

Caswell Hill Neighbourhood (Public Input) TRAFFIC REVIEW MEETING
Tuesday, April 1, 2014, 7:00 – 9:00 P.M.
Caswell Community School

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

Meeting Overview & Introductions

- Kathy and Mitch introduced themselves.
- The meeting is about your input, finding out what you want and don't want within your neighbourhood when it comes to traffic flow and safety. It is the resident's evening to share concerns and resolutions.
- Based on your input, the City will draft a traffic plan that reflects what you want to see for traffic flow in your neighbourhood.
- Tonight's process is intended to get the most information from the residents to support their needs.
- Everyone is encouraged to participate during the small table discussions. Facilitators will present the issues and solutions back to the large group.
- Residents and business owners attending tonight only to speak to the 33rd Street issues will be assigned to a designated small table group discussion to ensure the conversation is focused on 33rd Street issues.
- Council discussed the idea of reducing traffic speeds in playground locations and as such facilitators will be asking residents to provide their input on this issue.
- Reviewed the Foundations for Success for a positive discussion in finding resolutions together:
 - Sharing & gathering what is important as a whole community.
 - Respect every comment that comes forward and respect each other.
 - Integrity – speak respectfully as to what is on your mind and be honest.
 - Fair and equal representation to allow everyone to give their opinion.
 - No repetitive discussion.
 - Orderly participation to allow opportunity for everyone.
- Councillor Pat Lorje and Councillor Darren Hill were in attendance.
- Konrad Andre (Planning & Development) will be available for any questions related to the South Caswell Hill Local Area Plan.

Traffic Management Program – 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 and more efficient use of our staff and resources.
- Address the entire neighbourhood as a whole instead of individual complaints.

- From now until September we continue to gather feedback and traffic data to develop our whole neighbourhood plan.

Timeline:

- Feedback will be gathered and traffic data will be collected from January to June.
- April to September 2014, data is taken from the gathered feedback; traffic studies conducted; collected traffic data to develop a traffic plan.
- A follow up meeting will be held in September to present the neighbourhood the draft traffic plan.
- September to November 2014, feedback is gathered to finalize a plan.
- A finalized plan will then be presented to City council in December for approval.

Past Studies:

- Yield signs were installed at all uncontrolled intersections the fall of 2013 is part of the Retrofit Program.
- Avenue C & 25th Street a 4-way stop was not warranted; therefore, no parking signs were installed and a stop sign moved for better visibility and safety.
- 4-way stops were not warranted at Avenue C & 29th Street / Avenue F & 29th Street.
- Studies include Idylwyld Drive & 30th Street, Idylwyld Drive & 32nd Street – pedestrian devices not warranted. Idylwyld Drive & 32nd Street found that the pedestrian device was used regularly.
- 23rd Street Bike Boulevard:
 - 23rd Street (from Idylwyld Drive to Vancouver Avenue) has been designated as a route that prioritizes cyclists and provides safety with the addition of traffic calming devices, signage, and pavement markings; it connects cyclists to the downtown area and the Blairmore Suburban Centre.
- Safety Pathway:
 - Multi-use pathway from Downtown to the west portion of Saskatoon, located along the railway within the boundaries of the Pleasant Hill neighbourhood, commencing at the Fred Mendel Park near the intersection of 17th Street West and Avenue S South to the intersection of 23rd Street West and Avenue D South.
 - Project is on hold as lease agreement with CP is being negotiated and land title issues with adjacent property owner are resolved.
 - Construction began in October 2013. There is a fence height dispute currently.
 - The planning and a report are to go to Budget Committee regarding continuation of this pathway to Avenue W.
 - South Caswell Hill Concept Plan:
 - The Plan was approved in 2010, prior to the announcement of funding for the Civic Operations Centre.
 - The Plan calls for park space, mixed-use, re-use of existing buildings (where feasible) and residential in the area where the bus facility currently is.

- With the move out scheduled for late 2016, the Plan will be over six years old, so we want to come back to the community to make sure the plan still meets stakeholder priorities.
- Once the Environmental Assessments are complete (this month), we will hold a public meeting to start the process. This meeting will be held before the summer.

