

17th Street Extension  
What We Heard - Engagement Summary

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## 1 Engagement Summary

The 17<sup>th</sup> Street Extension project was first recommended in 2003 as part of a Traffic Impact Study (TIS) to facilitate the expansion of Saskatoon’s Water Treatment Plant (WTP). Since that time, several traffic calming recommendations were installed on nearby streets to mitigate potential shortcutting through the neighbourhoods of King George and Holiday Park. A proposed new arterial roadway along the existing CN right-of-way connecting 17th Street West to 11th Street West is one of the remaining recommendations left to be implemented. The 17<sup>th</sup> Street Extension is meant to provide an attractive alternative route to and from the downtown and further discourage traffic from shortcutting through the King George and Holiday Park neighbourhoods. The estimated cost to complete the project is \$7-10 million.

During November and December 2022, the City of Saskatoon engaged with nearby residents to understand if shortcutting through the neighbourhoods of Holiday Park and King George is still a concern today. Traffic data was collected before and after the installation of permanent road closures at 11<sup>th</sup> Street and Avenue H and shared as part of the engagement process.

### 1.1 Strategic Goals

This project supports the City of Saskatoon’s strategic goal for Transportation to create a transportation network that is comprehensive, equitable, and integrated to promote all modes of travel in a safe and efficient manner. The West Industrial Concept Plan also includes the 17<sup>th</sup> Street Extension project as part of the transportation network for the area.

### 1.2 City Project Team

- Sheliza Kelts, Senior Transportation Engineer, Transportation
- Jay Magus, Director, Transportation
- Karen Grant, Communications Consultant, Communications & Public Engagement
- Amanda Lindgren, Public Engagement Consultant, Communications & Public Engagement

## 2 Summary of Engagement Activities

The objectives of this engagement were to **inform** and **consult with** residents about the proposed 17<sup>th</sup> Street Extension. Specific engagement goals were to:

- Understand residents’ opinions and preferences for the 17<sup>th</sup> Street Extension
- Understand if shortcutting is still a concern for residents
- Provide clear communication on project timelines and decision-making process, including how community input was used

Table 1: Summary of Engagement Strategy

Engagement Objective	Participants	Engagement Goal	Engagement Activities
Inform & Consult	Residents of King George and Holiday Park Community Associations Cohousing groups Broader community	Understand shortcutting concerns for residents Understand opinions and preferences for the 17 <sup>th</sup> Street Extension	Public Drop-In Session Survey Engage Page Correspondence

Engagement activities included a public drop-in engagement event, paper survey and online survey for residents, and an Engage webpage with project and contact information. Flyers were sent to residents of the Holiday Park and King George neighbourhoods with project information and a paper copy of the survey. The flyer also advertised a public drop-in engagement event held on November 15, 2022. Overall, feedback was received from approximately 66 residents through the survey, emails, and conversations with the project team.

## 2.1 Public Drop-In Session

A drop-in engagement event was held on November 15, 2022 at the Royal Canadian Legion on Spadina Crescent near 17<sup>th</sup> Street. Approximately 30 people attended the drop-in event to share feedback with the project team. A representative from the Planning Department also attended the event to provide additional information on the Industrial-Residential Interface Study and answer questions related to planning and development. Information on the traffic calming pinchpoint on Avenue I was also provided at the event.

Attendees were able to submit their comments through the paper survey or by email to the project team.

## 2.2 Survey

A short survey to residents of Holiday Park and King George was distributed with the flyer to homes in the area. The survey asked residents to provide their opinions on whether shortcutting was still a concern through the neighbourhood, as well as any other comments on the proposed 17<sup>th</sup> Street Extension. Residents were asked to provide their postal code to verify what neighbourhood they lived in. The survey was also available online through a link on the project Engage page. Paper copies of the survey were also available at the drop-in engagement event. In total, 66 responses and comments were received through all forms of the survey.

## 2.3 Marketing Techniques

Techniques used to promote the drop-in event and survey included flyers distributed to the Holiday Park and King George neighbourhoods, invitations to the King George and Holiday Park Community Associations, nearby co-housing groups, and billboards located in each neighbourhood. Information on the drop-in event and a link to participate in the survey was also advertised on the project's Engage page hosted on the City website.

## 3 What We Heard

A majority of local residents living in the Holiday Park and King George neighbourhoods believed shortcutting was still a concern in the area. Concerns were heard over rush hour traffic at peak commuting times, noise, and existing truck traffic through the neighbourhoods. Residents outside of these neighbourhoods were slightly less likely to believe that shortcutting was a concern. Responses from participants living outside of Holiday Park and King George noted they sometimes shortcut through the neighbourhood to reach downtown, Montgomery Place and other destinations.

