

**Avalon Neighbourhood  
Traffic Review  
Thursday, April 2016, 7:00 – 9:00 P.M.  
John Lake School**

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 – Avalon Neighbourhood Traffic Review  
(Presented by Justine Nyen – Traffic Engineer & Jay Magus - Traffic Engineering Manager)

Presentation Outline:

- Neighbourhood Review Process
- Timeline for Avalon Review
- Sources of Information
- Past Studies
- Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices

Neighbourhood Review Process:

- **August 2013** – New process; neighbourhood review vs issue by issue; eight neighbourhoods reviewed per year
- **Mandate** – Reduce & calm traffic, improve safety within neighbourhoods
- **2014** – Varsity View, Nutana, Brevoort Park, Haultain, Holliston, City Park, Westmount, Hudson Bay Park, Caswell Hill
- **2015** – Avalon, Meadowgreen, Adelaide-Churchill, Montgomery Place, Lakeview, Confederation Park, Greystone Heights, Mount Royal

Timeline for Avalon Review:

- **Stage 1** – Identify issues & possible solutions through community consultation (April to fall 2015)
- **Stage 2** – Develop a draft traffic plan (fall 2015)
- **Stage 3** – Present draft traffic plan to community for feedback (fall 2015)
- **Stage 4** – Implement the changes over time

Sources of Information:

- Present:
  - Past Studies
  - Collision Analysis
  - Concerns received since August 2013:
    - Community Engagement Online Tool
    - Phone calls and emails received by the Transportation Division
- Future:
  - Feedback from public consultation (meetings, correspondence, Shaping Saskatoon discussion)
  - Traffic Counts & Assessments

#### Past Studies:

- Glasgow Street – speeding, pedestrian safety, high traffic volumes; installed crosswalks at Turner Ave, Mendel Cres, & Maceachern Ave; traffic calming installed at Maceachern Ave; temporary speed display board installed in fall 2014
- Broadway Avenue & Wilson Crescent – installed 4-way stop
- Clarence Avenue & Cascade Street – removed temporary curb extensions

#### Concerns Received:

- Wilson Crescent - speeding
- Back lane 2700 block of Clarence Avenue – speeding; high traffic volumes
- Glasgow St – speeding; high traffic volumes

#### Glasgow St discussions:

- Options will be presented at follow up meeting to reduce traffic volumes on Glasgow St
- Example shown to remove northbound left turn at Clarence Ave & Glasgow St

#### Traffic Calming Devices:

1. Speed Display Boards
2. Raised Median Island – narrows focus of the driver to slow down
3. Curb Extensions – visual scope for the driver to see pedestrians
4. Roundabouts
5. Speed humps
6. Raised crosswalks
7. Diverter
8. Right-in/right-out island
9. Directional Closure – restrict movements onto the street from one direction
10. Raised median through intersection
11. Full closure

#### Pedestrian Devices:

1. Standard crosswalk
2. Zebra crosswalk (striped pavement markings)
3. Active pedestrian corridor (flashing yellow lights)
4. Pedestrian-activated signals

### Saskatoon Police Services – Unable to attend

- **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 Avalon and potential solutions

### Group 1: Justine Nyen (City Facilitator)

- Glasgow St – speeding; implement 40kph speed limit; more enforcement; install traffic calming near park; high collisions in spring due to sun glare
- Glasgow St & Turner Ave – can't see kids crossing; kids are crossing at midblock; shortcutting in lane by Turner Ave; move crosswalk to see pedestrians better (maybe to other side of intersections); existing crosswalk goes into driveway; install 3-way stop
- Glasgow St & Broadway Ave – install 4-way stop; very busy traffic into dog park at all times, not just evenings and weekends
- Clarence Ave & Glasgow St – blocking left turn doesn't solve speeding issues; right turn is difficult to get onto Clarence Ave because drivers split into 2 lanes before intersection (southbound) and also accelerating to 60kph speed limit; move 50kph speed limit all the way to Circle Dr; left turns are near impossible; pedestrian safety concerns (especially at 8am and 5pm); left turning drivers on Clarence Ave onto Glasgow St are blocking crosswalk; install "No stopping on/blocking crosswalk" sign; congestion getting onto Clarence Ave causes shortcutting onto McAskill Cres
- Back lane 900 Glasgow St – speeding; install 20kph speed signs
- Hedges throughout neighbourhood at intersections obstruct drivers view
- Clarence Ave & Wilson Cres – southbound buses block through (curb) lane causing drivers to pass in left turn lane

### Group 2: Goran Lazic (City Facilitator)

- Glasgow St has right-of-way (no traffic controls facing traffic on Glasgow St) causing speeding; driving on wrong side at 400 block; narrow corner at 400 block; traffic volumes increased substantially since big box stores opened south of Circle Dr; dog park drives traffic from Stonebridge; Stonebridge should have their own dog park/school; close Glasgow St at McConell Ave
- Glasgow St & Clarence Ave – eastbound left turn onto Clarence Ave northbound; pedestrian issues / low compliance; bus stop at corner; pedestrian signals; sidewalk on west side to signal for safer pedestrian crossing
- Signs needed around parks/playgrounds; "Watch for children at play"
- Reduced speed around parks (30kph)
- Glasgow St & Broadway Ave – install 4-way stop
- Clarence Ave & Wilson Cres – southbound queue past Cascade St; causes traffic to shortcut through neighbourhood; add more green time