33rd Street Review – Shirley Matt:

- Background – there were concerns with shortcutting through neighbourhoods as a result of the traffic congestion on 33rd Street, and pedestrian safety was a concern (particularly between Avenue C & Avenue D).
- Report & Recommendations – a report was adopted at City Council on Jan 21, 2012; with recommendations to improve traffic flow and shortcutting along 33rd Street and have pedestrian safety at Avenue C and Avenue D in two phases:
 - **Phase 1** – left turn restrictions at Avenue B and Avenue C and parking restrictions during peak hours.
 - **Phase 2 (being reviewed)** – left turn restrictions at Avenue D on both sides and installation of active pedestrian corridors at Avenue C and Avenue D. Parking restrictions West bound and East bound to allow traffic to move on 33rd.
- Public Consultation:
 - **Phase 1** – open house was held June 15, 2011.
 - Parking restrictions for Avenue B and Avenue D – a resident survey was done for peak hour restrictions.
 - **Phase 2** – open house was held June 15, 2011 to discuss Avenue D left turn restrictions and surveyed residents along 33rd February 2014.

Sources of Info:

- Collision Analysis
- Community Engagement online tool
- All communication including phone calls and emails are received by Transportation.

Issues & Concerns:

a. Collision Analysis:

- Based on total number of collisions that shows higher trends.
- Intersections with highest traffic volumes typically result in highest number of collisions; therefore intersections were separated into categories based traffic controls (i.e. uncontrolled, traffic signal, stop sign, or yield sign).
- Higher collision trends were noted at uncontrolled intersections prior to the installation of yield signs.

b. Speeding & Shortcutting:

- Adverse effects with the opening of 25th Street – high traffic volumes and speeding.
- 29th Street has high traffic volumes, speeding, disobeying a 4-way stop at Avenue H, higher truck volumes and ignoring stop sign at Avenue E.
- Shortcutting on Avenue D south of 33rd St (between 28th St & 30th St).
- Jamieson Street & Avenue C – disobeying the yield sign.
- Intersection of 23rd Street & Avenue D – high traffic volumes and speeding on 23rd Street.

c. Parking:

- Jamieson Street & Avenue C – parking is obstructing the view for drivers.
- Residential Parking Permit Program (RPP):
 - Two-hour parking restrictions were implemented in 2011 in Caswell Hill to address the SIAST/Kelsey students parking; therefore, the Residential Parking Permit Program was installed on the following streets:
 - Avenue B, Avenue C, & Avenue D (31st Street to South of 33rd)
 - 31st Street (Avenue D to Idylwyld Drive)
 - 32nd Street (Avenue F to Idylwyld Drive)
 - Avenue E was recently added
 - Each resident is limited to one permit. If there are three vehicles and three drivers in the household, each person can obtain a residential permit. If a person lives alone but owns two cars, he/she can only obtain one residential permit. Permits are permanently affixed to the vehicle and are not transferable, as the license plate number is displayed on the permit. *Residential permits are valid anywhere within the Parking Permit Zone.*
 - How to apply for an RPP:
 - Upon receipt of a written request for a Residential Parking Permit zone, the applicant(s) will receive a copy of the establishment criteria and a blank petition from the City of Saskatoon. It is up to the applicant(s) to circulate the proposed RPP zone petition to area residents. One signature will be allowed on the petition from each single housing unit or each dwelling unit in a multi housing unit.
 - The petition will ask residents the following questions:
 - “Would your household support the implementation of a Residential Parking Permit Program?”
 - “If your household supports a Residential Parking Permit Program, would any member of your household purchase a permit at an annual cost of \$25?”
 - The City of Saskatoon will verify the results of the petition.
 - If the criteria and petition requirements are met, the City of Saskatoon will study the accumulation, duration, turnover and extent of transient parking in the area. Transient parkers in the proposed RPP zone must

be at least 25% of the vehicles parked in the area when measured two times during the day (typically 10:30 a.m. and 2:30 p.m.). In addition, parking accumulation must be greater than 70% when measured at two times during the day (typically 10:30 a.m. and 2:30 p.m.). The measure of transient parkers and accumulation is the percentage of all vehicles and parking spaces in the entire proposed RPP zone (not individual blocks).

