

Resident Traffic Concerns for the 100 Block of 9th Street

Safety of the many young children who live on this street. Cars go WAY too fast - our vehicle has been hit twice by drivers bouncing out of ruts going at high speeds. The other option is only ONE street over, not a huge detour. Please close it!!!

Just wanted to share my experience as I purchased property here just as this debate began. I have never really chosen sides on this debate but after reading the letter something seems off.

So basically we live on a residential street with majority families with small children. However we have an off ramp to the freeway, which has been there for years. It is very obvious that commuters divert onto 9th St to avoid traffic on 8th St and rip down 9th to merge onto Circle Drive. This is obvious, I see it all day every day. I used to do it before I lived here.

The only people that oppose the idea of blocking that access is people who don't live here. This is dangerous. This is not a small town, why do we not just shut this exit down. Someone will get hurt I swear. The traffic is meant to use 8th St. The exit does nothing to this small block. And the only people who gain from it is those who don't have 2 extra minutes to sit in traffic on 8th, which is only an issue during rush hours. Why is this survey even necessary?

Absolutely NONE! Please do not close this! Why would you close off access to freeway from 9th OR the ability to turn onto 9th?? Do Not Close the Freeway entrance from 9th!

Concerned about the amount and speed of traffic down our block towards the freeway. There are a number of small children on the street, including our 4 year old.

Hugh volume - shortcutting through neighbourhood. Cars going very fast, in particular when turning off McPherson. Accidents have happened when people merge onto Idylwyld and slide into oncoming traffic.

While the traffic is too fast on both Lorne avenue on ramp to the Idylwyld freeway and 9th street, I do not want to see the end of 9th street closed again.

What I would suggest be done is to put triangular median at the end of 9th street forcing traffic to slow down when coming off Lorne onto 9th. As well as forcing people to slow down and hopefully 'stop' before entering from 9th street to the freeway on ramp at Lorne. At times it seems some cars come off of Lorne avenue on two wheels when they come around the corner there. A median made of cement barricades would force drivers to slow their turn and stay in their lane before racing down 9th street.

As for the other end of 9th street I believe the only other way to slow traffic without closing the end of the street would be to install speed bumps. Two sets evenly space would deter many from using 9th street and instead going over to 8th and then enter the freeway via Lorne avenue on ramp...again where traffic is travelling too fast. Most drivers believe they are already on the freeway when the travel down the 1000 block of Lorne.

Many cars use 9th St as a "short-cut" to speed through 9th St, as it is a very wide street. There are a lot of young kids in the neighbourhood and I have safety concerns for young kids, as well as many pedestrians and bikers that use McPherson Avenue to walk/bike downtown.

A "local", as in "neighbourhood road" connects to a freeway. This fact alone, which any rational person would recognize as problematic, encourages short-cutting along 9th Street.

1. Local street connecting to a freeway leads to short cutting along 9th Street particularly 100 and 200 blocks.
2. Volume of traffic on 9th Street westbound is many times eastbound traffic.
3. Many service vehicles use the street because it's a shortcut avoiding traffic and the pesky traffic lights of 8th Street.
4. With all the recent infill development in Nutana, the volumes of short-cutting traffic has increased.
5. The right hand turn from 9th Street onto the high speed freeway is dangerous.
6. Whether the Traffic Bridge is open or not a local street connects to a freeway resulting in short cutting through a community.

9th Street icy in the winter as it slopes to Idylwyld. Vehicles speed down 9th St. Why an access to Idylwyld on 9th Street when there is one on 8th Street? When making the right hand turn onto Idylwyld, you can't properly see vehicles because of parked vehicles and the curve in the road. We strongly support the directional closure of 9th Street at Idylwyld Drive.

Speeding. Driving through that are not neighbourhood people - the speed at which people drive. The unnecessary access to Idylwyld. Safety for children.

