (survey to residents near back lane to gauge support for speed bumps)
4. Present traffic plan to Transportation Committee
5. Present traffic plan to City Council for approval
6. What happens after City Council approval?
 - Implementation begins. Signs and temporary traffic calming will be installed as early as spring (2017).
7. What if I don't agree?
 - Opportunities to speak to Transportation Committee as well as Council.
 - After Council approval recommendations are installed temporary. Opportunity to provide feedback on how the devices are working. Feedback will help us decide whether to remove or install permanent.

Q&A

Resident: How will we know when the final report is going to the Transportation Committee / Council?

City: We'll notify the Community Association it's also posted online.

Councillor Block: I'll also post it to social media.

Resident: Does paving the back lane effect my taxes? Do you need donations from residents?

City: This is the first time we've recommended paving of a back lane in a Neighbourhood Traffic Review. It will follow a similar process as our traffic calming devices. It will be added to the city-wide priority list of traffic calming locations for funding.

Resident: There were a number of concerns raised that are missing. Can we have the concerns with reasons they were rejected somewhere?

City: All of the information is included in the final report. ***Also refer to the tables provided at the end of these notes.***

Resident: Mosque- were studies not done?

City: We did all of the counts in June and September. Road tubes cannot be used on gravel roads therefore we have no way to collect speed data. We can however count traffic volumes.

Councillor Block: The communications piece is key. Encourage residents to take part in the online discussion (shapingsaskatoon.ca). The City will monitor the conversation, provide feedback, and everyone is able to view. Please get involved. I will also post it in my newsletter.

Resident: Take the ugly posts out of the back alleys (Garrison and Copland etc). They're ugly and clog traffic at a stand-still. Remove them.

Resident: However the posts do work to reduce traffic. They are working and educating to mosque traffic. So keep other neighbours in mind. Might not be a consensus.

Resident: Residents us lane. Posts are ugly but signs could also be changed to say something else. "Residents Only".

Resident: UofS / hospital employees parking is still a concern.

City: Residential Parking Permit Program is an option.

VVCA President: The #1 thing that comes up is parking. It's a concern. We need to put effort in with the City. We have to find out how to make this happen.

Resident: Major problem is the University. It's expanding and getting worse. We need to communicate with UofS.

Resident: As a bus rider, the corner of 14th St & Cumberland Ave is dangerous near the bus stop. It's on a slope and very icy. Need to have a conversation with the UofS about that.

Councillor Block: With the situation around the mosque, there was a good working group established for that. It is my intention to revive that. Please contact me if you're interested. Please email the Administration. Great interaction amongst the residents this evening. Great ideas on cycling. Thank-you to the UofS students for attending tonight's meeting. Thank-you to the staff.

VVCA President: UofS will be coming to Brunskill School on January 18 to discuss College Quarter. Please come out. This is an opportunity to voice your concerns.

List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
Justine Marcoux, Lanre Akindipe, Yang Li – City of Saskatoon, Transportation & Utilities

Traffic Data Information:

Pedestrian Crossing Assessments

**All counts conducted on a Tuesday, Wednesday or Thursday in June

Location	Existing Device	Active Pedestrian Corridor - Warrant Points (3 required)	Pedestrian Actuated Signal - Warrant Points (100 required)	Closest protected crossing (metres)	# of pedestrians crossing during 5 peak hours	Date of Count	Assessment
14th St & Leslie Ave	standard	0	14	95	45	Jun-16	Zebra crosswalks & median island recommended
14th St & back lane (between Leslie & Bate)	none	0	27	300	23	Jun-16	Midblock crosswalks typically not recommended on collector; improve nearby locations to encourage pedestrians to cross there
14th St & Bate Cres (east side of intersection that connects to pathway on north side)	standard	0	22	230	19	Jun-16	Zebra crosswalks & median island recommended
Main St & Louise Ave	none	0	20	250	23	Jun-16	Standard crosswalk recommended
Main St & Garrison Cres	none	0	25	325	17	Jun-16	Standard crosswalk recommended
Main St & Bate Cres	none	0	12	95	10	Jun-16	No recommendations
Bate & Isbister	none	0	10	140	1	Jun-16	No recommendations

Traffic Volume & Speed Studies

Location	Classification	85th Percentile Speed (should be less than 55kph)	Average Daily Traffic (should be less than 500 vehicles per day in lanes, 1,000vpd on locals, 5,000vpd on collectors)	Date of Count	Assessment
Lane - Garrison Cres to Copland north/south	lane	NA	<100	Jun-16	No Recommendations
Lane - Bate to Preston east-west	lane	NA	<100	Jun-16	No Recommendations
Lane - Lake Cres & north/south	lane	NA	130	Jun-16	No Recommendations
Lane - Copland Cres east/west	lane	NA	170 (Friday=210)	Sep-15	No Recommendations
Lane - Copland Cres north/south (north of parking lot)	lane	NA	140 (Friday=320)	Jun-16 & Sep-16	Pave lane, speed bumps, 20kph signs
Lane - Copland Cres north/south (south of parking lot)	lane	NA	260 (Friday=500)	Jun-16 & Sep-16	Pave lane, speed bumps, 20kph signs
Copland Cres - Copland Crt to bend east of Mosque (SZ)	local	47kph; 46kph (school hours)	750	Jun-16	Speed enforcement

					during school hours
Copland Cres - Main St to bend east of Mosque	local	39	500	Jun-16	No Recommendations
Isbister Street	local	NA	450	Jun-16	No Recommendations
Bate Cres - Isbister to back lane	local	55	550	Jun-16	Median islands (at Isbister St and roadway curve)
Copland Crt - midblock	local	40	170 (Friday=260)	Jun-16	No Recommendations
Garrison Cres - Leslie Ave to back lane	collector	53	1,250	Jun-16	No Recommendations
14th St - Bate Cres to back lane	major collector	60	5,950	Jun-16	Median islands, speed display board, crosswalk upgrades, parking restrictions

All-Way Stop Studies

**All counts conducted on a Tuesday, Wednesday or Thursday in June

Location	Criteria 1: Peak Hour Volume Higher than 600 Vehicles	Criteria 2: Average Daily Traffic Greater Than 6,000vpd	Criteria 3: More than 5 Collisions in Most Recent 12 Months	If Any of the Criteria are met, move on to Conditions.	Condition 1: Traffic Volume on Minor Roadway must be at least 25% for 4-way stop or 35% for 3-way stop	Condition 2: There should be no all-way stop / traffic signal within 200m of the location	Date of Count	Notes
14th St & Leslie Ave	4-way stop at Cumberland Avenue is 95m away; therefore a; way stop is not warranted							
Bate Cres & Isbister St	98 (No)	1,030 (No)	0 (No)	No Criteria are met therefore an all-way stop is not warranted.	29% (No)	NA	Jun-16	All-way stop is not warranted.
Main St & Garrison Cres	674 (Yes)	7,010 (Yes)	3 (No)	Check to see if conditions are met.	24% (No)	325	Jun-16	All-way stop is not warranted. Furthermore a 4-way stop would facilitate movement on Garrison where volumes & speed are already a concern.
Main St & Bate Cres	591 (No)	5,910 (No)	0 (No)	No Criteria are met therefore an all-way stop is not warranted.	7% (No)	100	Jun-16	All-way stop is not warranted.