

**Grosvenor Park Neighbourhood
Traffic Review
Thursday, April 14, 2016, 7:00 – 9:00 P.M.
Grosvenor Park United Church**

Facilitators:

- Mitch Riabko & Kathy Dahl (Great Works Consulting)

City of Saskatoon Representatives:

- Angela Gardiner, Justine Nyen, Shirley Matt, Mariniel Flores, Mark Emmons

Councillor Clark attended.

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 Nyen – Transportation Engineer)

Presentation Outline:

- Neighbourhood Review Process
- Timeline for Grosvenor Park Review
- Sources of Information
- Concerns Received
- Description of Traffic Calming & Pedestrian Safety Devices
- Corridor & Major Intersection Reviews

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** – 11 neighbourhoods
- **2015** – 8 neighbourhoods
- **2016** – Grosvenor Park, Sutherland, Parkridge, Hampton Village, Willowgrove, Stonebridge, Silverspring, Lakeridge

Timeline for Grosvenor Park Review:

- **Stage 1** – Identify issues & possible solutions through community consultation (May to fall 2016)
- **Stage 2** – Develop a draft traffic plan (fall 2016)
- **Stage 3** – Present draft traffic plan to community for feedback (fall 2016)
- **Stage 4** – Implement the changes over time

Sources of Information:

- Past Studies
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments

Concerns Received:

- Bate Cres – shortcutting
- Isbister St/Lake Cres – shortcutting; speeding
- 14th St:
 - Crosswalks (Leslie Ave & Bate Cres) – children crossing to schools; drivers not stopping for pedestrians; parking obstructs driver’s view
 - Speeding
- Main St – pedestrian safety concerns
- E/W lane between Main St & commercial properties on 8th St – pedestrian safety concerns
- Islamic Association of SK (IAS) 222 Copland Cres & area – increased membership at the mosque and school

IAS/Copland Cres/Copland Crt/Garrison Cres/back lanes:

- Illegal parking, loss of available parking, increased traffic volumes, back lane traffic
- Neighbourhood Committee formed by reps from the IAS & residents to resolve issues. City departments worked with group since 2013 to resolve issues:
 - Transportation Division – installed parking restrictions, traffic calming islands on Copland Cres, curb extension & zebra crosswalks in front of school, temporary posts & “Local Traffic Only” signs in back lanes.
 - Parking Services – enforcement, education
 - Public Works – increased snow clearing on Copland Cres and snow removal in front of school

Traffic Calming Devices (Examples of devices used in Saskatoon):

1. Speed Display Boards
2. Raised Median Island – narrows road; provides center refuge for pedestrians
3. Curb Extensions – narrows road
4. Roundabouts
5. Diverter – used to address high traffic volumes
6. Right-in/right-out island - used to address high traffic volumes
7. Directional Closure – restrict movements onto the street from one direction
8. Raised median through intersection – restrict movements

9. Full closure

Pedestrian Devices:

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

Corridor Reviews & Major Intersection Review:

- Created to address issues at intersections along arterial streets as Neighbourhood Traffic Reviews address local and collector streets
- Recommendations will be identified and projects will be prioritized for funding approval

Presentation from Islamic Association of Saskatchewan/Neighbourhood Committee
Members provided information on the history of their group and initiatives.

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

Group 1: Mariniel Flores

1. Shortcutting & speed on Bate Cres (from 14th St to Main St to avoid Preston Ave); install speed bumps or raised median through the intersection at Bate Cres & Main St to restrict movements.
2. Isbister St & Bate Cres – tight southbound turn; install curb extensions, mini roundabout, 3-way stop; icy conditions, sanding and grading needed
3. 100 block of Lake Cres is not a parking lot and block driveways (9am, 10am, 4:30pm); expansion of the Residential Parking Permit Program (8am-5pm) every 2 hours to include this. Build parking lot. Improve bus route to UofS.
4. Poor snow clearing in Lake Cres near Leslie Ave
5. Leslie Ave & Lake Cres – not following right-of-way rules, signage review needed; yield signs
6. No sidewalk on east side of Leslie Ave (Lake Cres to Garrison Cres)
7. Isbister St from Bate Cres to Garrison Cres – shortcutting; install some type of restrictive device
8. North entrance to alley between Lake Cres & Isbister St – shortcutting; block north entrance; metal posts & “Local Traffic Only” perceived not to work
9. Block off middle portion of north-south lane between Main St & Copland Cres; lots of shortcutting.
10. Main St & Louise Ave – pedestrian crosswalk needed; pedestrian lights
11. No sidewalks on west & east sides of Louise Ave
12. Garrison Cres & Main St – pedestrian crosswalk ceded; pedestrian lights

