

**Avalon Neighbourhood
Traffic Review
Thursday, October 29, 2015, 7:00 – 9:00 P.M.
George Vanier 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 – Transportation Engineer)

Presentation Outline:

- Neighbourhood Traffic Management Program
- How We Got Here
- What We Heard
- What We Did
- What We Propose

Neighbourhood Traffic Management Program:

- Address neighbourhood traffic issues:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety
- August 2013 – changes to program
 - Neighbourhood-wide review
 - More community / stakeholder feedback
 - Efficient use of staff resources

How We Got Here:

- April 2015 – Initial Traffic Meeting
- April to October 2015 – gather feedback, conduct traffic studies, collect data, develop traffic plan
- October 2015 – Follow Up Traffic Meeting - display proposed traffic plan and gather feedback

What We Heard:

- A. Speeding/Traffic Volumes:

- Glasgow St
- Melrose Ave
- Clarence Ave
- Broadway Ave
- Wilson Cres
- Cascade St
- Albert Ave
- Back lanes (adjacent to Clarence Ave, Wilson Cres, & Glasgow St)

B. Pedestrian Safety:

- Glasgow St:
 - o MacEachern Ave
 - o Turner Ave
 - o Broadway Ave
- Clarence Ave:
 - o Glasgow St
 - o Cascade St
- Missing sidewalks near John Lake Park

C. Intersection Safety:

- Glasgow St & Clarence Ave
- Glasgow St & Broadway Ave
- Ruth St & Broadway Ave
- Broadway Ave & Wilson Cres
- Ruth St & Wilson Cres
- Uncontrolled intersections

What We Did:

- Collected Data:
 - Past studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Recorded comments from Shaping Saskatoon discussions
 - 5 Intersection / Pedestrian counts
 - 9 – 7 day traffic count (24 hour) & Average Speed measurements
 - 1 back lane traffic volume count
 - Collision history
- Field Reviews
- Assessed the Issues
- Generated proposed recommendations

What We Propose:

- Yield signs at all uncontrolled intersections
- Zebra crosswalks

- 20kph speed signs
- Additional school zone signs
- Speed display board
- Speed enforcement
- Speed limit reduction
- Hazard boards
- Traffic calming (curb extensions and median islands)
- Sidewalk
- Glasgow St & Clarence Ave modifications (median closure to restrict left turns; curb extension to increase pedestrian safety)

Clarence Ave & Glasgow St modifications:

- Recommendation in traffic plan show a median closure to restrict left turns
- Issue is high traffic volumes (shortcutting on Glasgow St)
- Closure is estimated to reduce approximately 1,600 vehicles per day on Glasgow St
- Traffic is expected to continue north on Clarence Ave, but there is a chance of re-routing through neighbourhood on other streets such as Wilson Cres.
- Closure would be installed temporarily to assess impact on adjacent streets

Q&A

Resident: What are you doing to move traffic from the south (via Circle Dr etc)? Traffic on Clarence Ave started because of Stonebridge and all of the development on the south end.

City: Clarence Ave, Preston Ave and so on are arterial roadway, made to move traffic. There are no plans for additional routes and bigger roads at this time.

- **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)

- Item #6 –Clarence Ave & Glasgow St median closure – group was not in support; closure will re-route traffic onto Wilson Cres; don't want to traffic re-route by school
 - o Consider what's causing the shortcutting onto Glasgow St:
 - Lack of guide signs, northbound traffic gets "caught" in left turn lane because it's too congested to change lanes
 - Drivers avoiding school zones on Clarence Ave
 - Funneling into one lane from 2 lanes coming over the overpass is backed up
 - Icy conditions downhill coming over overpass
 - o Consider alternating stop signs on Glasgow St