I see a lot of service vehicles on our street which I presume means increased traffic from shortcutting around 8th Street. Summer traffic does seem to be higher than a regular local (residential) road, especially during peak times. It does seem odd that a local road leads onto a freeway.

With the bridge soon finished on Victoria and the big construction vehicles no longer needing access on McPherson, please re-install the traffic circle (roundabout) on 9th and McPherson. It was the best traffic and speed control for the area during the 28 years we've lived here. Simple and so useful. We would like the 9th Street access to Idylwyld to remain open for many reasons. Traffic patterns will probably change significantly when the Victoria bridge soon re-opens.

It doesn't happen a lot, but I'm concerned with speeding and heavy acceleration along 9th near McPherson. Putting the stop signs on 9th (at McPherson) was a good move; closing access to the freeway creates an inconvenience to me without really quelling the lead-footed drivers. Finally, I would recommend waiting to see what calming effect re-opening the traffic bridge will have.

1. With the stop sign at McPherson on 9th Street, speed being a factor is highly unlikely in most cases.
2. Traffic is minimal on 9th Street compared to McPherson Avenue and 9th Street is able to accommodate 2-way traffic. McPherson Avenue has only enough width for one direction of traffic flow at a time.
3. If a closure is placed on 9th Street at Lorne Avenue, the traffic flow on McPherson will increase as it is the main alternative route for residents that live in the area between 9th St, Sask Cres and Victoria Avenue.
4. A majority of this same neighbourhood traffic will once again utilize the new and improved Victoria Bridge once it is reopened as a more direct route to downtown.
5. It is a waste of city resources to keep revisiting this issue, as the majority of the neighbourhood affected by the closure has already voiced their opposition to the closure.

The changes over the years! My gosh, you don't leave stuff up long enough to figure out a pattern. 9th/McPherson: Stop signs one way for a while, then switch, roundabout, the 9th St closure wasn't given enough time, etc. But speed is an issue!

We own a house on 100 block of 9th St E and lived there for 8 years...in that time we witnessed multiple accidents due to speed involving vehicles, cyclists and pedestrians. As big of a concern is the disrespect of citizens' input in terms of trial closure...the process was botched!! A neighbourhood street should never feed a freeway?! We appreciate council's request to revisit the mistake in overturning the Nutana NTR adopted in 2015. We are also hopeful the renewed concerns will be well received and acted upon.

I support a permanent directional closure at 9th & Idylwyld. It should have been done when the bridge was built. As well, the roundabout at 9th & McPherson was still a good idea because it forces people to slow down at that intersection which has poor sight lines.

The traffic on both 100 and 200 block should be calm. Vehicle speeds should be no more than 40 km/hr. This can be done by putting a 4-Way Stop at the corner of 9th Street and McPherson. Placing the current stop sign on 9th at McPherson has calmed the speeds in front of our house in the 200 block, where we have lived since 1978. The temporary traffic circle also had the same effect. Both solutions are acceptable to us. The closure of the 9th Street Freeway access is NOT a viable solution.

Blocking the 9th Street Idylwyld freeway access caused the traffic that is headed south on McPherson Ave and the traffic originating on 100 and 200 block of 9th Street that is ultimately heading across the river all to go through the 1000 block of McPherson. This street is already too narrow for the traffic it currently has. The freeway access closure just made a bad situation worse. Cars have to take turns ducking into the parking area to let each other pass. McPherson needs to be made wider or parking should be allowed on one side only regardless of what is done to the Freeway access.

The traffic heading west on 8th Street has increased significantly in recent years. It is already quite difficult to turn right from McPherson onto 8th Street. This is especially difficult if you want to go south on Lorne because you have to turn into heavy traffic, cross two lanes to get into the left turning lane. Again increasing traffic in the 1000 block of McPherson will only make this difficult situation worse. We are very much hoping the re-opening of Victoria Bridge will help reduce this congestion as it will take some of the traffic heading downtown that currently is clogging the 100 and 200 blocks of 8th Street.