13. Copland Cres & Main St – post on median missing
14. West of Copland Cres (alley) & Main St – post on median missing
15. Traffic count needed in alley west of Copland Cres between Main St & Copland Cres
16. Pedestrian lights needed at 14th St & Leslie Ave, & 14th St & Bate Cres
17. Northbound & Southbound left-arrow for lights at Preston Ave & 14th St needed

Group 2: Justine Nyen

1. North-south back lane between Main St & Copland Cres:
 - a. Grading causes speeding; paving the back lane may cause speeding
 - b. Road is too narrow for 2-way traffic so cars squeeze close to fences to fit by
 - c. Maybe install a fence mid-lane to restrict traffic
 - d. Volunteers from the mosque volunteer during high-prayer times to stand on Copland Cres, Copland Crt etc to direct members finding parking etc.
 - e. Additional lane to parking lot from north side of Copland Cres
 - f. One-way traffic; may cause enforcement issues; don't want to penalize residents by making the lane one-way
 - g. Backing out of garages – drivers speeding right beside, worried about children getting hit
2. UofS students parking:
 - a. 12th St & Cumberland Ave (parking and getting onto bus); blocking resident's driveway
 - b. Garrison Cres
 - c. Leslie Ave
 - d. Lake Cres
 - e. 2-hr parking on Cumberland Ave has pushed student parking further south
 - f. Parking too close to garbage bins so garbage isn't picked up
 - g. Extend Varsity View Residential Parking Permit Zone
3. Traffic counts – Friday PM
4. Cumberland Ave – speeding at 9:30pm Monday-Friday; enforcement needed
5. Main St near apartments past Cumberland Ave – install 4-way stop at Garrison Cres
6. Preston Ave & Main St – pedestrian crosswalks need to be marked
7. Main St – driving over median/boulevard; crossing around posts

Group 3: Shirley Matt

1. Shortcutting issues:
 - a. North-south lane between Copland Cres to 14th St; possible solution is to restrict north-south through movement
 - b. East-west lane between Copland Cres to Preston Ave; possible solution is to open up median at Main St & Copland Cres.
 - c. Leslie Ave – 14th St to 12th St is shortcut to avoid traffic signal
 - d. Leslie Ave back alley shortcutting; install restrictions similar to Garrison Cres
 - e. 8th St between Garrison Cres & Cumberland Ave – solution is to install traffic signal and Main St & Garrison Cres
2. Parking Issues:

- a. Leslie & Cumberland Ave – parking causing sight restrictions for those leaving back alley along Leslie Ave and at Leslie Ave & 14th St
 - b. In front of church – to improve sightlines at Cumberland Ave put in a loading zone & 5min restriction. This would allow someone to drop off students to dance.
 - c. Bylaw change to allow parking in peoples back yards
 - d. 14th St & Leslie Ave – difficult to see
3. Speeding Issues:
- a. Garrison Ave between Main St & Cumberland Ave; solution is to install mini roundabout at Garrison Cres & Isbister St or reverse the direction of the stop signs; another solution is to install traffic controls at Isbister St & Lake Cres
4. Pedestrian Safety Issues:
- a. Leslie Ave & 14th St – needs pedestrian device & traffic calming
 - b. Lake Cres & Leslie Ave - needs pedestrian device & traffic calming

