

Massey Place Neighbourhood Traffic Review



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Massey Place Neighbourhood Traffic Review

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- Massey Place Community Association
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- City of Saskatoon Transportation
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Executive Summary

The objective of the Neighbourhood Traffic Management Program is to address traffic concerns within neighbourhoods such as speeding, shortcutting, and pedestrian safety. The program was revised in August 2013 to address traffic concerns on a neighbourhood-wide basis. The program involves community and stakeholder consultation that provides residents and City staff the opportunity to work together in developing solutions that address traffic concerns within their neighbourhood. The process is outlined in the *Traffic Calming Guidelines and Tools*, City of Saskatoon, 2016.

A public meeting was held in April 2018 to identify traffic concerns and potential solutions within the Massey Place neighbourhood. As a result of the meeting, a number of traffic assessments were completed to confirm and quantify the concerns raised by the residents. Based on the residents' input and the completed traffic assessments, a Traffic Plan was developed and presented to the community at a follow-up meeting held in October 2018.

A summary of recommended improvements for the Massey Place neighbourhood is included in Table ES-1. The summary identifies the locations, recommended improvements, and implementation schedule. The schedule to implement the Traffic Plan can vary depending on the complexity of the proposed improvement. According to the Traffic Calming Guidelines and Tools document, the time frame may range from short-term (1 to 2 year); medium-term (3 to 5 years) and long-term (5 years plus). Accordingly, the specific time frame to implement the improvements ranges from 1 to 5 years.

The Massey Place Traffic Plan is illustrated in Exhibit ES-1.

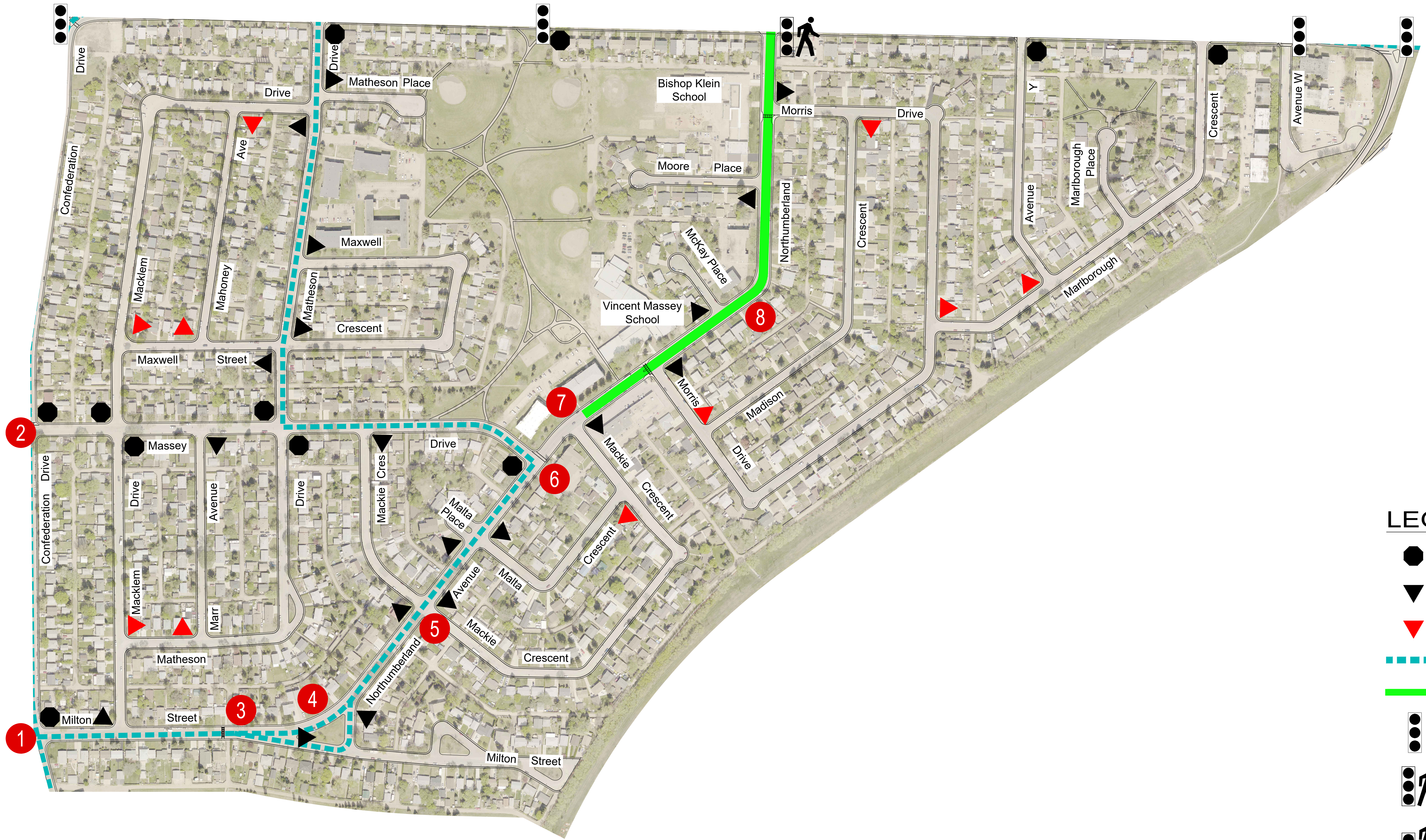
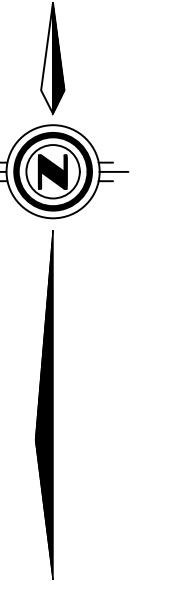
Massey Place Neighbourhood Traffic Review

Table ES-1: Massey Place Neighbourhood Recommended Improvements

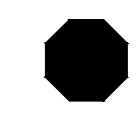
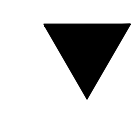
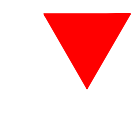


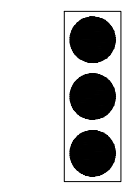
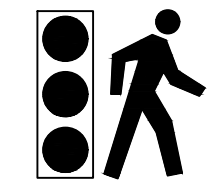
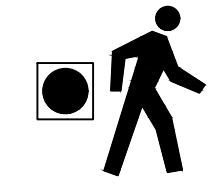
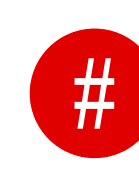
Item	Location	Recommended Improvement	Justification
1	Confederation Drive & Milton Street	Traffic signals	Improve traffic and pedestrian safety
2	Confederation Drive & Massey Drive	Active Pedestrian Corridor (north leg)	Improve pedestrian safety
3	Milton Street & Northumberland Avenue	Median island (west leg)	Reduce speed
4	Milton Street & Northumberland Avenue	Speed display board (westbound traffic)	Reduce speed
5	Northumberland Avenue & Mackie Crescent (south intersection)	Median island (southwest leg)	Reduce speed
6	Massey Drive & Northumberland Avenue	Stop ahead warning sign (eastbound direction)	Provide advance warning prior to curve
		Median island (northeast leg)	Reduce speed
		Restrict parking north side at 15 m north of existing pedestrian crosswalk	Improve pedestrian visibility
		Pedestrian accessibility ramps	Improve pedestrian accessibility
7	Mackie Crescent & Northumberland Avenue (north intersection)	Stop signs for Mackie Crescent	Assign right-of-way to Northumberland Ave
		Restrict parking at 10 m from south corner	Improve sightlines
8	Northumberland Avenue between Moore Place and McKay Place	Median island	Reduce speed
		Remove and install single curve sign facing northbound traffic	Improve sign visibility approaching the curve
9	Yield Infill	Various (shown as red triangles on Exhibit ES-1)	Improve traffic movement safety

Other projects

	33 rd Street and Northumberland Avenue / Catherwood Avenue	On traffic signal priority list	Traffic signal recommended in the 33 rd Street Corridor Study
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LEGEND

-  STOP SIGN
-  YIELD SIGN
-  PROPOSED YIELD SIGN
-  BUS ROUTE
-  SCHOOL ZONE
-  TRAFFIC SIGNAL
-  PEDESTRIAN ACTUATED SIGNAL LOCATION
-  ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  RECOMMENDATIONS

MASSEY PLACE TRAFFIC PLAN



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1. Introduction

As the City of Saskatoon continues to grow, many neighbourhoods face issues such as pedestrian safety, cut-through traffic, and increased speeds. In August 2013, City Council adopted the *City of Saskatoon Traffic Guidelines and Tools* that outlines a procedure for completing traffic reviews on a neighbourhood-wide basis. Prior to this, neighbourhood traffic issues were dealt with on a case-by-case basis with mixed results. Since 2013, the formal process has proven to be very successful in providing recommendations that improve neighbourhood traffic conditions and pedestrian safety. Recommendations are developed by the Administration and residents in a collaborative fashion. Accordingly, this report provides the Traffic Plan for the Massey Place neighbourhood.

The Massey Place neighbourhood is bound by Milton Street to the south, Circle Drive to the east, Confederation Drive to the west and 33rd Street West to the north. The land use is mostly residential, with two elementary schools on Northumberland Avenue.

The neighbourhood traffic review includes four stages:

- **Stage 1** – Identify issues, concerns and possible solutions through the initial neighbourhood consultation and the Saskatoon Engage online discussion.
- **Stage 2** – Develop a draft traffic plan based on residents' input and traffic assessments.
- **Stage 3** – Present the draft traffic plan to the neighbourhood at a follow-up meeting; circulate the plan to other civic divisions for feedback; make adjustments as needed; and present the plan to City Council.
- **Stage 4** – Implement the proposed measures in specific time frame, short-term (1 to 2 years), medium-term (3 to 5 years) or long-term (5 years plus).

This report presents the study findings and recommendations.

2. Identify Issues, Concerns and Possible Solutions

A public meeting was held in April 2018 to identify traffic concerns within the Massey Place neighbourhood. At the meeting, residents were given the opportunity to express their concerns and suggest possible solutions. The meeting minutes and presentation are provided in **Appendix A**.

The following pages summarize the concerns and suggested solutions identified during the initial consultation with the residents including all correspondence, Facebook discussion comments and Saskatoon Engage discussion comments received prior to the follow-up meeting.

2.1. Speeding and Shortcutting

Shortcutting occurs when non-local traffic passes through the neighbourhood on streets that are designed and intended for low volumes of traffic (i.e. local streets). As speeding often accompanies shortcutting, these concerns have been grouped into one category.

Neighbourhood concerns for speeding and shortcutting were identified at the following locations:

- 33rd Street West
- Confederation Drive
- Milton Street
- Massey Drive
- Matheson Drive
- Avenue Y
- Marlborough Crescent
- Morris Drive

The residents proposed the following solutions:

- Enforcement
- Speed display boards
- Eliminate on-street parking on 33rd Street West
- Speed humps
- Curb extensions
- Reduce speed limit
- School area:
 - Extend 30 km/h school zone, extend school zone hours to all year long, or keep the school zone hours as is
 - Change school zone speed limit into 40 km/h

2.2. Pedestrian Safety

It is important to address pedestrian safety concerns to support active transportation. Walking to nearby amenities, as opposed to driving, reduces traffic volumes.

Pedestrian crosswalks need to adhere to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018 which states the following:

“The installation of appropriate traffic controls at pedestrian crossings shall be based on the process outlined in the latest edition of the Transportation Association of Canada’s *Pedestrian Crossing Control Guide*.”

Neighbourhood concerns regarding pedestrian safety were raised at the following locations:

- 33rd Street West corridor
- Confederation Drive corridor
- 33rd Street & Matheson Drive
- 33rd Street & Northumberland Avenue / Catherwood Avenue
- 33rd Street & Avenue Y
- 33rd Street & Marlborough Crescent
- Confederation Drive & Massey Drive
- Confederation Drive & Milton Street

The residents proposed the following solutions:

- Full traffic signals
- Active Pedestrian Corridor (APC)

2.3. Traffic Control

Traffic control signs are used to assign the right-of-way. City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, April 26, 2009 states that stop and yield signs are not to be used:

- As speed control devices;
- to stop priority traffic over minor traffic;
- on the same approach to an intersection where traffic signals are operational; or
- as a pedestrian crossing device.

An all-way stop must meet the conditions for traffic volumes, collision history, and a balanced volume from each leg to operate sufficiently.

