

**From:** City Council  
**Sent:** June 11, 2018 3:07 AM  
**To:** City Council  
**Subject:** Form submission from: Write a Letter to Council



Submitted on Monday, June 11, 2018 - 03:06  
Submitted by anonymous user: 71.17.144.164  
Submitted values are:

Date: Monday, June 11, 2018  
To: His Worship the Mayor and Members of City Council  
First Name: Bruce  
Last Name: Stone  
Address: [REDACTED] 9th St E  
City: Saskatoon  
Province: Saskatchewan  
[REDACTED]

Comments:  
Members of the transportation committee,

I am writing in support of the directional closure of 9th st. at Lorne Ave. along with a request for an additional change to McPherson Ave..

In 2015 the directional closure of 9th Street at Lorne Avenue was installed for two days. The CofS was able to collect traffic data before and during this closure that provides some insight on its effectiveness (Jay Magus - Council JM - 9th Street at Lorne Avenue Traffic Restriction, Attach 1 - Council JM - 9th Street at Lorne Avenue Traffic Restriction Update). The directional closure data showed an overall vehicle reduction with only one of the four street showing an increase in activity. That increased activity can be attributed to local originating traffic being diverted along McPherson Ave to 8th St. The report to city council stated the following:

- The daily traffic volumes have dropped on:
  - McPherson Avenue between 9th Street and Main Street by 12%
  - 9th Street between McPherson Avenue and Melrose Avenue by 24%
  - 9th Street between McPherson Avenue and Lorne Avenue by 57%
- The daily traffic volumes have increased:
  - by 12% on McPherson Avenue between 9th and 8th Streets
- The 85th percentile speeds appear to have remained consistent

The peak AM hour experienced the higher percent reduction of traffic for both the east and west sections of 9th St.. Between McPherson and Lorne Ave.the AM peak hour dropped from 95 (1 every 38 seconds) to 20 (1 every 180 seconds). This represents a 83% reduction on this block of 9th St.. Between McPherson and Melrose Avenues the AM peak hour dropped from 65 to 32, an approximate 51% reduction in traffic.

Even with the 2 day limited installation period the directional closure demonstrated its effectiveness. With only a few days of closure, the daily counts presented would also represent activity from

operators unaware of the change. As experience developed we could also expect to see a reduction in activity as operators developed new driving patterns. The directional closure at 9th St. and Lorne Ave. was agreed to by the residents along the 100-to 500 blocks at city initiated public meetings. In the first two days the design operated as intended and it is my hope the study data justifies the more reasonable trial period requested..

This brings me to my request. The traffic increase on McPherson Ave. needs to be dealt with by your committee. With the minimal data collected we know there is an unintended issue on McPherson Ave between 8th and 9th Streets (1000 block).. A complimenting calming measure installed during the same trial period should minimize the impact and hopefully create a larger area of support for these traffic calming efforts.

A petition initiated the 2015 review of the two day directional closure. From the addresses on the petition two strong location based patterns emerged. One of these patterns comes from properties to the north of 9th St. with a close proximity to McPherson Ave. For these residents the existence of the 9th St access to the on-ramp represents a convenience that has little impact on their properties or traffic counts. The second pattern is from 1000 block of McPherson Ave where there would be a concern that the 9th St directional closure could increase their traffic counts. The increase in traffic is primary from vehicles in the first noted pattern area being diverted further south to 8th St.

McPherson Ave is a narrow street that manages a lot of traffic. With parking on both sides of the street there are points where only one vehicle can pass at a time. The Buckwold bridge and the Victoria School introduce a higher north-south pedestrian activity on the block which has required the installation of a pedestrian corridor at 8th street. The street is also the primary ingress route for area residents off 8th St.. The ingress activity from 8th St. is significant due to the number of multi-unit properties north of 9th St.on either side of McPherson Ave. To address the diverted traffic issue I see only two options.

The first option makes the 1000 block of McPherson one way northward and install a four way stop at the 9th St. intersection. The advantages are:

- reduce the block's daily traffic level to a point lower than it would be before the directional closure
- eliminate opposing vehicle conflicts related to two way traffic
- street width that can't support 4 lanes but can support 3
- pedestrians would have only one direction of traffic conflict to observe
- local driveways would only need to observe traffic from one direction
- 4 way stop limits the current multi block speeding that occurs
- opportunity to bulb street corners on this narrow street

The disadvantages are:

- southward traffic would need to use other streets to exit the area
- there may not be enough room to support a southward bike lane
- longer drive distances for most residents on the block

The second option is to relocate the on-ramp to Main St. The advantages are:

- Main St already has traffic controls on it along its entire length
- the curb to curb width is significant and exits from Preston to Lorne Avenues.
- Main street is considered an inter neighbourhood route
- Lorne to Preston Ave has a median and winter cleaning prioritizes streets with medians
- the slower arterial road speeds on the Louis Riel Trail in this area permit a shorter merge lane
- the 9th St. directional could block most of the right hand Lorne Ave on-ramp lane making it available for a Main St. on-ramp
- future city growth might require Main St. as an arterial road. The on-ramp would already be in place



- numerous Main St and northward resident wish to have a residential street access to Louis Riel Trail
- The disadvantages are:
- cut through traffic still exists only on a different street
  - three blocks of Main St. would experience an increase of traffic
  - north side median curbs might need to be moved in future to create wider driving lane.
  - traffic implications for blocks of Main St. not in the immediate area
  - lack of support from city hall. Main street's residents would likely prefer 9th St. living with the access

At this time I would ask your committee to approve the directional closure and then review changing the 1000 block of McPherson to one way northward and trial it during the same 1 year period. I believe having both measures in place will allow the CofS staff to address any additional issues by the time the trial period is up. These actions would best serve the streets suffering from the current design.

Thank you for your consideration of this matter

Bruce Stone

The results of this submission may be viewed at:  
<https://www.saskatoon.ca/node/398/submission/235650>