- If all requirements are met, the RPP zone shall employ the least restrictive suitable parking restriction, which is applied consistently over the entire zone. Resident-only parking zones are not allowed within the city.
- The final process is approval by City Council. Once City Council approves the new RPP zone, notices will be sent to area residents describing what the Residential Parking Permit Program entails, office locations and service hours to secure permits, permit costs, documentation required to purchase a permit and notice of the impending installation of a parking restriction.

d. Pedestrian Safety (including playgrounds, parks and spray pools):

- There are concerns on Jamieson Street & Avenue C.
- Pedestrian safety near parks playgrounds/reduced speed zones around playgrounds:
 - A report submitted to City Council in March 2014 responding to an inquiry regarding implementation of “Children at Play Speed Zones”
 - Rather than commissioning a study, City Council has advised we gather feedback directly from communities to address their concerns specifically regarding parks/playgrounds in their neighbourhood.

e. Transit:

- Current bus routes include Avenue H, 33rd St, Idylwyld Drive, and 23rd Street.

Description of Traffic Calming:

- Listed types of traffic calming devices used in the City of Saskatoon
 - **Type 1** – requires the motorist to drive around (i.e. curb extensions, raised median islands, and roundabouts).
 - Discourages shortcutting and through traffic
 - Traffic volume reduction
 - Improve pedestrian crossings
 - Expensive
 - **Type 2** –causes vertical motion of vehicle when driven over (i.e. speed humps)
 - Reduction of speed
 - Inexpensive
 - Typically not recommended for Transit routes; slows emergency vehicles, creates noise for nearby residents.

- **Type 3** – restricts vehicle movements used to discourage shortcutting (i.e. diverters, full closures, raised medians and directional closures).
 - Very restrictive and should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Saskatoon Police Services Presentation – Constable Jay Keating

- Informed residents how to file a traffic complaint:
 - Pertinent information is important, such as license plate, time of day and location. Contact the SPS Traffic at 975-8068 or at 975-8300 to place a traffic complaint.
 - An officer will be sent out and a complaint form filled out.
- Injury/Damage Stats March 2014 :
 - Accidents 160
 - Injured 17
 - Hit & runs 64
 - Property damage 146
- Traffic Ticket Stats:
 - 470 tickets issued this year, a large comparison to other areas.
 - 170 were school zone – 60 tickets issued a day alone on 33rd Street.
 - No pedestrians were injured.
- Five patrol cars in total throughout the city at one time.
- There is an increase of suspicious people – please call immediately if you see someone hanging around.
- Parking tickets – limited time to ticket parking violations with only five police cars deployed throughout the city.
- Contact Parking Enforcement officers at 975-8344.
- Resident commented – the Avenue F & 33rd Street pedestrian activated crosswalk, vehicles are a problem going straight through and for more enforcement.
- Police advertising they are sitting at a location, it appears as though the location is covered all day long – a way to protect the children in the area.

Small Group Discussions

Lanre Akindipe (City Facilitator)

1. Parking:
 - a. Remove parking on 33rd St (some members in the group disagreed)
 - b. Remove parking on Jamieson St between Ave B & Ave C to improve visibility
 - c. Concerns for residents in close proximity to SIAST
2. More enforcement needed at Ave C & 25th St; disobeying stop signs
3. Traffic calming on bike routes
4. Street sweeping needed on 23rd St (and other streets in Caswell)
5. Realignment of pedestrian signals at Ave D & 33rd St

6. Pedestrian signals at Idylwyld Dr & 32nd St should be removed
7. Pedestrian signals at Idylwyld Dr & 30th St needed
8. Pedestrian signals not needed at Ave D & 33rd St; keep current signals
9. Support for speed zones around libraries, parks, pools etc
10. Traffic barrier options on Ave B between 31st St & 33rd St

Mariniel Flores (City Facilitator)

1. Playgrounds/parks:
 - a. Ave F around Mayfair Pool (west of park) – wide road so speeding is occurring. Solution: traffic calming needed; install speed hump between 30th St and 32nd St
2. 31st St & Ave D – visibility issues northbound/southbound
3. 31st St & Ave F – high traffic volumes; speeding. Solution: switch orientation of stop signs
4. 24th St & 25th St, between Ave B & Ave C – consider large vehicle turning movements before implementing traffic calming
5. Neighbourhoods of Caswell Hill and Mayfair are being sacrificed for increased traffic to Kensington and Blairmore
6. Ave E & 29th St – drivers are ignoring stop signs. Solution: install traffic lights/police enforcement
7. 29th St – difficult to see east/westbound traffic. Solution: restrict parking back to increase sightlines
8. 33rd St:
 - a. Garbage bins on 33rd St narrow the roadway. Solution: move bins to different location (ie. boulevards, back lanes)
 - b. Right-in/Right-out island at Ave D will more left turns to Ave E. Need to monitor traffic (before and after studies)
 - c. Removing traffic lights will restrict in-and-out flows from Caswell and may increase speeds (many children crossing)
9. Idylwyld Dr & 30th St – pedestrian-activated signal/corridor suggested
10. Idylwyld Dr & 32nd St – pedestrian-activated signal takes too long to cross
11. Buses shortcutting on Ave D instead of 22nd St or Idylwyld Dr in the morning
12. Jamieson St & Ave C – not yielding to oncoming traffic on Ave C