Disagree of closure at 9th & Lorne. I have lived on this block for 45 years. Sometimes we had 20-30 children and never has a child been hurt by a car or truck. Leave the stop signs where they are. Things are running smoothly with the signs. Closure didn't work last time. Cars just went around the barricade to get on the freeway.

My concerns are with the speed of traffic and excess traffic. The vast majority of cars that drive by our house are heading onto Idylwyld. It's made the intersection at 9th & McPherson more hazardous. Thanks for your time.

We are fortunate to have had a number of families with young children move into the 100 block of 9th Street. Vehicles accessing Idylwyld off of McPherson usually accelerate along 9th, we believe endangering all of us and young children and the elderly in particular.

None personally but doesn't make sense to merge a residential street to a freeway.

We are concerned that the 100 block is a high traffic / high speed block that discourages families from living there, especially with children. We've lived at this address for 30 years and we've always thought that entry to the freeway from 100 Block 9th made no sense. The real problems they face are not equivalent to the inconvenience (a matter of seconds) that the rest of us can expect from the closure of 9th Street.

People driving too fast past my house.

There is a lot of traffic on a residential street with many young families with young children.

The speeding of cars down 9th Street to access the freeway has not been diminished by the stop signs at McPherson. The safety of residents in the 100 block also have to contend with others racing in their block from McPherson as well. The traffic calming circle seemed to have more effectiveness in preventing cars from using 9th Street to speed to the Idylwyld access when 8th Street is busy and slowing traffic generally but closure of the access may be a more effective solution if it prevents speeding in the 9th Street area.

1. Speed of traffic * People drive very fast.
2. Amount of traffic.
3. Safety of children because of the speed of traffic.
4. Supposed to be a residential street not a throughfare. McPherson between 8th and 9th should be a one way street. Victoria Avenue is designed to carry the extra traffic, traffic should be flowing through there.

People drive down 9th street (100 and 200 blocks) at high speeds, often around 70 km/h at all times of the day. They seem to be using 9th as an alternative to 8th, especially if they get stopped by the Victoria and 8th traffic light. Often they barely slow down and stop at the McPherson stop sign. This presents a danger to pedestrians and cars on McPherson, but more importantly to children who live and play along 9th Street.

We have lived on the 200 block of 9th St E for over 16 years. We really don't understand the furor over traffic volume. We just don't see it. Surely measuring actual traffic flow should settle this. We would suggest:

1. No roundabouts anymore
2. Make 9th & McPherson a four-way stop.

Do not support a directional closure if actual traffic data shows low enough volume. If 9th is kept open, do not allow parking on Lorne between 8th and 9th Streets. The stretch of Lorne between 8th and 9th Streets is essentially an on-ramp to the Idylwyld bridge. Cares are picking up speed and it is a curve. The sight lines are bad. If 9th Street is open, NO street parking!

Traffic flow will change with new bridge! Closing 9th St west end will mean even more traffic on 1000 McPherson. People living on 100 9th St will now have to use 1000 McPherson - that's not fair!

Traffic on McPherson, Idylwyld & Lorne is constantly busy. I use all 3 several times a week. I would NOT recommend closing 9th Street access to Idylwyld Drive as that would add to the already busy corner at 8th & Lorne / Idylwyld and to the traffic on McPherson. I park behind 1010 McPherson and use 9th Street access to Idylwyld & 9th Street access to McPherson every day for work & fitness activities. 9th St is rarely busy but the other streets always are. There have been accidents on McPherson due to this congestion. Closing 9th St access to Idylwyld would add to this change.

For almost 40 years I have resided at the corner of 9th St & McPherson Ave. For that many years this corner has been notorious for "fender benders!" Fortunately, no one has been killed. (Children "trek" to school on a daily basis). Traffic has increased exponentially. I was exultant after attending the previous unanimous meeting re the closure. The right thing to do is listen closely to the residents residing in this very neighbourhood. They are telling you their personal stories. Their children deserve a safe environment and this needs to be addressed.