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Neighbourhood concerns regarding traffic controls were identified at the following locations:

- Massey Drive & Matheson Drive
- Matheson Drive & Maxwell Street / Crescent

Proposed solutions identified by residents:

- Four-way stop
- Two-way stop

2.4. Parking

Parking is allowed on all city streets unless signage is posted. According to City of Saskatoon Bylaw 7200, *The Traffic Bylaw*, December 16, 2013, vehicles are restricted from parking within 10 metres of an intersection and one metre of a driveway or back lane.

Neighbourhood concerns regarding parking were identified at the following locations:

- Confederation Drive & Milton Street
- Confederation Drive & Massey Drive
- Northumberland Avenue & Massey Drive
- Northumberland Avenue & Mackie Crescent
- Maxwell Crescent & Matheson Drive

Proposed solutions identified by residents:

- Parking restrictions

2.5. Maintenance

Maintenance is requested throughout the consultation process that reflects the work of other civic departments. These include the condition of the street signs (i.e. knocked over, damaged, obstructed by trees), trees obstructing driver's view, or roadway maintenance (i.e. snow clearing, potholes, sanding).

Neighbourhood concerns regarding maintenance were identified at the following locations:

- Confederation Drive median and boulevard snow windrows obstruct sightlines
- Back lanes need to be graded, especially in the winter
- Snow clearing is needed for the west sidewalk near Northumberland Avenue & Mackie Crescent
- Tree trimming
 - School zone and speed limit signs at 33rd Street westbound near Northumberland Avenue
 - Street name blades at Massey Drive & Mackie Crescent

2.6. Major Intersections & Corridors

Major intersections include roadways with higher traffic volumes (i.e. arterials, collectors) or intersections with an existing traffic signal.

Neighbourhood concerns regarding major intersections were raised at the following locations:

- Confederation Drive & Massey Drive
- Confederation Drive & Milton Street

Proposed solutions identified by residents:

- Traffic signals

3. Develop Draft Traffic Plan

3.1. Methodology

Stage 2 of the neighbourhood traffic review included development of a draft Traffic Plan. This was completed through the following actions:

- Create a detailed list of all the issues provided by the residents.
- Collect historical traffic studies and information the City has on file for the neighbourhood.
- Prepare a data collection program that will provide the appropriate information needed to undertake the assessments.
- Complete the data collection, which may include:
 - Daily and weekly traffic counts;
 - Speed measurements;
 - Intersection turning movement counts;
 - Pedestrian counts;
 - Site observations; and
 - Collision analysis.
- Assess the issues by using the information in reference with City policies, bylaws, and guidelines, transportation engineering design guidelines and technical documents, and professional engineering judgment.

The following sections provide details on the data collected for traffic volume and speed assessments, traffic control assessments, pedestrian crossing assessments, traffic signal assessments and collision analysis. A map of the traffic data collection is shown in **Appendix B**.

3.2. Traffic Volume and Speed Assessments

Traffic volumes and travel speeds were measured to assist in determining the need for traffic calming devices. In Saskatoon, the neighbourhood streets are classified typically as either local or collector streets. Traffic volumes (referred to as Average Daily Traffic) on these streets should meet the City of Saskatoon guidelines shown in Table 3-1.

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Table 3-1: City of Saskatoon Street Classifications and Characteristics

Characteristic	Classifications							
	Back Lanes		Locals		Collectors		Arterials	
	Residential	Commercial	Residential	Commercial	Residential	Commercial	Minor	Major
Traffic function	Access function only (traffic movement not a consideration)		Access primary function (traffic movement secondary consideration)		Traffic movement and land access of equal importance		Traffic movement major consideration	Traffic movement primary consideration
Average Daily Traffic (vehicles per day)	<500	<1,000	<1,000	<5,000	<5,000	8,000-10,000	5,000 – 25,000 (~12,000)	
Typical Speed Limits (kph)	20		50		50		60	60-70
Transit Service	Not permitted		Generally avoided		Permitted		Permitted	
Cyclist	No restrictions or special facilities		No restrictions or special facilities		No restrictions or special facilities		Lane widening or special facilities may be provided	
Pedestrians	Permitted, no special facilities		Sidewalks on one or both sides	Sidewalks provided where required	Typically sidewalks provided both sides	Sidewalks provided where required	Sidewalks may be provided, separation for traffic lanes preferred	
Parking	Some restrictions		No restrictions or restriction on one side only		Few restrictions other than peak hour		Permitted, restricted or prohibited	Prohibited or peak hour restrictions

Vehicle speeds were measured to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles are travelling at or below. The speed limit in the Massey Place neighbourhood is 50 kph, except for school zones where the speed limit is 30 kph from September and June, Monday to Friday, 8:00 am to 5:00 pm.

The speed studies and Average Daily Traffic (ADT) on streets where speeding was identified as a concern are summarized in Table 3-2.

Table 3-2: Speed Studies and Average Daily Traffic Counts (2018)

Street	Between	Class	Average Daily Traffic (vehicles per day)	Speed (school) (kph)
Northumberland Avenue	Massey Drive and Malta Place	Major Collector	1,541	58
Milton Street	Macklem Drive and Northumberland Avenue	Major Collector	1,852	58
Northumberland Avenue	McKay Place and Moore Place	Major Collector	1,803	51 (non school) 45 (school)

3.3. Traffic Control Assessments

Yield, stop, and all-way stop controls need to meet City of Saskatoon Council Policy C07-007 *Traffic Control – Use of Stop and Yield Signs*, January 26, 2009.

Turning movement counts were completed to determine the need for an all-way (i.e. three-way or four-way) stop control. Criteria outlined in Council Policy C07-007 that may warrant an all-way stop include:

- A peak hour count greater than 600 vehicles;
- an ADT greater than 6,000 vehicles per day; or
- when five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way stop control.

Further conditions that must be met for an all-way stop to be warranted are:

1. At least 35% of the traffic entering the intersection from the minor street for a four-way stop and 25% for a three-way stop.
2. No other all-way stop or traffic signals within 200 m.

Results of the studies are shown in Table 3-3.

Table 3-3: All-Way Stop Warrant Criteria

Location	Criteria 1: Peak Hour Count (greater than 600)	Criteria 2: Average Daily Traffic (greater than 6,000 vpd)	Criteria 3: Collisions within most recent 12 months (5 or more)	Results
Matheson Drive & Massey Drive	160	1,690	1	Conditions NOT met
Northumberland Avenue & Massey Drive	190	2,000	0	Conditions NOT met

Since none of the above criteria are met, continuing with the warrant analysis is not necessary. All way stops are not warranted.

Details of the all-way stop assessments are provided in **Appendix C**.

3.4. Pedestrian Assessments

Pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, September 25, 2018.

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Pedestrian crossing devices include:

- Standard crosswalk;
- zebra crosswalk;
- rectangular rapid flashing beacon (ground mounted flashing lights);
- actuated pedestrian corridor (overhead flashing yellow lights); and
- pedestrian actuated signals.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- Traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

A summary of the pedestrian studies are provided in Table 3-4 and details are provided in **Appendix D**.

Table 3-4: Pedestrian Assessments

Location	Pedestrian Desire Confirmation	Results
Massey Drive & Matheson Drive	Low	Distance from nearest control > 200 m Unmarked crosswalk appropriate
Massey Drive & Northumberland Drive	Confirmed	Distance from nearest control < 200 m Standard crosswalk appropriate Existing standard crosswalk will remain
Confederation Drive & Milton Street	Confirmed	Distance from nearest control > 200 m Active Pedestrian Corridor appropriate Upgrade to traffic signals recommended
Confederation Drive & Massey Drive	Confirmed	Distance from nearest control > 200 m Active Pedestrian Corridor appropriate Active Pedestrian Corridor recommended

3.5. Traffic Signal Assessments

Assessments are conducted to determine the need for traffic signals, in adherence to the Traffic Signal and Pedestrian Signal Head Warrant Handbook. A warrant system assigns points for a variety of conditions including:

- Number of traffic lanes;
- posted speed limit of the street;
- distance to the nearest traffic signal; and
- number of pedestrians and vehicles at the location.

Pedestrian and traffic data is collected during the five peak hours of: 8:00 am to 9:00 am, 11:30 am to 1:30 pm, and 4:00 pm to 6:00 pm.

If a traffic signal is not warranted, additional measures to improve safety (i.e. parking restrictions, oversized stop signs) may be considered.

A summary of the traffic signal assessments is provided in Table 3-5.

Table 3-5: Traffic Signal Assessments

Location	Traffic Signal Warrant Points	Results
Confederation Drive & Milton Street	52	Not warranted
Confederation Drive & Massey Drive	41	Not warranted

Although the intersection of Confederation Drive & Milton Street does not meet the warrant criteria for traffic signals, full traffic signals are recommended based on safety considerations, traffic operations analysis, site observations, community input, and engineering judgement.

Details of the traffic signal assessments are included in the intersection review provided in **Appendix E**.

3.6. Collision Analysis

The most recently available five-year collision data (2013 to 2017) was provided by Saskatchewan Government Insurance (SGI). High-collision locations, typically noted as the locations with an average of two or more collisions per year, were reviewed in more depth to identify trends and possible improvements. Signalized intersections and arterials were not included in the collision analysis as they have higher traffic volumes resulting in higher collision trends. These intersections are studied as part of the major intersection reviews.

Intersections with two or more collisions per year within Massey Place include:

- Northumberland Avenue between McKay Place and Morris Drive

Details of the collision analysis are provided **Appendix F**.

4. Present Traffic Plan

4.1. Methodology

Stage 3 of the neighbourhood traffic review included finalizing the recommended plan. This was achieved by completing the following steps:

- Based on the assessments, prepare a plan that illustrates the appropriate recommended improvements.
- present the draft plan to the residents at a follow-up public meeting.
- circulate the draft plan to the civic divisions for comment.
- revise the draft plan based on feedback from the stakeholders.
- prepare a technical document summarizing the recommended plan and project process.

The tables in the following sections provide the details of the recommended Traffic Plan, including the location, recommended improvement and justification of the recommended improvement.

4.2. Speeding and Shortcutting

As stated in Council Policy C07-007 Traffic Control – Use of Stop and Yield Signs, January 26, 2009, “stop signs are not to be used as speed control devices.”

The recommended improvements to address speeding and shortcutting are detailed in Table 4-1.

Table 4-1: Recommended Improvements – Speeding and Shortcutting

Location	Recommended Improvement	Justification
Milton Street & Northumberland Avenue	Median island (west leg)	Reduce speed
	Speed display board (westbound traffic)	Reduce speed
Northumberland Avenue & Mackie Crescent (south intersection)	Median island (southwest leg)	Reduce speed
Massey Drive & Northumberland Avenue	Median island (northeast leg)	Reduce speed
Northumberland Ave between Moore Place and McKay Place	Median island	Reduce speed

4.3. Pedestrian Safety

The recommended improvements to increase pedestrian safety are detailed in Table 4-2.

Table 4-2: Recommended Improvements – Pedestrian Safety

Location	Recommended Improvement	Justification
Confederation Drive & Massey Drive	Active Pedestrian Corridor (north leg)	Improve pedestrian safety
Confederation Drive & Milton Street	Traffic signals	Improve traffic and pedestrian safety
Massey Drive & Northumberland Avenue	Pedestrian accessibility ramps	Improve pedestrian accessibility

4.4. Intersection Safety

The recommended improvements to intersections that will improve the level of safety by clearly identifying the right-of-way through traffic controls are provided in Table 4-3.

Table 4-3: Recommended Improvements – Intersection Safety

Location	Recommended Improvement	Justification
Confederation Drive & Milton Street	Traffic signals	Improve traffic and pedestrian safety
Massey Drive & Northumberland Avenue	Stop ahead warning sign (eastbound direction)	Provide advance warning prior to curve
Mackie Crescent & Northumberland Avenue (north intersection)	Stop signs for Mackie Crescent	Assign right-of-way to Northumberland Ave
Yield Infill	Various (shown as red triangles on Exhibit ES-1)	Improve traffic movement safety

4.5. Parking

The recommended improvements to parking that will improve the level of safety are provided in Table 4-4.

