

**Southwest Transportation Study
Open House
Tuesday, November 22, 2016, 7:00 PM – 9:00 PM
St. John School Gymnasium**

POST MEETING CLARIFICATIONS AND ADDITIONAL INFORMATION:

1. Why the proposed road closures around the Water Treatment Plant?
 - Closing the public right-of-way will reduce risks associated with both accidental and planned intrusions into the Water Treatment Plant that may seriously affect water treatment operations and the safe supply of water to the citizens of Saskatoon.
 - The Water Treatment Plant is designated a critical infrastructure for the City of Saskatoon as it is vital to public health and the economy of the entire City. Operations have been upgraded and expanded over the last 10 years to encompass all three corners of the Avenue H and 11th Street intersection.
 - Public Safety Canada conducted a “Critical infrastructure Resiliency Analysis” of the Water and Wastewater Treatment Plants, with a recommendation to close the public right-of-way through the Water Treatment Plant.

It is also interesting to note that, to our knowledge, Saskatoon’s Water Treatment Plant facility is the only one in Canada or the United States with a public road through it.

2. This project will be presented directly to City Council, there will be no report presented to the Standing Policy Committee on Transportation. This is a procedural requirement as per the Cities Act road closure issues should be heard at the Public Hearing Meeting of Council.

MEETING MINUTES

Agenda

1. Welcome & Introductions
2. Southwest Transportation Planning Study Presentation – Draft Traffic Plan
3. Next Steps – Where From Here?
4. Question / Answers
5. Review Proposed Plan at the stations

1. Welcome & Introductions

(Presented by Mitch Riabko and Kathy Dahl, Facilitators)

2. Presentation from Transportation Division – Southwest Transportation Planning Study

(Presented by Lanre Akindipe, P.Eng, Transportation Engineer)

Presentation Outline

- Why the Study
- Study Objectives
- Limits of Study
- How We Got Here
- What We Heard
- What We Did
- What We Propose

Why the Study

- Increased traffic since Circle Drive South opened
- Desirable connection between West Sector and downtown (West Industrial Concept Plan)
- The offset at Avenue W's
- Traffic concerns – Speeding, high volume, delays, shortcutting
- Safety Concerns
- Enclose the Water Treatment Plant

Study Objectives

- To develop a plan that addresses:
 - Existing transportation issues
 - Identify improvements to meet traffic demand in the future (400K population)
- Strategies to divert traffic away from 11th Street residential to Avenue P and 17th Street extension
- Improve traffic and pedestrian safety

Limits of Study

- 11th Street from Circle Drive South to Avenue H
- 17th Street from Avenue P to Avenue H
- Avenue P from 11th Street to 17th Street
- Avenue H from 11th Street to 17th Street
- Spadina Crescent (South of 11th Street & Avenue H)

How We Got Here

- Public Meeting #1 : June 2015
- Public Meeting #2 (repeat) : October 2015
- Technical Work: Oct 2015 – Nov 2016
- Follow Up Meeting - proposed plan : November 2016

What We Heard

- Traffic delays at Avenue W's
- Lack of sidewalks – (West of Avenue P & 11th Street)
- Increase in Traffic & Shortcutting on 11th Street east of Avenue P
- Pedestrian safety concerns (11th Street, Ave H)
- Shortcutting along Spadina Crescent

- Parking Concerns
- Signage concerns
- Access Management - driveways
- Speeding concerns
- Intersection safety – Avenue P & 11th
- Traffic signal walk light delays – Avenue P & 11th Street
- Non truck route - North of Avenue P & 17th Street
- Poorly paved roadway – 11th Street
- Need for a roadway connecting 17th Street and 11th Street.

What We Did

- Compiled Information received:
 - Past Studies, Comments from initial meeting
 - Resident responses
 - Comments from Shaping Saskatoon discussions
- Collected Data:
 - Traffic Studies, Intersection and Pedestrian counts
 - Speed Studies
 - Collision history
- Traffic Analysis
- Site visits / Field Reviews
- Develop recommendations

What We Propose

- Traffic Signal - 1 location
- Left Turn Signal Arrows – 2 Locations
- Traffic calming – 3 locations
- Road closures
- Guide Sign – 1 Location
- Construction of Sidewalks
- 17th Street Extension

3. Next Steps

(Presented by Lanre Akindipe, City of Saskatoon)

1. Send comments no later than **December 22, 2016**
2. Additional public input via Shaping Saskatoon no later than **December 22, 2016**
<http://shapingsaskatoon.ca/discussions/southwest-transportation-study-formerly-11th-street-corridor-review>
3. What if I don't agree?
4. Present traffic plan to City Council for approval – March 2017 (tentative)
5. What happens after City Council approval?

