

Glasgow Street Traffic Review Meeting
Thursday, January 19, 2017
7:00 – 9:00 P.M.
Avalon Alliance Church
413 Cascade Street

Facilitators: Mitch Riabko & Kathy Dahl (Great Works Consulting)

Agenda

1. Welcome & Introductions
2. Presentation from the Transportation Division
3. Questions and Answers / Discussion

Meeting Notes

1. *Welcome & Introductions (7:00 – 7:05 P.M.)*

Kathy Dahl welcomed everyone and introduced the agenda.

Councillor Loewen: This is a citizen-led process. There will be a wide range of opinions. Thank-you for coming. Looking forward to a constructive and collaborative dialogue.

2. *Presentation from Transportation Division (7:05 – 7:30 P.M.)*

Presented by Jay Magus, P.Eng., Transportation Engineering Manager, City of Saskatoon. The presentation is attached.

3. *Questions and Answers and Discussion (7:30 – 9:00 P.M.)*

Resident: Does the added northbound through lane proposed on Clarence Avenue mean there will be no left turn onto Glasgow Street?

City: No. The current design permits left turns.

Resident: Does the added northbound through lane proposed on Clarence Avenue mean there will be no parking on Clarence Avenue?

City: No. Parking on Clarence Avenue will not be affected.

Resident: I live on Young Crescent. I know lots of people that use Glasgow Street to and from Stonebridge, work etc. The city is growing so traffic is expected.

Resident: No left turns at Clarence / Glasgow will push traffic to Wilson near the school where there are many children.

City: Wilson is a collector with a lower speed limit due to the school zone. It is acceptable to have traffic drive past a school. For example the new Stonebridge school is on Gordon Road which is a busy collector. The schools that raise the most complaints are the ones inbedded in neighbourhoods like College Park and Alvin Buckwold.

Resident: What's considered safe? Glasgow connects to Broadway. Is it speed or volume that's the issue?

City: At the beginning of this process we were asked to reduce speed and traffic volume. Glasgow Street does have a high volume of traffic. At the onset of the work we were not asked to look at any specific intersection as being unsafe.

Resident: I'm in favour of no change. Traffic is inherent. Whatever we do to reduce traffic on Glasgow will just move to other streets.

Resident: Speed / volume is very unsafe. If we do nothing we're back to zero. I'm willing to go with the inconvenience of driving a few extra blocks because this is a safety issue. The pinch point yield signs have been hit. Wilson is 1.5 blocks away. It's not that inconvenient. The high volumes are not just the drivers on Young Street (i.e. traffic from within the neighbourhood).

Resident: Would you consider no left turns at Clarence / Glasgow during certain times of the day?

City: We haven't done this in Saskatoon. Other cities have tried it. A potential issue would be people no adhering to the signs.

Resident: Glasgow is a "main" street. Sending traffic to Wilson near the school doesn't seem right. Why not place stop or yield signs on Glasgow? Broadway / Glasgow should be a 4-way stop. There are never kids in the park on Glasgow Street

City: We didn't recommend stop signs as it does not meet Council Polocy regarding the placement of stop signs. Installing stop signs where not warranted can creates an unsafe situation.

Resident: At the last meeting you told me about the stop sign policy, that stop signs are not to be used to reduce speed. Install stop signs at Turner and at Mendel. People will eventually stop. I challenge you to do this. You mentioned "people will disobey the signs and roll through to create a safety issue."

Councillor: It's stated in the policy. We go by advice given to us from the Administration. Implementing stop signs when it's not warranted is not advised by the Administration. Changing the policy is where we'd need to start.

Resident. I live on Mendel Crescent. I agree with stop signs. Closing off streets will be a safety issue.

Resident: Let's go back to the way it was and if speeds go up then get enforcement.

Resident: Stop signs are great. Doing nothing is wrong. But if we do the proposed changes then it's wrong too because it will move traffic to smaller streets.

Resident: How do you know it's "cut-through" traffic? 3,700 vpd will be sent to Wilson Crescent from Glasgow. This increases emergency response times. I thought Saskatoon was trying to be a greener city?

Resident: The map (diverter option) on the back of the flyer is off the table?

City: Yes. We received a lot of feedback before the meeting and decided to take it out of the options.

Resident: My yard backs Circle Drive. There's a lot of traffic noise but that's the price I pay in a growing city. The diverter option (shown on the back of the flyer) means forced left turns at Glasgow / Clarence to go north so I was opposed. The stop sign at Broadway / Glasgow is a great idea. We all need to slow down on Glasgow.

Resident: I live on McAskill Crescent. Since the opening of the overpass traffic has gone up. By changing one street it will affect others. There will be more traffic on McAskill and this is dangerous because many kids get dropped off by bus here.

Resident: There were a number of residents that voted in favour to have Clarence / Glasgow closed (i.e. no left turns) at the neighbourhood meeting. Glasgow should not be a thoroughfare. To disregard safety of Glasgow residents it's not a big deal to drive an extra 2 minutes to get home (i.e. from Wilson).

Resident: Glasgow Street is residential. Picture having 3,700 vehicles per day on your street.