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Table 4-4: Recommended Improvements – Parking

Location	Recommended Improvement	Justification
Massey Drive & Northumberland Avenue	Restrict parking at 15 m north of existing pedestrian crosswalk	Improve pedestrian visibility
Mackie Crescent & Northumberland Avenue (north intersection)	Restrict parking at 10 m from the south corner	Improve sightlines

4.6. Follow-up Consultation – Presentation of Traffic Plan

The recommended improvements were presented to residents and stakeholders at a follow-up public meeting in October 2018. The meeting minutes and feedback from emails and phone calls are provided in **Appendix G**. Recommended improvements that were not supported were eliminated or altered accordingly.

A decision matrix detailing the list of recommended improvements presented at the follow-up meeting are included in **Appendix H**. Additional issues raised during and after the follow-up meeting were assessed and outlined in **Appendix I**. Recommendations were added to the list of improvements if necessary. The revised list of recommendations was then circulated to civic divisions (including Saskatoon Police Service, Saskatoon Light & Power, Saskatoon Fire, Sustainability, Parking Services, Roadways, Fleet & Support and Saskatoon Transit) to gather comments and concerns. General support was received.

4.7. Engagement Summary

For the NTRs, residents and stakeholders were invited to participate in the process through two public meetings that are outlined in Table 4-5.

Table 4-5: Public Meetings Summary

Meeting Details	Meeting Purpose	Meeting Materials
Meeting #1 April 12, 2018 Bishop Klein Elementary 25 attendees	To identify specific traffic concerns and potential improvements	Meeting minutes and presentation included in Appendix A
Meeting #2 October 18, 2018 Massey Place Community Church 40 attendees	To discuss the draft neighbourhood traffic plan	Meeting minutes, presentation and draft traffic plan included in Appendix F

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Residents and stakeholders in Massey Place were notified of the meetings via:

- A flyer delivered to each residence in the neighbourhood;
- City of Saskatoon events calendar, saskatoon.ca/engage, and saskatoon.ca/NTR;
- Social media (i.e. Facebook advertising);
- Billboards placed on 33rd Street by Archibald McDonald Park at the end of Junor Ave
- Community posters placed at high traffic zones and community gathering places;
- Requesting the neighbourhood community associations and schools to post the information on their website or social media pages; and
- Notifying the appropriate City Councillor.

The Facebook page was used to disseminate information about the meetings, as well as status updates and notifications for the project. It also provided a forum for resident comments. There are 62 members in the Facebook group for the Massey Place Neighbourhood Traffic Review.

There are 11 residents subscribed for email updates. Study updates were provided to these residents in advance of each meeting.

Residents were invited to provide their concerns and feedback through the following:

- The saskatoon.ca/engage webpage;
- the report a traffic issues application;
- written submissions at the meetings;
- written notes taken by the Administration at the meetings; and
- written, verbal, and e-mail submission to the Administration.

Residents and business owners who could not attend the meetings were able to view the meeting materials and provide feedback via the City's online neighbourhood traffic concerns forums on Facebook and saskatoon.ca/engage website, or by phone, email, or mail. Feedback received throughout the process is included in **Appendix J**.

Photo 1: Meeting #2 Presentation



5. Implementation

Stage 4, the final stage of the neighbourhood traffic review, is to install the recommended improvements within the specified time frame. The time frame depends upon the complexity and cost of the solution. A short-term time frame is defined by implementing the improvements within 1 to 2 years; medium-term is 3 to 5 years; and long-term is 5 years plus. The placement of signs, pavement markings and temporary traffic calming will be completed short-term (1 to 2 years). Most often the installations take place in spring / summer of the following year. Therefore installations for Massey Place are likely to begin in spring / summer 2019.

The estimated costs of the improvements included in the Neighbourhood Traffic Plan are outlined in the following tables:

- Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate
- Table 5-2: Speed Enforcement Cost Estimate
- Table 5-3: Pedestrian Safety Devices Cost Estimate
- Table 5-5: Pedestrian Ramps Cost Estimate
- Table 5-6: Traffic Signal Cost Estimate
- Table 5-7: Total Cost Estimate

Table 5-1: Signs, Pavement Markings & Temporary Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Milton Street & Northumberland Avenue	Median island (1)	\$500	1 to 2 years (all traffic calming devices will be installed temporarily for at least one year to measure effectiveness)
Northumberland Avenue & Mackie Crescent (south intersection)	Median island (1)	\$500	
Massey Drive & Northumberland Avenue	Median island (1) Stop ahead sign (1) No parking sign (1)	\$1,000	
Mackie Crescent & Northumberland Avenue (north intersection)	Stop sign (1) No parking sign (1)	\$500	
Northumberland Avenue between Moore Place and McKay Place	Median island (1)	\$500	
Various locations	Yield sign (10)	\$2,500	
Total		\$5,500	

Massey Place Neighbourhood Traffic Review

Table 5-2: Speed Enforcement Cost Estimate

Location	Device	Cost Estimate	Time Frame
Milton Street & Northumberland Avenue	Speed display board (westbound traffic)	\$0 (Ten devices purchased in 2017 are relocated annually)	1 to 2 years
Total		\$0	

Table 5-3: Pedestrian Safety Devices Cost Estimate

Location	Device	Cost Estimate	Time Frame
Confederation Drive & Massey Drive	Active Pedestrian Corridor	\$47,000	3 to 5 years
Total		\$47,000	

Table 5-4: Permanent Traffic Calming Cost Estimate

Location	Device	Cost Estimate	Time Frame
Milton Street & Northumberland Avenue	Median island (1)	\$5,000	3 to 5 years
Northumberland Avenue & Mackie Crescent (south)	Median island (1)	\$5,000	
Massey Drive & Northumberland Avenue	Median island (1)	\$5,000	
Northumberland Avenue Moore Place - McKay Place	Median island (1)	\$5,000	
Total		\$20,000	

Table 5-5: Pedestrian Ramps Cost Estimate

Location	Device	Cost Estimate	Time Frame
Northumberland Avenue & Massey Drive	Pedestrian Ramp (2)	\$7,000	5 years plus
Total		\$7,000	

Massey Place Neighbourhood Traffic Review

Table 5-6: Traffic Signal Cost Estimate

Location	Device	Cost Estimate	Time Frame
Confederation Drive and Milton Street	Traffic signal	\$250,000	3 to 5 years
Total		\$250,000	

Table 5-7: Total Cost Estimate

Category	Timeframe		
	Short-Term (1-2 years)	Medium-Term (3 to 5 years)	Long-Term (5 years plus)
Signs, Pavement Markings & Temporary Traffic Calming	\$5,500		
Speed Display Board	\$0		
Pedestrian Safety Device		\$47,000	
Permanent Traffic Calming		\$20,000	
Pedestrian Ramps			\$7,000
Traffic Signal		\$250,000	
Total	\$5,500	\$317,000	\$7,000

The total cost estimate for short-term improvements (signs, pavement markings and temporary traffic calming) is \$5,500. The total cost estimate for medium and long-term improvements (permanent traffic calming, pedestrian safety devices, pedestrian ramps and sidewalks / multi-use paths and traffic signal) is \$324,000.

A list of recommended improvements resulting from the neighbourhood traffic review including the location and justification is summarized in Table 5-8.

The resulting recommended Massey Place Neighbourhood Traffic Plan is illustrated in Exhibit 5-1.

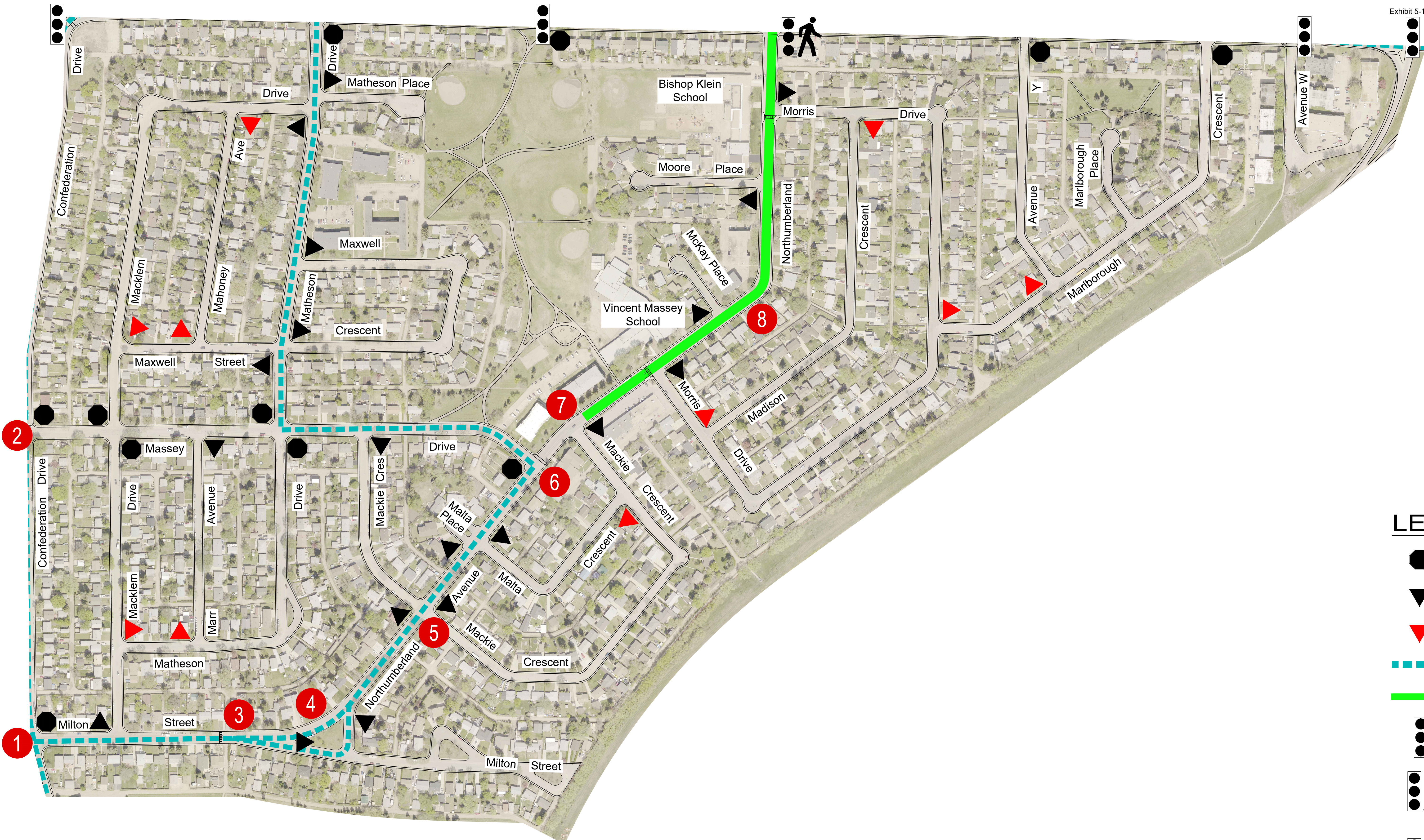
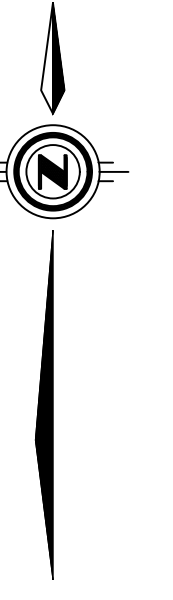
Massey Place Neighbourhood Traffic Review

Table 5-8: Massey Place Recommended Improvements

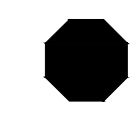

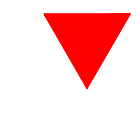


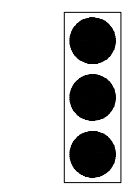
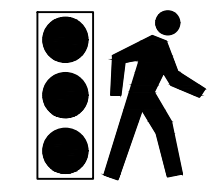
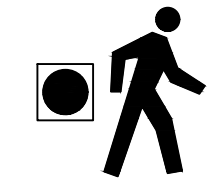
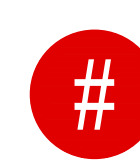
Item	Location	Recommended Improvement	Justification
1	Confederation Drive & Milton Street	Traffic signals	Improve traffic and pedestrian safety
2	Confederation Drive & Massey Drive	Active Pedestrian Corridor (north leg)	Improve pedestrian safety
3	Milton Street & Northumberland Avenue	Median island (west leg)	Reduce speed
4	Milton Street & Northumberland Avenue	Speed display board (westbound traffic)	Reduce speed
5	Northumberland Avenue & Mackie Crescent (south intersection)	Median island (southwest leg)	Reduce speed
6	Massey Drive & Northumberland Avenue	Stop ahead warning sign (eastbound direction)	Provide advance warning prior to curve
		Median island (northeast leg)	Reduce speed
		Restrict parking north side at 15 m north of existing pedestrian crosswalk	Improve pedestrian visibility
		Pedestrian accessibility ramps	Improve pedestrian accessibility
7	Mackie Crescent & Northumberland Avenue (north intersection)	Stop signs for Mackie Crescent	Assign right-of-way to Northumberland Ave
		Restrict parking at 10 m from south corner	Improve sightlines
8	Northumberland Avenue between Moore Place and McKay Place	Median island	Reduce speed
		Remove and install single curve sign facing northbound traffic	Improve sign visibility approaching the curve
9	Yield Infill	Various (shown as red triangles on Exhibit ES-1)	Improve traffic movement safety