Konrad Andre/Pamela Larson (City Facilitators)

1. Shortcutting off of 22nd St through Jamieson St to Idylwyld Dr. Solution: decrease volume by making it longer or not as easy to get through. The 4-way stop isn't working.
2. Ave E & 23rd St – traffic calming isn't working and is more dangerous; bikes have no place to go; confusing intersection. Solution: maybe a stop sign
3. Ave C & 30th St – yield signs

4. Parking:
 - a. Ave D & 30th St – install parking zones; vehicles block view at intersection
 - b. Ave C between 30th & 31st St – install parking zone
 - c. 30th St between Ave C & Ave D – install parking zone
5. Ave D between 29th St & 30th St – speeding
6. A.H. Park – traffic volume and speeding concerns. Solution: one-way street, speed humps, no parking at corners
7. 25th St – very difficult to get out of Caswell eastbound; not enough space; cars block intersection; also tough to get in.
8. 33rd St:
 - a. Proposed changes may negatively impact businesses
 - b. Pedestrian light at Ave F – turns red for no reason; long wait for pedestrians
9. 30th St & Ave F – right-of-way confusion
10. 30th St & Ave E – unsafe for pedestrians

Angela Gardiner (City Facilitator) – 33rd Street Issues

1. Parking enforcement needed during morning peak hours
2. Ave F:
 - a. Police enforcement needed for pedestrian crossing
 - b. Signal timing needs to be shorter
3. Ave D:
 - a. Don't restrict left turns
 - b. Keep traffic signals (combine offset)
 - c. Westbound right turn – trucks use this route to access Safeway
 - d. Southbound left turn is used by transit
4. Ave C - Install pedestrian-activated signal; enforcement needed upon installation
5. More visible pedestrian signs needed
6. Peak hour parking restrictions – signage needs to be consistent and clear
7. Install barrier in median between Ave B and Idylwyld Dr
8. Ave E – pedestrian crossing needs to be enhanced
9. Reduced speeds around parks/pools
 - a. Mixed opinions from the group
 - b. 1000 block Ave – playground sign
10. Signal timing on 33rd St improved (particularly for eastbound left turns) east of Idylwyld Dr
11. 33rd St & Idylwyld Dr – longer east/west phase (scramble pedestrian crossings)

Shirley Matt (City Facilitator) – 33rd Street Issues

1. Speeding:
 - a. Solution – allow parking on outside lane from Idylwyld Dr to Circle Dr

- b. Cars speed past left-turning vehicles from Idylwyld Dr to Ave H
- 2. Ave C - needs a painted crosswalk; left turn issues
- 3. Too many cars using 33rd St to access Circle Dr. Solution – Add more traffic signals
- 4. Improvement such as streetscaping in Business District
- 5. Use parking meters in business district
- 6. Left-turn restriction turning at rush hours
- 7. Environmental impact from the increased traffic
- 8. Keep it business-friendly
- 9. Install corner bulbining and traffic light every second intersection
- 10. Install raised or textured crosswalk at Ave F, Ave D, & Ave C
- 11. Children crossing to Mayfair School from Ave H to Idylwyld Dr
- 12. Issues with trucks accessing Safeway; trucks need to be able to make turning movements
- 13. City of Saskatoon to set up meeting with business owners
- 14. Ensure traffic is not diverted to Ave H and Ave I
- 15. Do not remove traffic signals

Angela Gardiner – Director of Transportation Division - Next Steps

- Going to continue monitoring and undertaking studies.
- Over the spring will be taking a number of traffic studies for traffic calming.
- Neighbourhood residents can submit further comments and feedback via the City on-line Community Engagement webpage no later than May 20, 2014.
- Complete the Mail - in Traffic Observation comments form and mail to City of Saskatoon no later than May 20, 2014.