- o Perhaps temporary roundabouts on Glasgow St to make route “less attractive” and slow speeds
- o Remove school zone on Clarence Ave to ease congestion
- o Continue 2 lanes on Clarence Ave to resolve congestion
- Item #7 – Clarence Ave & Glasgow St curb extension – concerns for turning right from Glasgow St because drivers will need to turn into driving lane. Already congested so it will be difficult to find gaps in traffic. Maybe try the curb extension on the north side.
- Broadway Ave & Wilson Cres – add hazard boards
- Wilson Cres – additional school zone sign needed; no sign so drivers don’t know it’s a school zone (west of Broadway Ave)

Group 2: Mariniel Flores (City facilitator)

- Item #1 – Yield signs at uncontrolled intersections – 6 no, 4 neutral
- Item #2 – Glasgow St & MacEachern Ave zebra crosswalk – there’s already one there; speed bumps or little rumble strips instead
- Clarence Ave & Glasgow St:
 - o Maybe a bus bay
 - o Not in favour of median closure
 - o Consider double lane on Clarence Ave
 - o Move crosswalk to north side
 - o Install traffic signals
- Clarence Ave & Glasgow St speed display board – install permanent
- Ruth St & Wilson Cres – maybe 4-way stop after bridge is built
- Clarence Ave speed limit reduction to 50kph at overpass – 5 were in favour to Circle Dr overpass, 5 wanted it reduced all the way to Cartwright St.
- Broadway Ave & Glasgow St – all-way stop or different orientation of stop signs
- Broadway Ave & Wilson Cres – adjust timing to make all directions equal priority
- Glasgow St west of Broadway Ave – install directional closure (maybe McConnell Ave)
- Victoria Ave – dedicated bike/pedestrian lane route all the way to River Landing
- Clarence Ave - dedicated bike/pedestrian lane route all the way to River Landing
- Clarence Ave & Cascade St – better signage to improve pedestrian safety or curb extension

Group 3: Shirley Matt (City facilitator)

- Item #1 yield signs at uncontrolled intersections – reasonable as long as to the east side of the neighbourhood
- Item #2 Glasgow St & MacEachern Ave zebra crosswalk – should have traffic calming also
- Item #3 Glasgow St & Turner Ave – zebra crosswalk, curb extension, & median island – dependent on Clarence / Glasgow; maybe remove median island
- Item #6 – Glasgow St & Clarence Ave median closure – 9 against, 2 for.

- Item #7 – Glasgow St & Clarence Ave curb extension on southwest corner – 5 against, 4 for, 2 undecided; median island on northeast corner
- Item #10 Additional school zone signs on Clarence Ave near Wilson Cres – in support of sign on median
- Item #12 Speed enforcement on Wilson Cres in school zone – in support but extend zone to Clarence Ave
- Item #14 add hazard boards at Ruth St & Wilson Cres – Maybe add flashing light
- Other:
 - o Cascade St – needs maintenance
 - o Clarence Ave / Glasgow St – more needs to be done Glasgow St; 4-way stop at Broadway Ave / Glasgow St

Group 4: David LeBoutillier (City facilitator)

- Glasgow St:
 - o Broadway Ave - 4-way stop needed
 - o Flip yield signs along Glasgow St
 - o More enforcement needed
 - o Re-think Glasgow St as collector with bulbing etc (half table was in support)
 - o Truck traffic is a concern
- Item #2 Glasgow St & MacEachern Ave zebra crosswalk – probably not enough; consider curb extensions; it's a pathway to a park
- Item #3 Glasgow St & Turner Ave – concern that Turner Ave becomes more important if Clarence Ave northbound left turn is closed; maybe close Turner Ave
- Item #6 – Glasgow St & Clarence Ave median closure – not so quick; need to understand issues; install 2 through lanes on Clarence Ave all the way to Wilson Cres; crosswalk improvements needed, perhaps try bulbing & steps along Glasgow St first; watch Turner Ave and maybe close; keep left turns
- Item #7 – Glasgow St & Clarence Ave curb extension on southwest corner – not sure this will work. No clear option
- Item #10 Additional school zone signs on Clarence Ave near Wilson Cres – yes northbound sign needs to go back
- Item #11 speed display board on Clarence Ave (northbound after overpass) – boards may encourage speed
- Item #12 Speed enforcement on Wilson Cres in school zone – photo radar/portable – purchase devices and move them around
- Consider creating a park speed zone to extend the hours of day