Other projects

	33 rd Street and Northumberland Avenue / Catherwood Avenue	On traffic signal priority list	Traffic signal recommended in the 33 rd Street Corridor Study
--	---	---------------------------------	--



LEGEND

-  STOP SIGN
-  YIELD SIGN
-  PROPOSED YIELD SIGN
-  BUS ROUTE
-  SCHOOL ZONE
-  TRAFFIC SIGNAL
-  PEDESTRIAN ACTUATED SIGNAL LOCATION
-  ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  RECOMMENDATIONS

MASSEY PLACE TRAFFIC PLAN

Appendix A
Public Meeting #1
April 12, 2018

CITY OF SASKATOON

Massey Place Neighbourhood Traffic Review Minutes

Date: Thursday, April 12, 2018

Time: 7:00 – 9:00 pm

Location: Bishop Klein Elementary School (1121 Northumberland Avenue)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Minqing Deng	City of Saskatoon Transportation Engineer Massey Place Neighbourhood Traffic Review Project Manager
Nathalie Baudais	City of Saskatoon Transportation Engineer
Marina Melchiorre	City of Saskatoon Transportation Engineer
Constable Klews	Saskatoon Police Services, Traffic Unit
Constable Zoorkin	Saskatoon Police Services, Traffic Unit

Regrets:

Councillor Troy Davies	Ward 4 City Council Representative
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Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Minqing Deng – Transportation Engineer)

See Attachment: Presentation – April 12, 2018

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 Massey Place and potential solutions

Small group reports to large group

Group 1: Nathalie Baudais

- Full traffic signal needed at Massey Drive and Confederation Drive
 - Visibility issues due to parked cars
 - Delays to as long as 20 minutes
 - Windrows blocking visibility
 - Lights would also accommodate transit stop on northeast side
- 33rd Street
 - Windrow creates an issue for parked cars. It pushes parked cars towards driving lane and makes passenger entry difficult.
 - Avenue Y pedestrian crossing needed. Why was conduit recently put in near Avenue Y & 33rd Street?
 - Any way to reduce traffic volumes on 33rd Street development-wise?
 - Would love speed humps on 33rd Street
 - Something needs to be done for 33rd Street such as a speed display board
 - Night time speeding is bad too
- 33rd Street & Northumberland Avenue
 - Drivers do not stop for red lights
- Massey Drive & Matheson Drive
 - People do not stop at the (2-way) stop signs, they only yield
 - Enforcement is needed
 - Southeast corner sign set on light standard too far back
- 30 years too late for study
- More police presence in neighbourhood helps slow people down
- Getting out of neighbourhood on Confederation Drive & 33rd Street are issues
- Northumberland Avenue
 - Speeding has been an issue for many years
 - Race track/traffic speeding between two schools
 - Speeding around the sharp bend is a safety issue
 - Late pm is very bad
 - Speed humps might be a solution
 - School hours help
- Drivers don't understand pedestrian crosswalks
 - Hazard board with pedestrian crosswalk signs may help raise visibility
 - City of Canmore, Alberta has examples
- School zones should be year around
- High schools shouldn't have zones (some say they should)
- Crosswalk sign blocked by trees
 - Needs trimming, especially by Laurier village
- Pothole repairs aren't done well, just do one then leave the rest
- Sidewalk repairs or lifts have largely been taken care of
- Tree trimming not done for city trees going into private property (818 Marr Avenue)

Notes left from resident that attended the meeting:

- Lights are needed at Milton Street & Confederation Drive
- Snowbanks on centre boulevard on Confederation Drive
- Observation: Edmonton Avenue & 33rd Street going west should have left turn arrows when train crossing
- Centre boulevard by Malta Place needs grass seeding

Group 2: Marina Melchiorre

- Milton Street & Confederation Drive
 - Southbound lane left turn onto Milton Street, and left turn from Milton Street onto Confederation Drive are difficult
 - Pedestrian crossing visibility on Confederation Drive
 - Maybe signals at Massey Drive instead
- 33rd Street between Northumberland Avenue and Junor Avenue
 - Too much traffic/trucks
 - Hard to back up from driveway
- 33rd Street and Northumberland Avenue
 - Want full signal
 - Left turns are impossible
 - Speeding
- Shortcutting and speeding
 - Malborough Crescent to Morris Drive to Northumberland Avenue
 - Speed humps needed
- Morris Drive & Malborough Crescent
 - Sightline issues because of trees
- Confederation Drive
 - snow storage on median obstructs sightlines
- 33rd Street and Circle Drive
 - snow storage on median obstructs sightlines
- 33rd Street intersections
 - people passing in parking lane when cars wait to turn left
- Lanes
 - Gravel not maintained well
- Better pavement markings needed for all roadways
- Pot holes not fixed

Group 3: Minqing Deng

- Matheson Drive & Massey Drive
 - Drivers speeding & ignoring stop signs
 - More stop signs may help
 - Police enforcement is needed
- Drivers shortcut to avoid the school zone, take Matheson Drive instead of Northumberland Avenue or Avenue Y or Malborough Crescent
- Drivers do not stop for pedestrians using crosswalks on Confederation Drive

- Left turns onto Confederation Drive and 33rd Street are very difficult, right turn is a bit better but not by much
- Too much traffic on 33rd Street
- What is the procedure to request grading and paving the back lane?
 - The north-south back lane between Maxwell Crescent and Massey Drive, to the east of Matheson Drive
 - Vehicles got stuck
- Trucks parked in back lanes, fences and backyard property got damaged, area bounded by Maxwell Crescent (north leg), Matheson Drive and Matheson Place
- Who takes care of snow clearing in the alley entrance across the sidewalk, particularly at:
 - The east park path intersecting Massey Drive, between Matheson Drive and Northumberland Avenue
 - The lane intersecting the southbound sidewalk looking at Mackie Crescent and Northumberland Avenue intersection
- Shortcutting and speeding on Mackie Crescent instead of using Northumberland Avenue
 - Suggest extension of the 30 kph zone
 - Noise from speeding traffic also a concern
 - Kids and seniors cross this road a lot
- Speeding on south leg of Matheson Drive to the west of the island
 - Is parking allowed in the vicinity of this corner?
 - Vehicles do not see kids playing
- Tunnels going under the Circle Drive to Mount Royal
 - Should be closed if they are not safe
 - Crime happens too, not safe for pedestrians and kids
 - If they remain open, please make it safe; otherwise, close it
 - Suggest walkway over Circle Drive instead of using the 6 foot tunnel underneath Circle Drive
- Bad road pavement on west leg of Mackie Cres (near 30 Mackie Crescent)
 - Drainage issue
- Drainage issue at
 - Northumberland Avenue and Mackie Crescent
- School Zone
 - Parents and teachers making U-turn inside of school zone on Northumberland Avenue
 - Parking at 5-min loading zone with longer vehicles and parked for longer than 5-min, north and south leg of Morris Dr & Northumberland Ave intersection
 - Parking in disabled parking zone without placard
- Traffic signals needed on
 - Confederation Drive & Massey Drive
 - Confederation Drive & Milton Street

Next Steps

1. Continue monitoring traffic issues in your neighbourhood
2. Mail-in or email comments no later than May 14, 2018
3. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than May 14, 2018
4. Traffic count data collection, analysis
5. Develop recommendations and prepare draft traffic plan
6. Follow-up public meeting to provide input on draft plan
7. Determine revisions and finalize traffic plan
8. Present traffic plan to City Council for approval

Question and Answer

Resident: Not a question but a wish to have a safe neighbourhood. There is a mix of young and old and generations in between, have been living in Massey Place for 40+ years and would like this neighbourhood to be safe for everyone.

Resident: With almost all street names in this neighbourhood started with letter "M", please make the street name signs bigger, it is very difficult to read.

City: We would take that into consideration with this review.

Massey Place Neighbourhood Traffic Review

Thursday, April 12, 2018

7:00pm - 9:00pm

Outline

- Neighbourhood Traffic Review (NTR) Process
- Massey Place Schedule
- Sources of Information
- Sample Concerns Received
- Examples of Traffic Calming & Pedestrian Devices
- Next Steps

Neighbourhood Traffic Review Background

- **NTR Introduction**

- Process developed to address neighbourhood traffic issues holistically rather than case by case
- **Mandate:** Reduce and calm traffic, improve safety within neighbourhoods

- **Neighbourhood Selection**

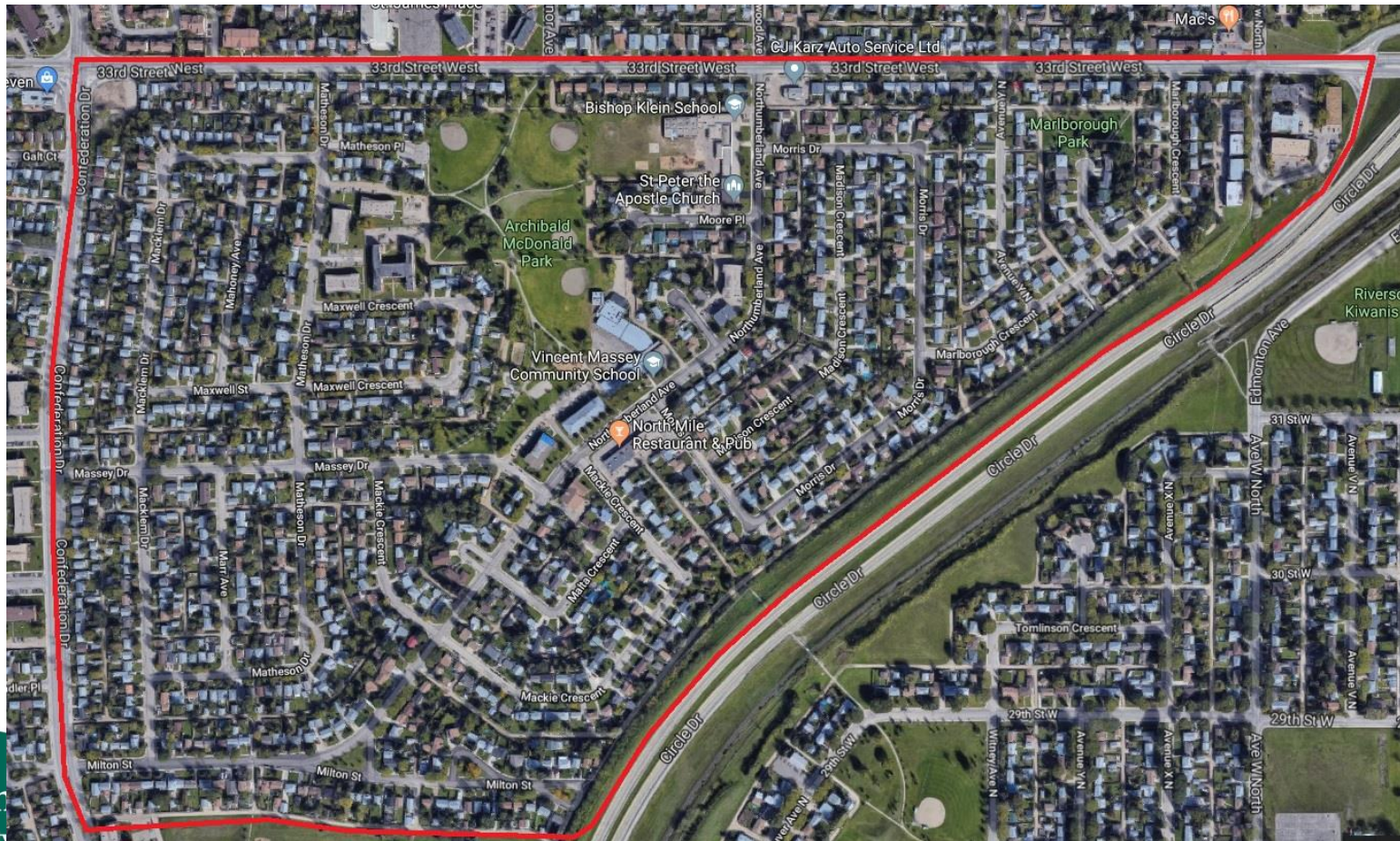
- Number of outstanding concerns
- Number of collisions
- Number of existing temporary traffic calming devices
- Regional representation throughout the City
- Age and stage of development of the neighbourhood