Resident: I live on Glasgow at Turner Avenue. I hit the pinch points every time I need to back out of my driveway.

Resident: I signed the petition to install the 4-way stop at Broadway / Wilson. There's a policy around stop signs but if what you're proposing is causing routing near schools and other local streets or lanes, stop signs along Glasgow Street seems much safer.

Resident: I live on McAskill Crescent. The Councillor says it's left to engineers (i.e. Administration) to make the decisions. I went the meetings for the phone tower, the fire hall. We weren't in favour of the locations but Council still approved these. (Some residents disagreed). Seems like the same thing is happening here. For the pedestrian device proposed at Clarence / Glasgow, how much do one of those devices cost (Rectangular Rapid Flashing Beacon)?

City: About \$10,000.

Resident: I live on Clarence Avenue on the west side of the street. Since Stonebridge was developed traffic has gone up. The alley behind my house is a speedway. No left turns at Clarence / Glasgow will make this even worse. Especially southbound. I suggest you do something to slow down drivers in the alley. Needs enforcement.

Resident: Speeds are 51kph and 53kph? Seems to me that speeds aren't the issue.

City: Correct, we are focusing on the cut-through traffic.

Resident: When the added northbound through lane goes in on Clarence will we have a separate left turn lane for Glasgow Street?

City: No. There will be two lanes. Turning left onto Glasgow Street will be from a shared through lane. If you're turning left onto Glasgow, you will need to wait in the driving lane.

Resident: So traffic will be stopped when there's a left turning vehicle and a bus is stopped in the curb lane.

City: A left turn lane will facilitate movement onto Glasgow. We are attempting to reduce traffic volumes.

Resident: Median islands are ok. Forces you to slow down where people cross.

City: Yes but we also want to reduce volumes.

Resident: High volumes. More traffic during off-peak hours. With the number of houses off of Glasgow, that's a lot of vehicles to be routing through McAskill if we restrict left turns at Glasgow / Clarence. Clarence Avenue southbound between Wilson and Glasgow is only one lane. No lefts at Glasgow / Clarence will increase volumes here which is a lot for one lane. Lots of real estate to widen Clarence Ave and add lanes.

Resident: Has the City ever considered extending Broadway Avenue to Circle Drive?

City: No. This would push more traffic on Glasgow Street and more traffic into the neighbourhood.

Resident: I live on the 900 block of Glasgow Street. Drivers take the parking lane (eastbound on Glasgow) very early on to right onto Clarence Avenue. I suggested a concrete carrier similar to Preston / 14th. Makes it easier to turn onto Clarence Avenue.

City: We recommended a curb extension here during a past meeting and residents were not in favour.

Resident: How accurate are the counts?

City: Traffic volumes and speeds are based on 10-day averages. Counts were taken in spring 2015 and spring 2016 and then again in the fall after the pinch points were installed. We are very confident in the traffic counts.

Resident: I live on Young Crescent. No left turns at Clarence / Glasgow will route me through the school zone. Why are we putting traffic by a school where there are children? Puts children in danger.

Resident: The condition of our roads are terrible.

Resident: Leave Glasgow Street as is and drop speed to 40kph and enforce. Playground zone speed could be in effect all year. And use photo radar.

Resident: How many vehicles should Glasgow Street have ideally?

City: Typically we aim for no more than 1,000 to 1,500 vehicles per day on a local residential road. We were aiming to at least cut existing traffic volumes in half.

Resident: For the do nothing option, could we consider new technologies?

City: Yes. Photo radar for example, or installing playground zones. These are potential longer term changes. Any new technology we would always consider.

Resident: Glasgow Street is a thoroughfare because it gets plowed.

Resident: Two lanes on Clarence Avenue northbound. Why not rip out the concrete to have a left turn lane onto Glasgow Street?

City: That would increase traffic on Glasgow Street. Same for a traffic signal at Clarence / Glasgow (would increase traffic on Glasgow). Another consideration would be existing underground utilities. Is it necessary for the cost?

Resident: No lefts at Clarence / Glasgow is going to cause cut-through traffic on McAskill. Install speed bumps on Glasgow. It's a better option than changing policies or routing on smaller streets.

Resident: Who will get the survey?

City: No one further east than Clarence Avenue. Likely up to Wilson (including) to the north, and Broadway (ish) to the west. One will be sent per household. Surveys will be hand-delivered. It will ask what you want to do? Option 1 (no left turns at Clarence / Glasgow), Option 2 (do nothing), or Option 3 (fill in the blank).

Resident: Will the diverter option be proposed on the survey?

City: No.

Resident: What's needed to make Glasgow into a main thoroughfare?

City: Typically a large change in land use can change a road classification. (Writer's note: Or connection to a significant transportation system like Circle Drive.)

Resident: When the Stonebridge school opens can we get more counts done to see if there's a difference? It seems like many parents use Glasgow to get to schools. Perhaps many will be going to Stonebridge school so volumes may go down.

City: Yes we can do counts when the school is open (September 2017).

Resident: Let's not be part of the problem. I slow down to 40kph. All of us should slow down. Respect others in our neighbourhood.

Resident: Wilson Crescent has speed humps and they do nothing.