Participants were mixed in their support of the proposed 17<sup>th</sup> Street Extension. Some residents of the neighbourhoods believed the 17<sup>th</sup> Street Extension would streamline traffic flow, reduce shortcutting and provide a more direct route through the neighbourhood. Others feared the extension would bring additional traffic, heavy trucks and industry, and cause safety concerns for

pedestrians and cyclists in the area. Residents of King George and other neighbourhoods opposed the extension more frequently than residents of Holiday Park, who were mainly in favor of the extension.

A significant portion of participants had other concerns including ensuring active transportation routes through the neighbourhood were included and protected, better signage for drivers and pedestrians crossing 17<sup>th</sup> Street, improving access to the Gordie Howe sports complex, and impacts to businesses and residents along 11<sup>th</sup> Street. Additional themes from comments are detailed below.

Table 2. Summary of Survey Responses

Neighbourhood	Clearly states support for 17th Street Extension project			Total
	Yes	No	Unclear/Mixed	
Holiday Park	12	1	5	18
King George	11	7	12	30
Other	5	7	6	18
Total	28	15	23	66

## The main themes from engagement included:

### *Improved traffic flow*

The top theme noted by participants who supported the extension was improved traffic flow through the neighbourhood. Respondents noted the extension would provide a direct route to and from destinations to the west and east of 17<sup>th</sup> Street such as downtown, Circle Drive, and neighbourhoods to the west of Holiday Park and King George. These respondents expressed their support for the extension and redirection of through traffic to the 17<sup>th</sup> Street Extension.

### *Desire for active transportation in the area*

Many respondents expressed the need for improved active transportation facilities along 17<sup>th</sup> street and throughout the neighbourhoods. Support for a multi-use pathway connecting towards both downtown and 11<sup>th</sup> Street was a common theme, as well as ensuring protected spaces for walking and cycling through the area in the event the extension is built to ensure pedestrian and cyclist safety.

### *Speeding & traffic volume*

Several responses described residents' frustration with the current traffic volumes and speeds in the area. Some participants worried that the 17<sup>th</sup> Street Extension could bring more traffic to the area and increase dangerous speeding along 17<sup>th</sup> Street and adjacent streets. Others felt the Extension would divert drivers that are currently speeding and shortcutting through residential streets near 11<sup>th</sup> Street and 12<sup>th</sup> Street to a more suitable route.

### *Truck traffic*

Many responses mentioned the need to deal with truck traffic in the area. Several participants noted the existing truck traffic can be dangerous on narrow residential streets and has trouble navigating

the area. These respondents felt the extension would divert existing truck traffic away from neighbourhood streets. An equal number of responses were strongly opposed to any increased truck traffic in the area and believed that building the extension would increase truck traffic along 17<sup>th</sup> Street and attract unwanted heavy industrial traffic.

#### *Will reduce neighbourhood traffic*

A similar theme was heard in regards to improving traffic at intersections throughout the neighbourhood. Participants noted the extension of 17<sup>th</sup> Street would relieve traffic at 11<sup>th</sup> Street and Avenue P and improve the safety of crossing 11<sup>th</sup> Street. These responses saw the benefit of the extension in helping divert shortcutting traffic at peak times.

#### *Pedestrian safety*

The safety of pedestrians along 17<sup>th</sup> Street and in the neighbourhoods was also a common theme raised by participants. The crossing at 17<sup>th</sup> Street and Spadina Crescent was viewed by several residents as being particularly dangerous and a few people requested additional signage for drivers at this crossing. Others felt that if the extension were to proceed, protected pedestrian crossings would be important to consider along 17<sup>th</sup> Street as the route is currently used by many residents to access the river, parks, and downtown.

#### *Other concerns*

Other feedback received noted various concerns with the potential 17<sup>th</sup> Street Extension, such as potential adverse affects to businesses currently on 11<sup>th</sup> Street if there is less traffic due to the new road, improving access to the Gordie Howe sports complex, the need for better signage along 17<sup>th</sup> Street to direct traffic, and the need to preserve trees along 11<sup>th</sup> Street.

## 4 Limitations

This engagement was focused on the residents of Holiday Park and King George as follow up to the initial engagement and commitments to these neighbourhoods during the WTP expansion to address shortcutting. Surrounding neighbourhoods and other stakeholders may have an interest in the 17<sup>th</sup> Street Extension project in general.

Both online and in-person options were offered as part of this engagement process to try and accommodate participation. Some residents may not have been comfortable or available to attend the in-person engagement session. Billboards throughout the community were initially misplaced, which may have been a potential limitation on attendance. Some participants may have limited access to internet or technology that presented challenges in completing the online survey.

## 5 Next Steps

A summary of engagement results will be shared with the Standing Policy Committee on Transportation (SPCT), along with Administration's recommendations, to determine next steps for the 17<sup>th</sup> Street Extension project.