Neighbourhood Traffic Review Background

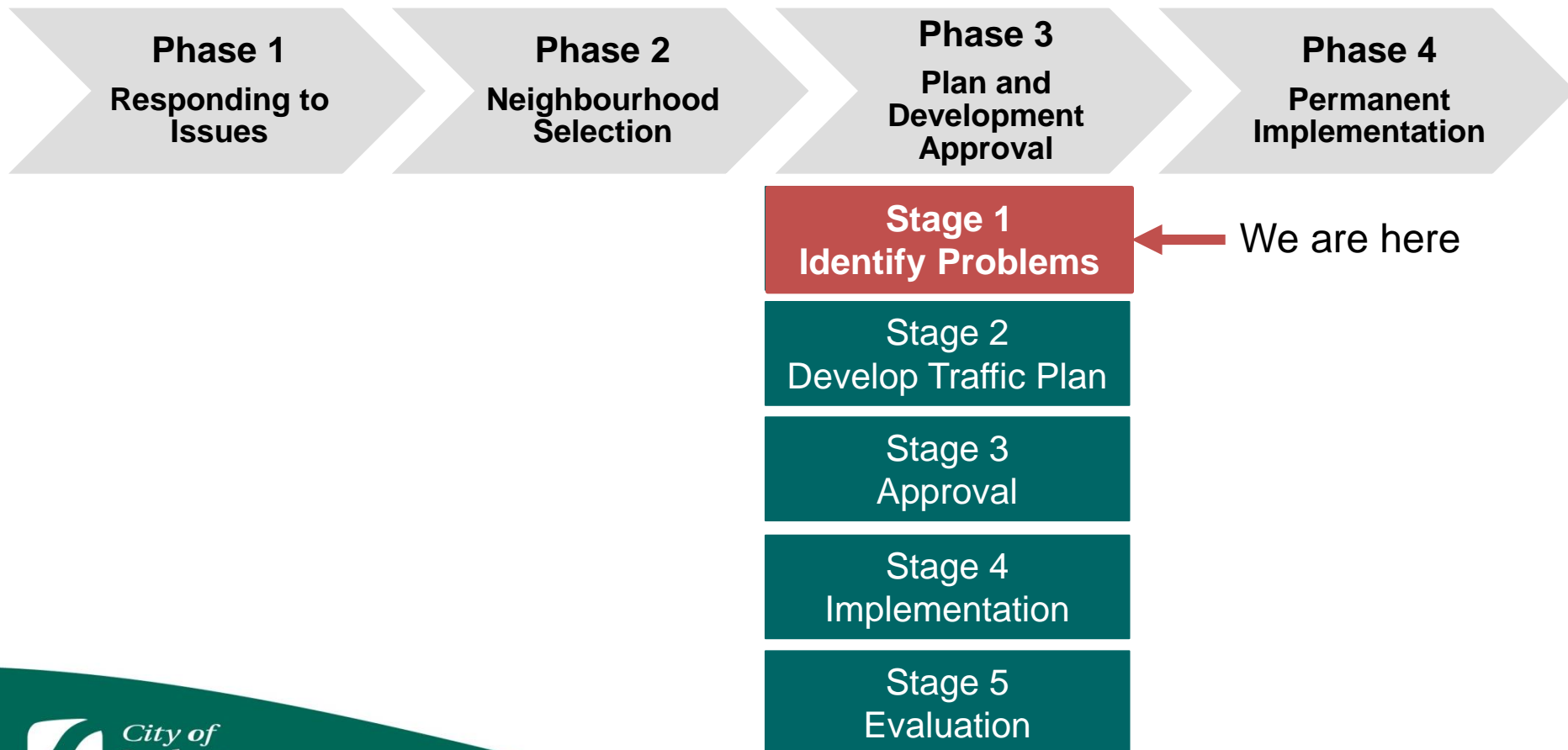
- **2014**
 - 11 neighbourhood traffic reviews completed
- **2015 / 2016 / 2017**
 - 8 neighbourhood traffic reviews completed per year
- **2018 Selected Neighbourhoods**
 - Fairhaven
 - Westview
 - Massey Place
 - Riversdale
 - River Heights
 - Forest Grove
 - College Park-College Park East
 - Eastview-Nutana Suburban Centre

Massey Place Study Area

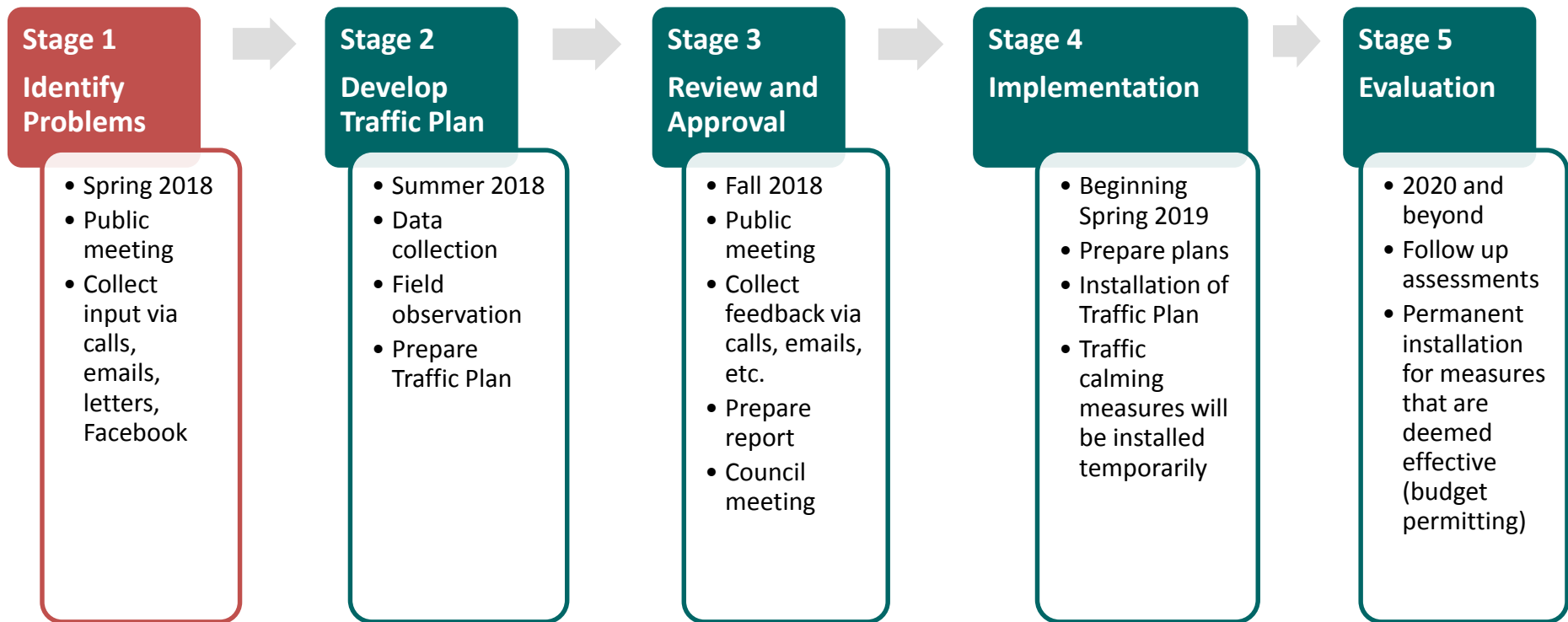
- Study Limits
 - 33rd Street W, Circle Drive, Milton Street, Confederation Drive
- Local and collector roads



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



Sources of Information

- Past Studies
- Ongoing Projects
- Collision Analysis
- Feedback from Public Consultation
- Traffic Counts & Assessments
- Councillor Input

Sample Concerns Received

- **Speeding, Shortcutting:**
 - Confederation Drive
 - 33rd St West
 - Milton Street
 - Massey Drive
 - Morris Drive
- **Traffic Noise:**
 - Circle Drive trucks using engine retarder brakes as they approach Laurier Drive
- **Pedestrian crossings:**
 - Confederation Drive
 - 33rd St West
 - Milton Street
 - Massey Drive
- **Traffic operations**
 - Difficult to turn left on Confederation Drive from Milton Street and Massey Drive
 - Difficult to turn left on 33rd Street West from Matheson Drive and Northumberland Avenue

Additional Studies / Projects

- 33rd Street Corridor Study
 - Traffic signals recommended. On priority list, awaiting funding.
- Intersection Review Confederation Drive & Milton Street
 - Traffic signals not warranted.
 - Pedestrian Actuated Signal recommended. Funding approved.
- Intersection Review Confederation Drive & Massey Drive
 - Traffic signals and Pedestrian Actuated Signal not recommended.
 - Active Pedestrian Corridor recommended. Funding approved.

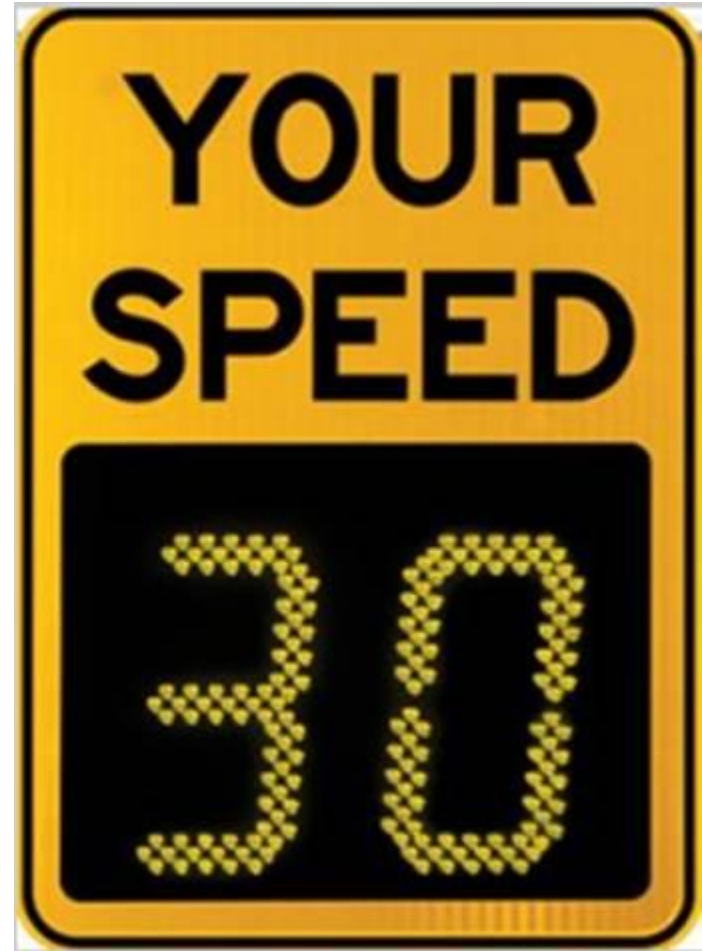
Traffic Calming Measures

Examples



Speed Display Devices

- Interactive sign that displays vehicle speeds as motorists approach.
- Reduces speeds.
- Can be relocated.
- Drivers may become immune to the devices.



Horizontal Deflection Devices

- Physical measure that requires motorists to steer around them.
- Discourage short-cutting traffic.
- May reduce vehicle speeds, turning movement conflicts or enhance the neighbourhood environment.
- Enhance pedestrian crossings and sign placement.
- Relatively inexpensive.

Curb Extension



Raised Median Island



Roundabout



Vertical Deflection Devices

- Physical measure that requires motorists to drive over them.
- Reduces vehicle speeds.
- May reduce traffic volumes, turning movement conflicts or enhance the neighbourhood environment.
- Can increase emergency response times.
- Can affect transit and maintenance operations.

Raised Crosswalk



Raised Intersection



Speed Humps



- Pilot project underway for 2018
- Temporary speed humps at four locations
- Spring installation, fall removal

Obstructions

- Physically restrict certain vehicle movements.
- Used to discourage shortcutting.
- Should only be used where horizontal or vertical deflection measures cannot adequately address a traffic problem.