Resident: Having an additional northbound lane on Clarence Avenue will create speeding. It's already bad.

City: We're changing the speed limit on Clarence to 50kph, it's currently 60kph, all the way to the south side of the overpass. We're also installing a speed display board that will face northbound traffic.

Resident: Lots of traffic getting to Stonebridge businesses and shopping.

Resident: Speed bumps/humps would slow people down. The speed bumps by Lawson Mall work great. So if you're going to install them do it right. Stop signs also seem alright. If you're concerned about safety it doesn't seem to compare to the safety concerns created by routing traffic near the school. Concerned about traffic numbers...they don't seem right.

Resident: How long will the work on Clarence Avenue take (i.e. added northbound through lane)?

City: The work has not been scheduled yet, but I anticipate a couple of months this summer.

Resident: Construction will cause more traffic on Glasgow.

City: Clarence Avenue will not be closed. Traffic will be moved to the outside lane while they do median work. One lane of traffic in both directions will still be open.

Resident: Why is it so difficult to reduce the speed limit in front of a park? The community wants it. Try stop signs. If there are already proposed items what's the purpose of the survey?

City: The reduced speed near parks would need to be applied city-wide for consistency and driver expectation. There's also a cost involved to implement (signs required for all locations). The purpose of the survey is to provide as much information as possible to Council for their consideration. It's another tool.

Resident: We'll know the speed limit in our own neighbourhoods.

Resident: What was the collision rate on Glasgow? Were collisions looked at?

City: Collision numbers are relatively low.

Resident: My car has been hit 3 times (on Glasgow).

City: Our collision statistics are provided by SGI and are based on reported collisions.

Resident: Is there a possibility of closing the alley between McAskill and Clarence?

City: We need to check with other City departments before recommending closures to see if they support it.

Resident: Consider a blockade on Glasgow Street.

Resident: Have you considered emergency response vehicles?

City: We haven't discussed these options with them at this time.

Resident: I live on the 900 block of Glasgow and counted 160 to 220 vehicles in 20 minutes.

Resident: For emergency vehicles to be re-routed (with no left turns at Glasgow / Clarence), the extra minute could be the difference of life or death.

Resident: I live on Mendel Crescent. No lefts at Clarence / Glasgow means I'd be routed to Wilson but I'd still need to go down Glasgow to get to my crescent. There are many condo developments, houses etc. that would have to do the same. Increases traffic on other roads and will still be on Glasgow in the end.

City: The purpose of the no lefts at Glasgow / Clarence is to stop cut-through traffic, a significant amount of the daily traffic is cut-through traffic.

Resident: Is the survey a vote? Or a tool?

City: The survey will be another tool for Council to gain information for their consideration.

Resident: Clarence Avenue speed is atrocious. It will be worse after it is widened.

Resident: I used to live on Broadway Avenue north of Taylor Street. Traffic was always on that road. I never thought other citizens shouldn't drive down my street. Glasgow Street is used by people to go to Stonebridge. Why can't we use this street? We have every right to go left at Glasgow / Clarence.

Resident: I live on Glasgow Street. I've lived in Montgomery and never experienced anything there like I do on Glasgow Street. Speeds on Glasgow is an issue. Across the street from the park. We need to slow down.

Resident: I've been to all of these meetings. We voted on the no lefts at Clarence / Glasgow but not everyone disagreed.

City: We're giving people as much information as possible. We're going to do the same for Council and the Transportation Committee.

Resident: A few neighbours didn't get the flyer. Who's all getting the survey?

City: We'll hand deliver to make sure everyone in the intended area receives one.

Resident: I live on McAskill and have had 2 hit and runs. I park on the corner to get people to slow down. We want the fire hall moved, phone tower etc. They still were approved. How is this any different? We tell you what we want and the outcome doesn't change.

City: We (the Administration) propose recommendations but Council makes the final decision.

Resident: When will the pinch points be taken out? Will stop signs be proposed in the survey?

City: We don't want to recommend something that doesn't support our policy (stop signs). Ideally we would leave the pinch points in until there's a Council decision but we'll check to see we can take them out earlier. (Writer's note: We have confirmed that the pinch points will remain in pending the Council meeting.)

Resident: Why don't you focus on encouraging other routes rather than discouraging? Add left turn signs at Wilson / Clarence.

City: We have an intersection improvements list for these intersections. It's something we are looking at.

Resident: Glasgow is a 'special condition'. Can stop signs be special in this case? Trying to turn at Wilson / Clarence is an issue. Adding more traffic will make it worse. Consider adding left turn arrows.

Resident: I live on Mendel Crescent. A solution is to reduce speed. Glasgow / Clarence is badly designed. It's a dangerous intersection. There's lots of space to re-think this intersection.

Resident: I live on Glasgow / Turner. I don't think a 3-way stop would work there. There are driveways on all sides.

Resident: Dog park counts seem low.

City: There is an opportunity to do additional counts when the Stonebridge school opens and construction on Clarence Avenue is complete.

Meeting adjourned at 9:00 P.M.

List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators

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

Justine Marcoux – City of Saskatoon, Transportation & Utilities, Transportation Engineer