Group 5: Jay Magus (City facilitator)

- Item #1 – Supported; can you also implement on Cascade Street?
- Item #2 Glasgow St & MacEachern Ave zebra crosswalk – Supported
- Item #3 Glasgow St & Turner Ave – Supported; however there are issues properly locating the crosswalk as it currently guides pedestrians to a driveway; finding space for curb extensions might be difficult.
- Item #4 – Supported

- Item #5 – Supported
- Item #6 – Glasgow St & Clarence Ave median closure – not supported; will force more traffic to Turner Avenue and Mcaskill Crescent; traffic should not have been counted in the summer as school is out; one issue is that 2 lanes of northbound traffic on Clarence Avenue is needed so drivers do not feel like they have to turn left; look at other ways to deter traffic on Glasgow Street including bulbing, stop signs, and speed bumps.
- Item #7 – Glasgow St & Clarence Ave curb extension on southwest corner – move to northwest corner
- Items #8 and 9 – supported
- Item #10 Additional school zone signs on Clarence Ave near Wilson Cres – supported, but also asked if school zone can be removed
- Item #11 to #15 - supported
- Why was no calming on Wilson Crescent identified?

Next Steps

1. Mail-in or email comments no later than Nov 29/15
2. Additional public input via City on-line Community Engagement webpage no later than Nov 29/15

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

3. Additional consultation if required
4. Present traffic plan to City Council for approval
5. What happens after City Council approval? Implementation begins. Signs and temporary traffic calming will be installed as early as next spring (2016)
6. What if I don't agree? Request time to speak at City Council meeting

Q&A

Resident: Clarence Ave should be 2 lanes to Wilson Cres (either direction).

Resident: Do you think it's beneficial to have resident's address?

City: Like the idea of community-based decisions not one street vs. another.

Resident: The representation of the community at this meeting is very small (approximately 65 attendees).

Resident: People in my group were in favour of the median closure (Clarence Ave & Glasgow St). We don't think much traffic will turn down Wilson Cres.

Resident: Disagree. Need more study on who is taking Glasgow St (residential, shortcutting, where are they going – downtown, Avalon shopping centre, dog park etc)

City – In my opinion, traffic is going downtown, from Broadway Ave.

Resident: Has the City changed the design of streets to carry the volumes? Perhaps change Glasgow St from local to feeder street.

City: Coming from the City of Calgary, they have changed roadways from residential as development infills. It has been done. Changes over time.

Resident: Would you consider re-classifying the road to a collector?

City: No. At this point it is all residential.

Resident: Cars are stopping on the crosswalk at Clarence Ave & Glasgow St. Install “Do Not Block Crosswalk” sign.

Resident: Cascade St is a racetrack. Lots of young kids in the area.

City: According to the speed study, traffic calming is not warranted. We would consider alternating yield signs as part of the Traffic Control Retrofit because it's a local street with intersecting local streets. This wasn't previously recommended because there are already signs.

Resident: But if enough residents identify it as a concern, then would you implement something?

City: Yes. Not exact science. Community feedback is definitely a factor.

Councillor Loewen: There's been a lot of attention in the media this past week on the neighbourhood traffic reviews. I'm looking forward to a Council discussion on revisions to the procedure.

Facilitator: Sounds like there wasn't consensus on the recommendations for Glasgow St. We may require an additional meeting to discuss the outstanding issues. This will likely take place in the next 2-3 months.

List of Representatives

Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
Jay Magus, Shirley Matt, Justine Nyen, Mariniel Flores, David LeBoutillier – City of Saskatoon,
Transportation & Utilities