Directional Closure



Diverter



Right In / Right Out Island



Raised Median Through Intersection



Full Closure



Pedestrian Crossing Devices

- Assist pedestrians in safely crossing streets.
- Promotes orderly and predictable movement of vehicular and pedestrian traffic.

Standard Crosswalk



Zebra Crosswalk



Active Pedestrian Corridor



Pedestrian Actuated Signal



Traffic Issues in Massey Place

Seeking Your Ideas and Solutions!

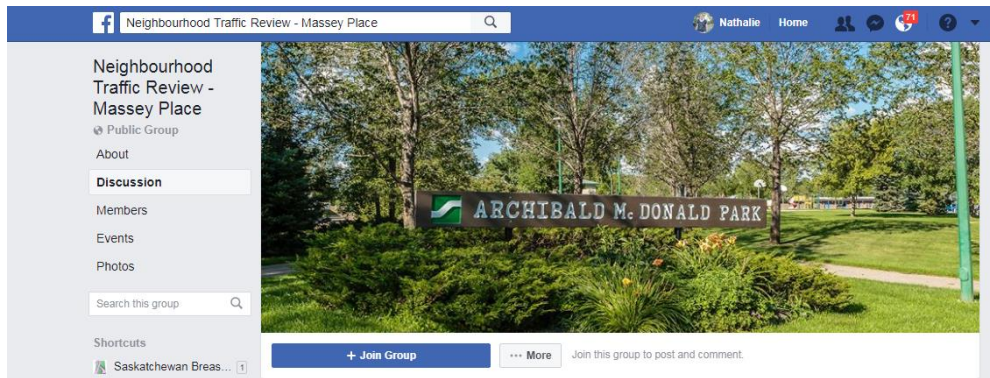
Table Group Discussions

1. What ideas or solutions do you have to improve traffic flow/safety in your neighbourhood (what's working or not working)?
2. Identify additional traffic issues and solutions in Massey Place.

Stay Engaged

Join our Facebook group

Subscribe for updates at
www.saskatoon.ca/NTR



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Home › Moving Around › Driving & Roadways › Managing Traffic › Traffic Studies › Neighbourhood Traffic Reviews

Neighbourhood Traffic Reviews

A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and hear about their concerns.

The Transportation Division then reviews the concerns and follows up with a number of assessments such as traffic volume, speed and pedestrian studies and site observations. A list of recommendations are generated, such as signage or traffic calming measures, and presented to residents at a secondary meeting typically held between September and December of the same year. Once the plan is received and agreed upon by residents, it is then submitted to City Council for approval.

Once a plan is approved by Council, the measures are implemented.

- Signage may be installed (pedestrian crosswalks, no parking, stop and yield, speed signs)
- Traffic calming measures may be installed temporary until proven effective
- Sidewalks or any other permanent measures may be installed when funding is available

Online discussions are posted at [Shaping Saskatoon](#) for one month following each of the community meetings.

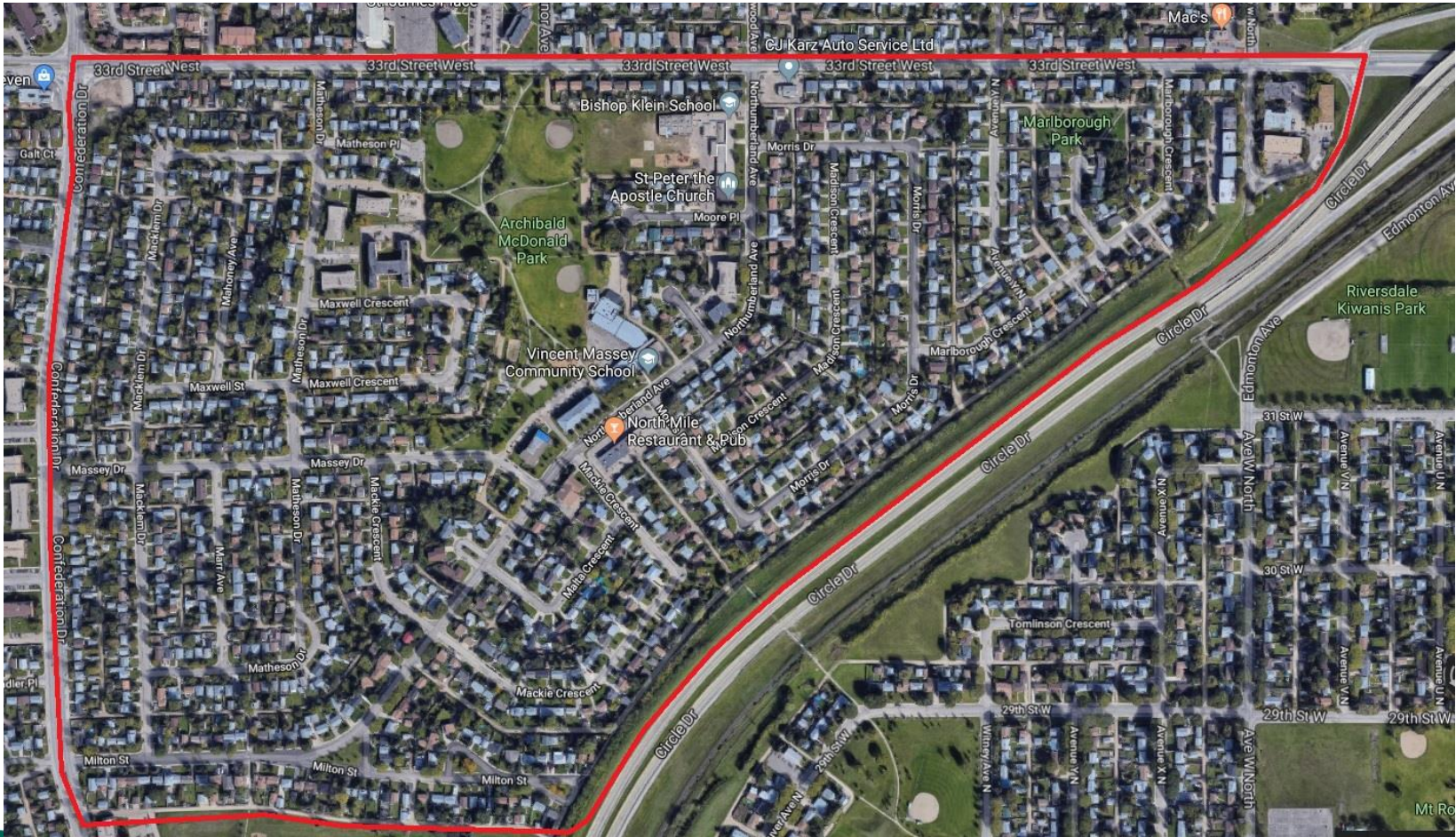
Residents can also report neighbourhood traffic concerns by calling Transportation Customer Service at [306-975-2454](tel:306-975-2454) or by [completing a Community Traffic Issue report](#).

2018 Neighbourhood Traffic Review

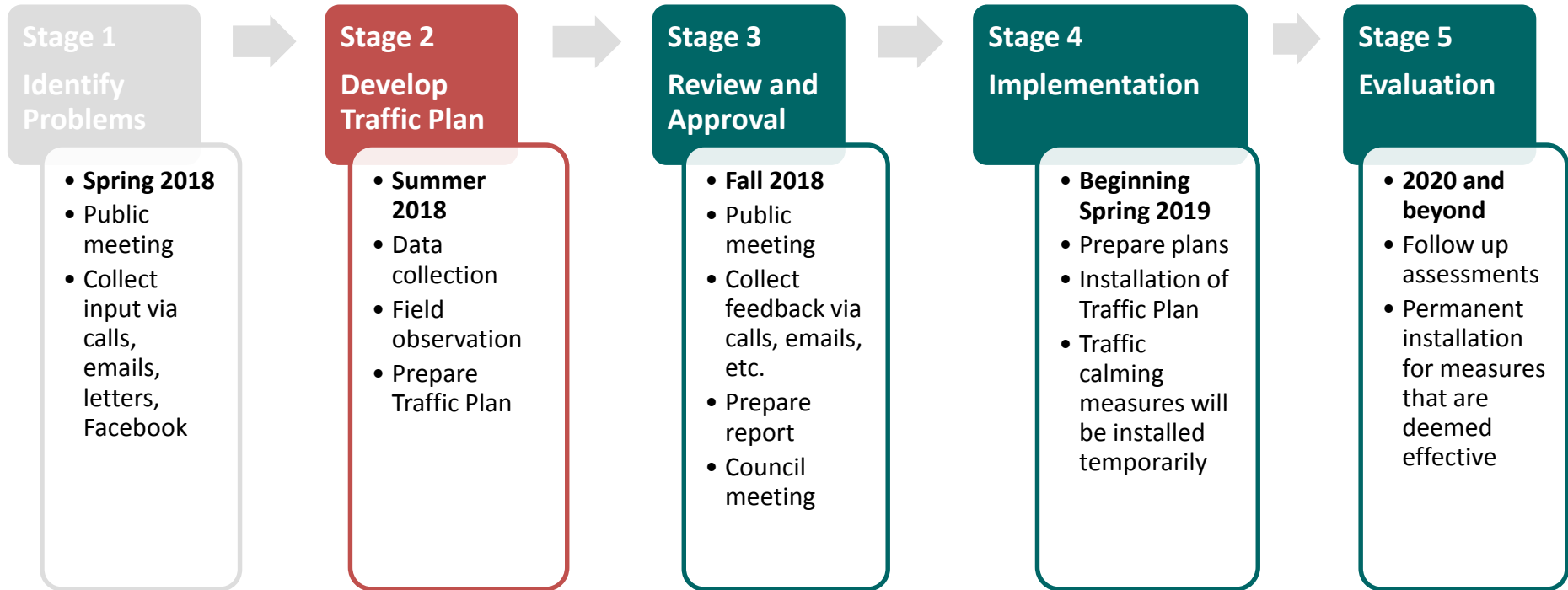
How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Massey Place Study Area



Next Steps

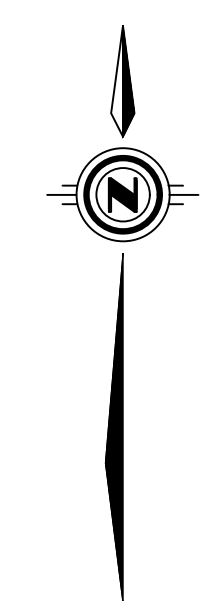
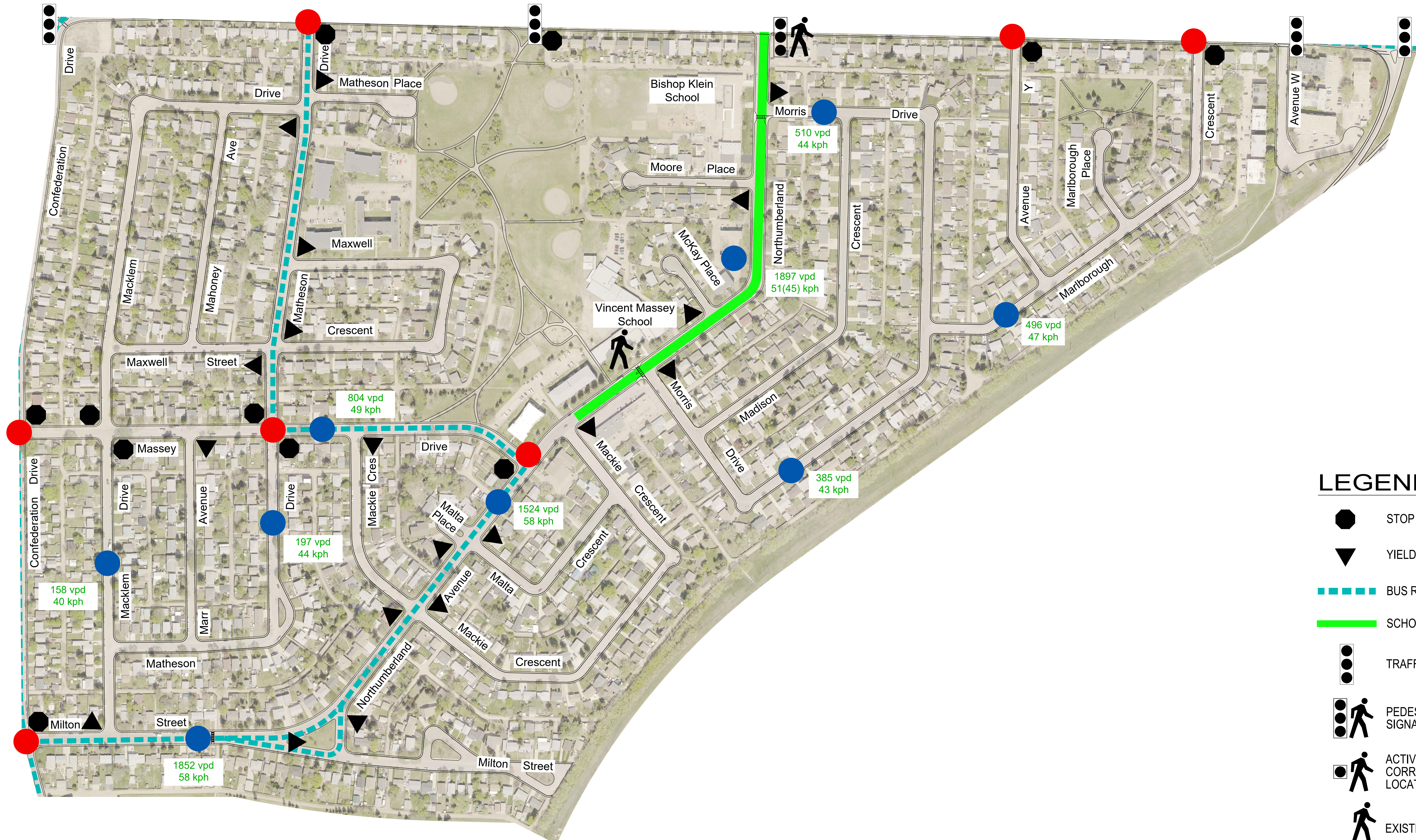