- Clarence Ave & Cascade St – pedestrian safety concern to access park; improvements needed
- Lorne Ave & Ruth St – difficult to tell who has right-of-way at 4-way stop; install traffic signals

#### Group 3: Shirley Matt (City Facilitator)

- Broadway Ave between Wilson Cres & Glasgow St – speeding; rolling through stop sign and speeding up after school zone
- Glasgow St between Clarence Ave & Broadway Ave – speeding; shortcutting due to school zones on Wilson Cres
- Wilson Cres – speeding (especially after school hours)
- Cascade St – speeding; increased traffic volumes
- Uncontrolled intersections – confusion
- Broadway Ave & Ruth St – traffic lights needed
- Lorne Ave & Ruth St – traffic coming / going to downtown causes congestion into neighbourhood
- Clarence Ave & Circle Dr – collisions coming from ramp (westbound to southbound); need better timing for lights
- Clarence Ave – northbound towards Wilson Cres drivers race each other to get into lane
- Clarence Ave & Glasgow St – dangerous for pedestrians; busy street; drivers going fast and will not stop; bus stop in area; install pedestrian device; southbound – right turn only to Glasgow St – problem is traffic is using two lanes before they pass the intersections; install barrier to delineate right lane and to protect right turns from Glasgow St onto Clarence
- Missing sidewalks and ramps throughout neighbourhood (ie. Broadway Ave & Wilson Cres northeast corner)
- Parents parking on Wilson Cres in front of school is concern

#### Group 4: Ellen Pearson (City Facilitator)

- Bute St & Albert Ave – speeding; cars ending up in front yard (blowing stop sign at Cascade St & Albert Ave)
- Wilson Cres & Broadway Ave - not stopping at 4-way stop; cars not coming to complete stop turning right onto Broadway Ave
- Lorne Ave & Ruth St – need traffic signals, not just 4-way stop; high traffic volumes from Prairieland
- Wilson Cres between Clarence Ave & Broadway Ave – speeding, especially traffic signals installed at Wilson & Clarence; lots of collisions; driving through median island curb extensions in front of school; speeding occurring all times of day, even in school zone; implement 30kph speed zone on Wilson Cres by Broadway Ave; install speed humps
- Clarence Ave & Glasgow St – crosswalk is dangerous; install flashing yellow pedestrian lights; lots of pedestrians due to bus stop; lacks signage and pavement markings; traffic turning left onto Glasgow St is often to dog park; implement dog park in Stonebridge to lessen traffic coming into Avalon

- Clarence Ave – poorly marked school zone (Spanish school where kids take the bus, they don't walk) – St Martins
- Photo radar needed at Clarence Ave & 3<sup>rd</sup> St and Taylor St; police presence needed
- Speed humps work!!
- Zig zag berms are effective at slowing traffic, especially on local streets to maintain speed
- Garbage collection should all be in back lanes; heavy trucks are impacting the quality of the streets; grade and maintain back lanes/grading but not backfilling; lanes are muddy and can't be used
- Students jaywalking near Aden Bowman
- Glasgow St – shortcutting to avoid Clarence Ave and 3 school zones; crosswalk to Avalon Park is marked but not observed; solution: in Seattle pedestrian flags area attached to pedestrian signs to signal to drivers
- Speeding is utmost concern and not paying attention to traffic signage
- Install alternating yield signs at uncontrolled intersections
- Dufferin Ave & Cascade St – change yield sign to stop sign

#### Group 5: Jay Magus (City Facilitator)

- Wilson Cres & Clarence Ave – traffic signal has moved traffic to Glasgow St (6-9am, 3-6pm, 7-9pm, after 11pm)
- Glasgow St & Melrose Ave - speeding
- Glasgow St – no left onto Glasgow St (from Clarence Ave); too easy to access neighbourhood; install traffic calming; install 4-way stop at Broadway Ave; improve crosswalk at Turner Ave (issue in median island); install speed display board in both directions; resident living on Mendel Cres was concerned about proposed left turn restriction at Glasgow St & Clarence Ave because they'd need to drive to Wilson Cres->Broadway Ave->the to Mendel Cres; improve pedestrian crossing at Maceachern Ave; install speed bumps or indents; reduced speed zone near park
- Speed display boards – how does it log pedestrians and cyclists; issues with accuracy
- Shortcutting to access traffic signals at Wilson Cres & Clarence Ave (eastbound on Glasgow St ->Turner Ave->McAskill Cres->Wilson Cres)
- Collisions in winter
- Clarence Ave –change to 2 lanes northbound between Circle Drive and Wilson Cres; remove school zone to maintain traffic flow; jersey barrier obstructs drivers view when turning right onto Clarence Ave from Circle Dr ramp looking southbound
- Stop & Yield Retrofit Program – install alternating yield signs
- Back lane west of Clarence Ave between Glasgow St & Wilson Cres – shortcutting; speeding
- Concerned about time of study and completion
- Cascade St – quieter street