This project will be presented directly to City Council, there will be no report presented to the Standing Policy Committee on Transportation.

4. Questions & Responses

1. Q - I see nothing in the presentation addressing how Montgomery is isolated for half an hour due to trains.

R – This is outside of the scope of this project. There are other things that the City is doing in terms of reducing train delays. City is looking into short term and long term solutions. In 2017 the City will conduct an assessment of relocating the trains from the City, or to grade-separate at eight or nine key locations in the City.

2. Q - Our family get around mostly by walking and cycling. We like the propose multiuse pathway. If the Multiuse pathway is close to the roadway, cyclists will get splashed or exposed to safety concerns. What is the minimum distance of pathway from the road to avoid a splash?

R – We will consider this during the design phase.

3. Q - On 17th Street (between Avenue P & Avenue H), is it wide enough for two lanes?

R - We will not be adding extra lanes to the existing lanes on the east of 17th street (between Avenue P and Avenue H). It will still be a single lane in each direction along this corridor. However, West of the intersection of Avenue P and 17th Street (new 17th street extension) will have two lanes in both directions.

4. Q – Train Tracks, when it was designed, did anyone plan for this? Can't get into the Holiday Park neighbourhood.

R – We typically review traffic projections and develop and propose recommendations that will accommodate future traffic.

5. Q – With the proposed 17th Street extension, there will be an increase in truck movements on 17^h Street.

A - 17th Street east of the intersection of Avenue P and 17th Street will not be a truck route. It will accommodate delivery trucks that use 17th Street today.

6. Q - Will 19th Street not be a better option than 17th Street?

A – 17th Street aligns and connects better to Circle Drive than 19th Street.

7. Q – Is the four way stop in front of Cameco (11th Street and Avenue W) going to remain in the short term plan?

A – Yes, it will remain a four way stop.

8. Comment – (Wolf Willow Housing) Previous plans do not acknowledge 17th Street extension, except for the 2009 Local Area Plan. The Local Area Plans called for safe communities, called for traffic calming on 17th Street and not 17th Street extension. There has been no traffic calming on 17th street installed. We do not support the 17th Street extension but would like to see traffic calming as stated in previous plans. We acknowledge that the City made improvements (17th Street linear park, library on 20th Street, River Landing). Speeding on 17th Street is a concern.

9. Q – I live in Holiday Park. The closure of the water treatment plant makes it frustrating. Wondering why it should be closed. Are there plans to develop it further?

A – The plans for the road closure are shown on the plans. The water treatment plant was recommended for closure based on a safety and risk assessment the City has completed.

10. Q – Will parking still be allowed on 17th Street?

A – Yes, parking will still be allowed as it is today. The only portion of 17th Street that will change is west of the intersection of 17th Street and Avenue P.

11. Q – 17th Street extension is a good idea. It took the City twelve years to improve seven blocks (Avenue H to Avenue O) on 17th Street. How long will this recommendation take to be completed?

A – As proposed on the plans, the 17th Street extension is planned for completion within five to ten years. It also depends on City Council's priorities.

12. Q - What is the traffic count on 17th Street now and after the extension?

A - Currently on 17th Street east of Avenue P, we have 2000 vehicles per day. On 11th Street, west of Avenue P, we have 8,300 vehicles per day and on the east of Avenue P, we have 4,300 vehicles per day.

13. Q – 17th Street bypasses Riversdale and the south communities. Why is 11th Street busy? Because of the circle drive south connection. This plan doesn't address the impact of traffic trying to access recreational facilities. How do you intend to get traffic in and out of these facilities (Gordie Howe, Arena, camping grounds)? 11th Street is very busy.

A – A traffic and parking assessment for events at Gordie Howe Bowl and Arena is currently being completed. This will assess signage, traffic improvements, parking improvements to improve the access and egress from the site.

14. Q – Why was 20th Street closed at Circle Drive? Traffic has been diverted because of that.

A – We do not have enough space for another interchange on Circle Drive at that location. This was reviewed and decided on many years ago during the planning for the Circle Drive South project.

15. Q - What is the short term and long term vision of Spadina Crescent? Where will it be closed? This is a concern from RM of Corman Park.

A – As showed on the plan, not all of Spadina Crescent will be closed. It will be closed at the Water Treatment Plant and also south of the most southern residential areas on Spadina Crescent.