Join the Discussion

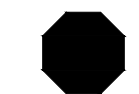



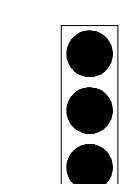
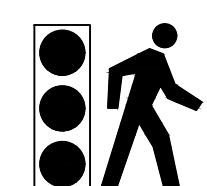
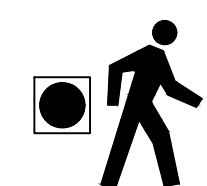





- Visit saskatoon.ca/NTR
 - Get updates
 - Sign up for subscriber updates
- Visit saskatoon.ca/engage
 - Join the discussion
- Provide comments by:
Monday, May 14, 2018

Appendix B

Traffic Data Collection



LEGEND

-  STOP SIGN
-  YIELD SIGN
-  BUS ROUTE
-  SCHOOL ZONE
-  TRAFFIC SIGNAL
-  PEDESTRIAN ACTUATED SIGNAL LOCATION
-  ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  EXISTING PEDESTRIAN CORRIDOR
-  TRAFFIC + PEDESTRIAN COUNT MOVEMENT COUNT (INTERSECTION)
-  7 DAY SPEED + TRAFFIC VOLUME STUDY (MIDBLOCK)
-  786 vpd — NUMBER OF VEHICLES PER DAY
-  47 kph — 85th PERCENTILE SPEED (School kph)

MASSEY PLACE TRAFFIC DATA

Appendix C

All-Way Stop Assessments

All-way-stop Assessment (Policy C07-007 – Traffic Control – Use of Stop & Yield Signs)

Step 1:

The following conditions must be met for all-way-stop control to be considered:

- i) The combined volume of traffic entering the intersection over the five peak hour periods from the minor street must be at least 25% of the total volume for a three-way-stop control, and at least 35% of the total volume for a four-way-stop control.
- ii) There can be no all-way-stop control and traffic signal within 200 metres of the proposed intersection being considered for all-way-stop control on either of the intersection streets.

Location	Condition 1: % of Traffic from minor street	Condition 2: Traffic Signals or all-way-stop within 200 m	All-way-stop Warrant
Massey Drive and Matheson Drive	35% - Condition met	No – Condition met	Continue to step 2
Northumberland Avenue and Massey Drive	19% - Conditions not met	No – Condition met	Not warranted

Provided the above criteria are met, the following conditions, singly or in combination, may warrant the installation of all-way-stop signs:

- i) When five or more collisions are reported in the last twelve month period and are of a type susceptible to correction by an all-way-stop control
- ii) When the total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour or the total intersection entering volume exceeds 6,000 vehicles per day.
- iii) The average delay per vehicle to the minor street traffic must be 30 seconds or greater during the peak hour.
- iv) As an interim measure to control traffic while arrangements are being made for the installation of traffic signals.

Location	Criteria 1: 5 or more collisions in most recent 12 months	Criteria 2: total number of vehicles entering the intersection from all approaches averages at least 600 per hour for the peak hour	Criteria 3: total intersection entering volume exceeds 6,000 vehicles per day	Results
Massey Drive and Matheson Drive	1 – Condition NOT met	162 – Condition NOT met	1,690 – Condition NOT met	All-way-stop NOT warranted
Northumberland Avenue and Massey Drive	0 – Condition NOT met	190 – Condition NOT met	2,000 – Condition NOT met	Three-way-stop NOT warranted

Appendix D

Pedestrian Device Assessments

RESULTS SUMMARY

DO NOT ENTER DATA INTO THIS PAGE

Prepared By: Minqing Deng Date: Tuesday, April 24, 2018

Location and Roadway Classification: Milton & Confed

Date of Count: Day of wk: Tues Mth, Day, Yr: Tuesday, April 24, 2018

Weather: _____

Traffic Control Devices: None

Current Pedestrian Control: None

Other Notes: if PAS is warranted, install on south side

Number of travel lanes passing through the crosswalk(s) 4 lanes

Is there a physical median in this crosswalk(s)? y (y or n)

Speed limit (or 85th percentile speed) 50 km/h

85th percentile (check one)

Posted Limit

Distance to nearest protected crosswalk 220 m

Location: Bennett

Type: zebra

Is the orientation of this crosswalk(s) N-S? n (y or n)

Duration of pedestrian count 5 hrs

Elementary: 21 Total Warranted PC Points: 19,824 or 9,912 / period

High School: _____ Highest PC point value: 13,146 at _____

Adult: _____ Active Ped Corridor Points: 2

Senior: _____ Pedestrian Actuated Signal Points: 37

Vehicles passing through crosswalk(s): 7,254

ACTIVE PEDESTRIAN CORRIDOR NOT WARRANTED
PEDESTRIAN ACTUATED SIGNAL NOT WARRANTED

****Install device at the North Crosswalk ****

(Note: Standard and Zebra crosswalks can be installed on both sides if pedestrian volumes are approximately equal.)

Time (15 minute intervals)	Vehicle Counts				Pedestrian Counts									
	SB	WB	NB	EB	North Crosswalk				South Crosswalk					
					Child	Teen	Adult	Senior / Impaired	Senior / Impaired	Adult	Teen	Child		
7:00														
7:15														
7:30														
7:45														
8:00	233	17	112	2										
8:15	224	21	125	2	1									
8:30	260	23	139	1	1									
8:45	181	17	139		1								1	
9:00														
9:15														
9:30														
9:45														
AM Totals	898	78	515	5	3								1	
11:30	118	11	121											
11:45	105	10	152											
12:00	127	13	176	1										
12:15	131	14	151	1										
12:30	136	13	159											
12:45	143	16	121											
13:00	120	14	134											
13:15	117	13	115	1	2								1	
Noon Totals	997	104	1,129	3	2								1	
14:00														
14:15														
14:30														
14:45														
15:00	142	15	206	2										
15:15	182	10	203	1										
15:30	177	20	250											
15:45	145	19	293	1										
16:00	166	14	273	3										
16:15	176	20	268											
16:30	171	17	271	3										
16:45	181	22	274		13								1	
17:00														
17:15														
17:30														
17:45														
18:00														
18:15														
18:30														
18:45														
19:00														
19:15														
19:30														
19:45														
20:00														
20:15														
20:30														
20:45														
PM Totals	1,340	137	2,038	10	13								1	
Totals	3,235	319	3,682	18	18								3	
North Crosswalk =									18	South Crosswalk =				3

Results Summary

Preliminary Assessment Decision Point		Massey Drive / Matheson Drive
Traffic Signal Warrant	Points	2
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	11 EAU
	Vehicular Volume	1,690
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	470 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection provides a connection transit bus stops; however, is not in high demand.
	Answer (Y/N)	No. Unmarked crosswalk appropriate.

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children \leq 12 years – 2.0 EAUs; Older pedestrians \geq 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point		Northumberland Avenue / Massey Drive
Traffic Signal Warrant	Points	3
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	8 EAU
	Vehicular Volume	2,000
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	175 m to APC 600 m to PAS
	Answer (Y/N)	No
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection provides a connection to Archibal McDonald Park, to transit bus stops on south side of Massey Drive and to the Community Church on the east side of Northumberland Avenue.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	1,500 < ADT < 4,500 Standard crosswalk appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children \leq 12 years – 2.0 EAUs; Older pedestrians \geq 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point		Confederation Drive / Milton Street
Traffic Signal Warrant	Points	52
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	8 EAU
	Vehicular Volume	20,720
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	365 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection is an important connection of east and west sides of Confederation Drive. It is also a crossing to the transit stops on both sides of Confederation Drive.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	ADT > 15,000 Rectangular Rapid Flashing Beacon or Active Pedestrian Corridor appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children \leq 12 years – 2.0 EAUs; Older pedestrians \geq 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Results Summary

Preliminary Assessment Decision Point		Confederation Drive / Massey Drive
Traffic Signal Warrant	Points	41
	Warranted (Y/N)	No
Average Hourly Pedestrian Volume \geq 15 EAU's AND vehicular volume \geq 1,500 veh/day?	Average Hourly Pedestrian Volume	13 EAU
	Vehicular Volume	18,980
	Answer (Y/N)	No
Is this site > 200 metres from the nearest traffic control device?	Distance from the nearest traffic control device	455 m
	Answer (Y/N)	Yes
Is average hourly latent pedestrian crossing demand \geq 15 EAUs OR is there requirement for system connectivity?	Latent pedestrian crossing demand	Similar to existing demand
	Required connection?	This intersection is an important connection of east and west sides of Confederation Drive. It is also a crossing to the transit stops on both sides of Confederation Drive.
	Answer (Y/N)	Yes
Treatment Selection	Table-1 in Pedestrian Crossing Guide	ADT > 15,000 Rectangular Rapid Flashing Beacon or Active Pedestrian Corridor appropriate

¹ EAU – Equivalent Adult Units to account for pedestrian age and physical ability. Adults – 1.0 EAU; Children \leq 12 years – 2.0 EAUs; Older pedestrians \geq 65 years – 1.5 EAUs; Pedestrian with impairment – 2.0 EAUs.

Appendix E

Intersection Review

Intersection Design Memo

1. Introduction

The Massey Place Neighbourhood was selected for a Neighbourhood Traffic Review (NTR) in 2018.

As part of the NTR process, a meeting was held in April 2018 to provide residents with the opportunity to identify traffic concerns in their neighbourhood. At the meeting and in correspondence, many residents expressed a desire for traffic signals due to concerns with long delays for traffic for westbound traffic out of the neighbourhood onto Confederation Drive (at both Milton Street / Palmer Place and Massey Drive), particularly during the afternoon peak period.

1.1 Background

In 2012, the Confederation Drive & Milton Street intersection was reviewed for pedestrian safety devices. The pedestrian warrant analysis was completed and the intersection warranted a Pedestrian Actuated Signal (PAS). The PAS was funded in the budget for 2018.

In 2015, the Confederation Drive & Massey Drive intersection was reviewed for pedestrian safety devices. The pedestrian warrant analysis was completed and the intersection warranted an Active Pedestrian Corridor (APC). The APC was funded in the budget for 2018.

The residents were provided with an update on the pedestrian devices that were approved and funded for Confederation Drive & Milton Street and Confederation Drive & Massey Place at the April 2018 NTR meeting. Residents expressed a desire for traffic signals rather than the approved pedestrian devices.

Based on the concerns received, the City completed a detailed traffic analysis for both intersections.

1.2 Study Area

The study area includes the following intersections:

- Confederation Drive & Milton Street
- Confederation Drive & Massey Drive

The study area is shown in Figure 1.1.