## Next Steps – Jay Magus

(Presented by Jay Magus - Traffic Engineering Manager)

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 16/15
3. Additional public input via City on-line Community Engagement webpage no later than May 16/15

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

4. Traffic count data collection – spring/summer 2015
5. City review of public input and data collected from traffic studies and prepare draft Traffic Plan
6. Follow-up public input meeting to provide input on draft
7. Determine revisions and finalize Traffic Plan
8. Present Traffic Plan to City Council for approval

## Large Group Discussion – Resident Questions/Comments

Resident: When will the recommendations in the traffic plan be installed?

City: There are short term and long term measures. Short term include signs and temporary traffic calming. These are usually installed within a year of the plan being approved (ie. spring / summer 2016). Long term measures, such as permanent traffic calming may take longer, approximately 5 years, after the temporary measures have been assessed.

Resident: A lot of the traffic on Glasgow St are residents from Stonebridge going to the dog park. Will there be a dog park in Stonebridge?

Councillor Loewen: A dog park wasn't included in the planning stage for Stonebridge, so we'll need to find space. Best case scenario, yes, there will be a dog park eventually, but it won't be as big as the park in Avalon.

Resident: What are the traffic volumes required to install traffic signals?

City: There is no easy answer for this. Traffic signal warrants are based on a number of factors, not just traffic volumes. Number of lanes, distance to nearest traffic signals, structures etc.

Resident: Has Lorne Avenue & Ruth St been assessed to determine if traffic signals can be installed?

City: Yes, Lorne Ave & Ruth St it's on the threshold for traffic signals. However there are a number of challenges at this location due to overhead structures. At this time, traffic signals aren't recommended.

Resident: There seems to be a consensus of speeding on Glasgow St (also Clarence Ave). Send police cars out to enforce, the non-visible kind.

City: We can send this as information.

Contact Police Services to request enforcement: **306-975-8300 OR 306-975-8068**

Resident: Lorne Ave & Ruth St – Prairieland events cause high traffic and snow blocks one full lane. Snow should be pushed onto sidewalk.

City: Comments will be forwarded to the Public Works Division to follow-up.

Resident: In other neighbourhoods they've installed yield signs that alternate at all uncontrolled intersections. Can we get this in Avalon?

City: The yield signs are part of the Stop & Yield Retrofit Program. We'll follow-up to determine if Avalon was included in the program.

City followed up: **Avalon is included on the list for the Stop & Yield Program.** As such, yield signs will be installed at all uncontrolled intersections in Avalon. Letters will be sent to residents prior to the installation. We intend to complete the sign installations prior to the next Avalon traffic meeting (ie. fall 2015).

Resident: Glasgow St & Broadway Ave (dog park access) – put up stop signs

City: We need to follow up with a study and abide by our stop and yield Policy (Policy C07-007) to implement signs. Stop signs are not to be used as a speed deterrent / traffic calming.

Resident: When are the counts conducted?

City: Traffic counts will be in the next couple months (spring / summer)

Resident: No one likes speed humps, but they work.

City: We've installed them in the past (Wilson Cres near the park) but received complaints after. Fire Services requested we don't install speed humps because they damage their vehicles. They're noisy for residents living near them.

Resident: When will a speed display board be installed on Glasgow St?

City: A speed display board will be installed on Glasgow St in May. (may need to collect speed and traffic volume data prior to installation. This may affect timeline.)

Resident: Can the board be installed in both directions?

City: We will try to install the board in both directions, however there are a number of challenges – can't be shaded, need something to attach board to (ie. power pole). Notifications will be sent to residents on Glasgow St prior to installation.

Resident: Was the speed display board on Glasgow St effective last fall?

City: Yes. Speed studies measured before and after showed a reduction.

Resident: How does the City prioritize traffic improvements?

City: Comes down to funding. We have a list of corridor improvements (major roadways –arterials, collectors), major intersection improvements, and recommendations from neighbourhood traffic reviews. Generally recommendations from the neighbourhood reviews are low cost.

Resident: Buses speed. Please tell transit drivers to slow down.

City: We'll pass on the information to Transit Services.

<http://shapingsaskatoon.ca/discussions/varsity-view-neighbourhood-traffic-review>

#### List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators

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

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

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

Justine Nyen – City of Saskatoon, Transportation & Utilities, Traffic Management

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

Lanre Akindipe – City of Saskatoon, Transportation & Utilities, Infrastructure Engineer

Goran Lazic – City of Saskatoon, Transportation & Utilities, Traffic Operations Engineer

Marina Melchiorre – City of Saskatoon, Transportation & Utilities, Traffic Engineer

David LeBoutillier – City of Saskatoon, Transportation & Utilities, Traffic Engineer

Mark Emmons – City of Saskatoon, Planning & Development, Planner – Neighbourhood Planning

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

Ellen Pearson – City of Saskatoon Planning & Development, Planner