<http://shapingsaskatoon.ca/discussions/Caswell Hill-neighbourhood-traffic-review-meeting>

- City reviews the written and online webpage comments.
- City undertakes traffic studies and makes recommendations on how to address issues.
- City completes a draft traffic plan based on public input and traffic studies.
- Follow-up neighbourhood Traffic Review meeting will be held in the early fall to get public input on the draft traffic plan for the Caswell Hill neighbourhood and 33rd Street business district to make tweaks based on resident feedback.
- If tweaks are significant, may require another meeting.
- Once the plan is finalized it will go to City Council.
- Temporary traffic calming devices are installed and if effective will phase in permanently and go through council for appropriate funding.
- Encouraged everyone to provide additional feedback.

- It was requested to post the (Next Steps) after the meeting onto the Caswell webpage for information.
- Looking at the whole plan for a whole neighbourhood solution. City may include additional signs or other optional measures as to not cause issues at another location.

Large Group Discussion – Resident Questions

- Question/Comment:
 - What are we doing with Ave D traffic flow?
- Solution:
 - A pedestrian corridor (amber light) is proposed at 33rd St to replace the traffic signal. Consideration will be given to find other solutions.
- Question/Comment:
 - Is monitoring being done as to speeding & shortcutting since the 25th Street opening?
- Solution:
 - Studied before 25th Street was extended. This spring we will be doing studies after the opening of 25th Street.
- Question/Comment:
 - There was previous consultation with Caswell Hill residents prior to the opening of 25th Street. Would it be possible to have the issues stated in the follow up report?
- Solution:
 - Yes
- Question/Comment:
 - Do we monitor 33rd street?
- Solution:
 - Traffic has been monitored on 33rd Street and we will continue to do so.
- Question/Comment:
 - Are measurements being done on raised traffic volumes, and if not, can you provide measurements?
- Solution:
 - Yes.
- Question/Comment:
 - What was the purpose of the device placed on Ave C?

- Solution:
 - A diverter was installed to address shortcutting on Avenue C. Traffic volumes slightly increased on Avenue D and Avenue B; however traffic volumes on Avenue C were significantly reduced. A Mayfair neighbourhood traffic plan has been proposed to address these issues.
- Question/Comment:
 - If there are no traffic lights by the Library how will it affect pedestrians?
- Solution:
 - We will do a follow up review.
- Question/Comment:
 - What happened with the Phase 2 left turn?
- Solution:
 - Held off the left turn restrictions to review the level of support.
- Question/Comment:
 - When will the bus barns be moved?
- Solution:
 - Scheduled to be moved in 2016.
- Question/Comment:
 - Why are there permissions to build a unit dwelling on top of garages? This will increase parking in the area.
- Solution (Darren Hill):
 - Approved allowing only one parking for additional suites. City is trying to facilitate infill and at the same time make sure it does not cause conflict.

Councillor Pat Lorje

- Thanked Darren Hill for attending and helping out.
- If an issue was not raised at the meeting, drop an email or contact me directly by phone or contact Angela Gardiner at 306-975-2271 for information.
- Congratulations to Angela who won the CBC's Future 40 recipients award, being recognized among Saskatchewan's top 40 leaders.
- Residents are to bring any suggestions forward as comments will continue to be taken, the closing of the meeting does not mean feedback has ended.
- With our fast growing city, our efforts are to preserve our core neighbourhoods and suburbs.
- Thanked everyone for participating.

Closing Remarks

- Residents are encouraged to access the City's new website called "Shaping Saskatoon" to send in concerns and provide feedback/solutions to traffic issues in your neighbourhood
- Information can be submitted through Caswell Hill Community Association/City's Community Development Consultants.
- Caswell Hill residents will be advised (door-to-door flyers) of the follow up meeting in September or early October to provide input on the draft Traffic Plan
- The end result will go to Council in December for approval.
- Transportation staff and Councillor's thanked everyone for attending, and giving their input to identify concerns to be addressed and showing they care about their neighbourhood.

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

<http://shapingsaskatoon.ca/discussions/Caswell Hill-neighbourhood-traffic-review-meeting>

List of Representatives

Mitch Riabko – Great Works Consulting, Facilitator

Kathy Dahl – Great Works Consulting, Facilitator

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

Shirley Matt – City of Saskatoon, Transportation & Utilities, Traffic Management
Supervisor

Justine Nyen – City of Saskatoon, Transportation & Utilities, Traffic Safety Engineer

Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Traffic Operations
Engineer

Mariniel Flores – City of Saskatoon, Transportation & Utilities, Traffic Engineer

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

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

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

Saskatoon Police Services – Constable Jay Keating