Group 4: Mark Emmons

1. Vehicles double-parked in back lane by mosque
2. Copland & Leslie Ave – temporary bulbouts are ineffective and ugly
3. Lake Cres north-south lane (perpendicular to Lake by 14th St) is very dusty. Too much traffic. Too fast. Should put in bollards or posts to block traffic from cutting all the way through.
4. Read lane traffic is an issue near mosque. Blocks garages.
5. Bulbing at intersections pushes cyclists out into the roadways. Maybe develop them with space for cyclists to travel through.
6. Local traffic only signage as ignored.
7. Mosque traffic parks too close to driveways.
8. Potholes & water main break patching creates awful roadways.
9. Understanding was that east side mosque parking would be primary parking. South parking was only supposed to be used Fridays.
10. Should move mosque driveway to west.
11. Two-way traffic in back lane by mosque is dangerous, especially in winter.
12. Double-parking and U-turns in middle of street when dropping off loads for school.
13. Speeding on 14th St. Need more signage. Needs pedestrian crosswalk from north-south back lane because of heavily travelled lane.
14. Preston is getting busier and busier. Needs more flow and less calming.
15. Rear lanes near mosque are important. Group is split on keeping open or closing them.
16. Ontario has bylaw: 'Places of worship should only be on non-residential non-local roads' and it would be useful here.
17. 'Limit daily parking area by IAS to the old school parking on the east of IAS, except on Fridays.
18. Signs that are currently "Local Traffic Only" should be changed to "Resident Traffic Only". In Ontario they use "non-residential" not just "non-local".

Group 5: Angela Gardiner

1. Bate Cres & Isbister St – speeding; install pedestrian crossing

2. Bate Cres – speeding & shortcutting at 8am and pm peak hours
3. 14th St & Bate Cres – pedestrian crosswalk, cars not stopping for pedestrians
4. 14th St & Leslie Ave – cars parking too close to intersection
5. Park on northeast corner of neighbourhood (bound by alleys adjacent to Preston Ave, 14th St, & Bate Cres) – cars joyriding, garbage dumped, needles, install posts and garbage cans
6. Copland Cres – speeding on east-west stretch (north side of school); install additional signage, expand school zone
7. Parking lot south of IAS – many vehicles in lot, lights
8. Copland Court – install “Not a Thru Street” sign
9. 14th St – the island at Bate Cres needs sidewalk on the north side
10. 14th St – speeding; install a speed reader board
11. North-south lane between 14th St & Copland Cres and east-west lanes between Preston Ave & Copland Cres – close lanes
12. Leslie Ave to Copland Cres (at bend) – needs review; traffic calming needed
13. Main St & Bate Cres – close median
14. Preston Ave & 14th St – signal timing needs review; delays at pm peak and eastbound delays
15. Main St & Preston Ave – delays for southbound at 4-way stop

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 14/16
3. Additional public input via City on-line Community Engagement webpage no later than May 14/16

<http://shapingsaskatoon.ca/discussions/grosvenor-park-neighbourhood-traffic-review-1>

4. Traffic count data collection – spring/summer 2016
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

Question & Answer

Resident: Preston Ave & Main St – is there still a roundabout proposed?

City: It's on an outstanding list of city-wide improvements and will be installed when funded. Preston Avenue & Taylor St improvements are getting done this year.

Councillor Clark: Preston Ave between 8th St & College Dr has been identified as future bus rapid transit route so that will have an impact on the plans.

Resident: Thanks to everyone in the community. After the Paris issue there was a lot of support. Appreciate patience and kindness.

Resident: Speed bumps. Why didn't we see any in the recommendations?

City: We try to avoid using speed bumps or speed *humps* due to emergency response times. We've also received mixed opinions from residents due to noise, vibrations, loss of control also causes safety concerns. They're ok for parking lots but typically not for local streets.

Resident: How does a roundabout work for pedestrians?

City: Separates pedestrian-vehicle conflicts. One direction of traffic to cross at a time.

Resident: Why doesn't the city use rumble strips?

City: residents living near them would oppose due to noise. In Blairmore, on the outskirts of the city, we've received complaints from the strips that are 200-300m from their property. It's typically not used in urban settings.

Resident: Copland Cres back lane – what's the process to close it?

City: General support needed from the group. Approval from City Council. Trial for 1-2years. Feedback after trial. Council for approval for permanent closure. Public Hearing.

Resident: When will we know our comments have been received?

City: All comments are documented in technical report that goes along with report to Council.

Resident: Back lane restriction will cause more traffic on the Crescent. Need to work together with the Islamic Association. The numbers will be there regardless so we need to work to calm traffic.

Resident: School 25 years ago so didn't have these issues. Don't push traffic into neighbourhood streets.