16. Comment – I don't think the closure of the roads through the water treatment plant is a good idea. Not satisfied with the security reasons given for the closure.

17. Q – We do not support the closure of the water treatment plant. Not sure why 11th Street and Spadina Crescent should be closed.

A - There was a risk assessment that was done for the water treatment plant and a recommendation for the closure was brought forward.

18. Comment – I hope we do not have the same problem by diverting traffic like what happened at Confederation park neighbourhood? It is important to learn from past errors.

19. Q - If 17th Street is not a truck route, where will trucks going eastbound on 17th Street go?

A – Trucks are not suppose to go on 17th Street as it is not a truck route. They are supposed to go south on Avenue P. However, the truck bylaw allows trucks to travel on non-truck routes for deliveries and pick-ups as long as they travel on the shortest distance between their origin / destination and a truck route.

20. Comment – Was it a management decision to close the roads through the Water Treatment Plant? The City previously told us that it wasn't going to be closed. We should be using Spadina Crescent as a destination point from River Landing to Valley Road.

21. Comment - With the proposed closure of the roads through the Water Treatment Plant, what happens when there is a fire outbreak? When there is a traffic jam caused by train, there will be congestion on 11th Street. Having five traffic signals is too much for the new 17th Street extension. Closing off the roads through the water treatment plant is a mistake. If it will be done, widen the street on Avenue I with a diverter and add parking.

22. Comment – With the closure of the roads through the water treatment plant, there will be delays for fire services during emergencies.

23. Q – What is the cost estimate for this project? What about property acquisition?

A - The cost estimates are shown on the board and some property acquisition is accounted for in the range.

24. Q – On 17th Street, where will the grain trucks go? Where will trucks heading to Inland Steel go? Where will trucks from businesses north of 17th Street go?

A – Trucks are expected to go south on Avenue P. However, the truck bylaw allows trucks to travel on non-truck routes for deliveries and pick-ups as long as they travel on the shortest distance between their destination and a truck route.

25. Q – We were informed by someone in the City that there is a safety issue about underground pipes at Avenue P and 11th street.

A – We have looked into this and there is no concern.

26. Comment – With the 17th Street extension, more traffic will be brought unto residential streets east of 17th Street and Avenue P.

27. Q - Has the traffic studies estimated how much traffic will come from the new bus barns?

A - Corridor studies account for present and future volumes. This is modelled and traffic will increase, but we didn't go as far to determine specific traffic to and from the bus barns. As the bus barns are right beside Circle Drive, it is anticipated that most bus barn traffic will use Circle Drive.

28. Comment – It will be more ideal to finish the 17th Street extension before the roads through the water treatment plant is closed.

29. Comment – With the 17th Street extension, it will be better to start planning a transition to a less industrial area. There are loud noise and air pollution from existing businesses.

30. Q - I am still surprised that 17th street (Avenue H – Avenue P) is not a residential street. Industries have closed down and this area should be rezoned as a residential area.

A - 17th Street (between Avenue H – Avenue P) is a residential street.

31. Comment - Riversdale Community Association suggests pedestrian crossing lights at Avenue N and 17th Street for the safety of children crossing.

32. Q – Will notes be available online? Ideas will influence decisions. Is the Standing Policy Committee on Transportation open to public?

A - Yes, it is open to the public. **Clarification:** This project will be presented directly to City Council. There will be no report presented to the Standing Policy Committee on Transportation.

33. Q - Will the Gordie Howe complex be expanded as promised? Gordie Howe expansion was a deal with the City a while back but nothing seems to have happened. Other partners have contributed.

A - (Councillor): Improvements were proposed not an expansion. Phase 1 is almost complete and Phase 2 will be happening soon.

34. Comment – There is a lack of street lighting along the trail at 17th Street and Spadina Crescent.

35. Comment – Instead of 17th Street, traffic should be diverted to 19th Street as it is wide enough).

5. Review Proposed Plans at the Stations / Comments received

List of Representatives

- Mitch Riabko, Kathy Dahl – Great Works Consulting, Facilitators
- Jay Magus - City of Saskatoon, Engineering Manager, Transportation
- Lanre Akindipe – City of Saskatoon, Transportation Engineer, Transportation
- Mariniel Flores – City of Saskatoon, Transportation Engineer, Transportation
- Yang Li – City of Saskatoon, Transportation Engineer, Transportation
- Goran Lazic – City of Saskatoon, Senior Transportation Engineer, Transportation
- Justine Marcoux – City of Saskatoon, Transportation Engineer, Transportation