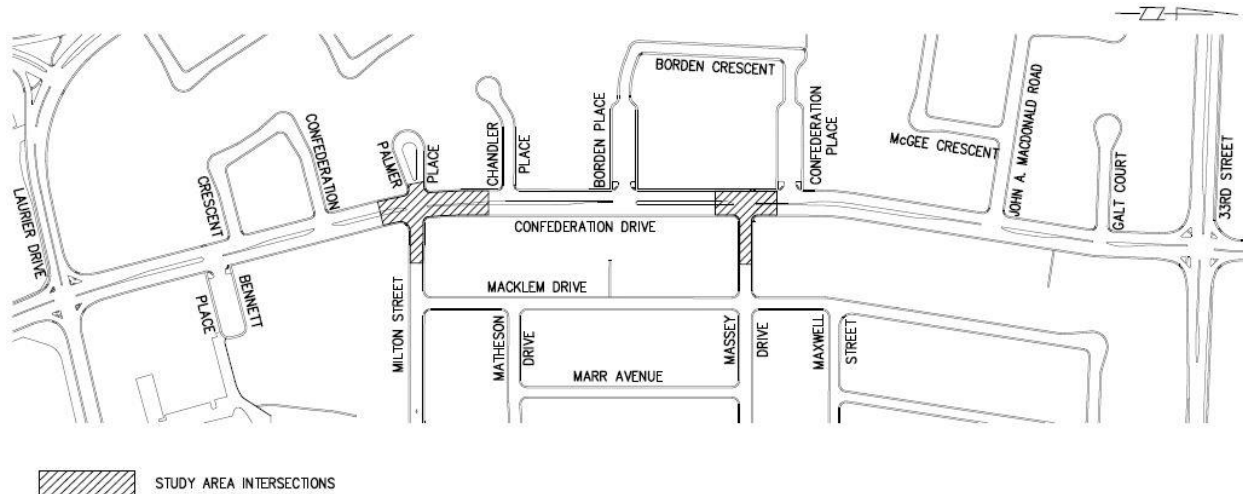


Figure 1.1: Confederation Drive Study Area Intersections

1.3 Study Scope

The objective of the traffic study was to assess and analyze the existing traffic conditions, identify operational or safety issues, develop and evaluate alternative solutions, and identify the preferred solution.

1.4 Methodology

The methodology for the intersection traffic analysis included the following:

- Collect traffic and pedestrian data at the intersections;
- Review the collision history at the intersections over the past five years (2013 to 2017);
- Review signage, bus stops and driveways;
- Undertake field observations during peak periods;
- Complete traffic signal warrant analysis in accordance with The Traffic Signal and Pedestrian Signal Head Warrant Handbook, Transportation Association of Canada, 2014;
- Analyze the intersection considering two separate measures of performance:
 - The volume to capacity ratio, and
 - The level of service (LOS) for each turning movement, based on the average control delay per vehicle.
- Identify operational and safety issues for existing conditions;
- Develop and evaluate alternative solutions to address operational and safety issues; and
- Identify preferred solution.

2. Existing Conditions

Confederation Drive is aligned from north to south and is classified as a major arterial roadway with a posted speed limit of 50 kph. Confederation Drive is a four lane roadway with one parking lane in each direction. Confederation Drive is a transit route with the following bus stops in the study area intersections:

- northeast corner of Confederation Drive & Massey Drive
- southwest corner of Confederation Drive & Massey Drive
- southeast corner of Confederation Drive & Milton Street

Massey Drive is aligned from east to west and is classified as a minor collector with a posted speed limit of 50 kph. Massey Drive is a two-lane roadway with one parking lane in each direction.

Milton Street is aligned from east to west and is classified as a major collector with a posted speed limit of 50 kph. Milton Street is a two-lane roadway with one parking lane in each direction. Milton Street is a transit route.

The Confederation Drive & Massey Drive intersection is a T-intersection with stop control for Massey Drive. A left turn bay is provided for southbound traffic. A pedestrian zebra crosswalk is provided on the north side of the intersection.

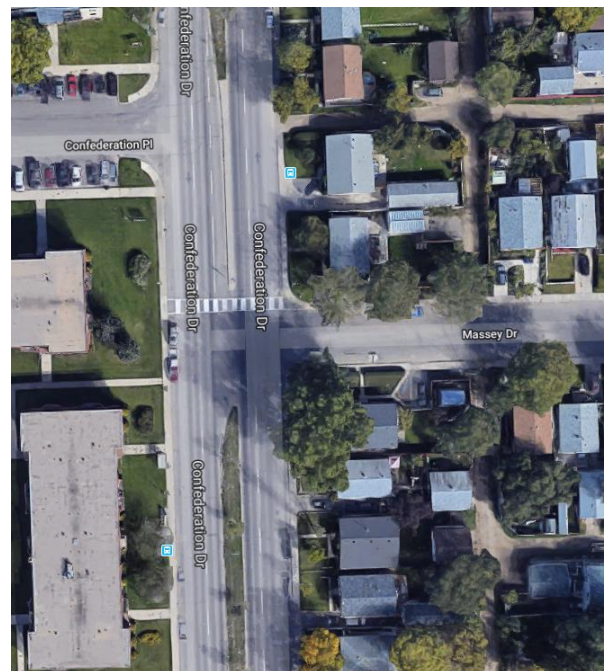


Figure 2.1 Confederation Drive and Massey Drive

The Confederation Drive & Massey Drive intersection is a T-intersection with stop control for Massey Drive. A left turn bay is provided for southbound traffic. A pedestrian zebra crosswalk is provided on the north side of the intersection.

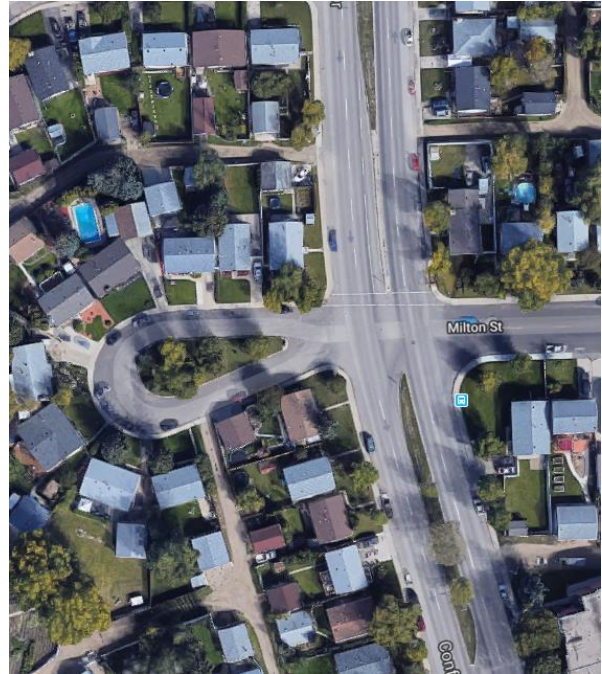


Figure 2.2 Confederation Drive and Milton Street

2.1 Existing Traffic Volumes

Traffic and pedestrian counts were collected at both intersections in April 2018 during the weekday peak hours (7:00 AM to 9:00 AM; 11:30 AM to 1:30 PM; 3:00 PM to 6:00 PM). The weekday AM and PM peak hour traffic volumes are illustrated in Figure 2.3 and Figure 2.4.

Figure 2.3 Peak Hour Traffic Volumes for Confederation Drive & Massey Drive

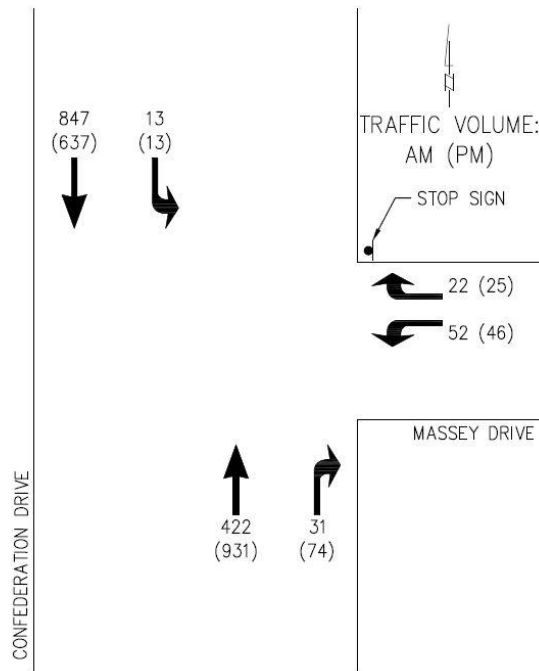
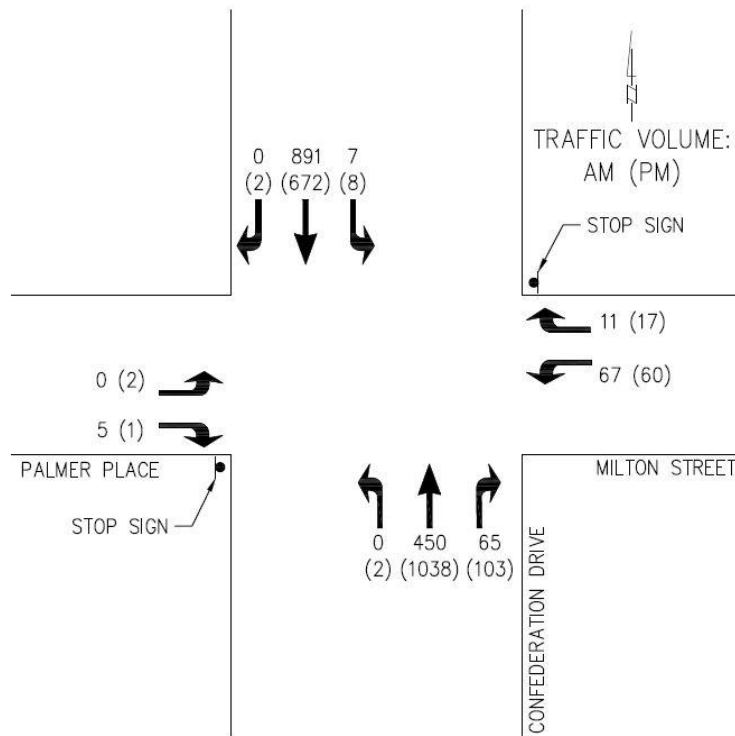


Figure 2.4 Peak Hour Traffic Volumes for Confederation Drive & Milton Street



2.2 Field Observations

The following observations were made during field visits.

2.2.1 Confederation Drive & Massey Drive

- During the PM peak hours, northbound Confederation Drive traffic often does not stop for pedestrians crossing the north side of the intersection (zebra crosswalk). If northbound traffic stops for pedestrians, the vehicle is typically stopped in the intersection after passing through the south crosswalk.
- During AM and PM peak hours, southbound traffic does not stop for pedestrians crossing the south side of the intersection (unmarked crosswalk).
- Westbound Massey Drive drivers completing left-turn or right-turn movements have good sightlines for traffic moving northbound and southbound.
- Westbound traffic is limited to one travel lane due to the parking lane on the north side of the street. This shared lane causes delay for westbound right-turning traffic.

2.2.2 Confederation Drive & Milton Street

- During the PM peak hours northbound Confederation Drive traffic does not stop for pedestrians crossing on the north side of the intersection (standard crosswalk). If northbound traffic stops for pedestrians, the vehicle is typically stopped in the intersection after passing through the south crosswalk.
- During AM and PM peak hours southbound traffic does not stop for pedestrians crossing on the south side of the intersection without a crosswalk.
- Due to the slight horizontal deflection to the east on the north half of this intersection, as well as a tree next to the northeast sidewalk, sightlines for westbound drivers completing left-turn movements are obstructed by vehicles parked 15 metres north from the intersection along the east curb. Snow windrows accumulated during the winter season may obstruct driver's sightline as well.
- The shared westbound traffic lane contributes to queues and poor operations in the morning and afternoon peak period.
- During the AM and PM peak hour (8:30am and 5:30pm) the westbound traffic queues occasionally extend 40 metres on Milton Street

3. Traffic Analysis

3.1 Collision Analysis

The most recent available five year collision data from Saskatchewan Government Insurance (SGI) from 2013 to 2017 was reviewed for both intersections.

3.1.1 Confederation Drive & Massey Drive

Collision data for Confederation Drive & Massey Drive is presented in Table 3-1.

Table 3-1: Collision History at Confederation Drive and Massey Drive

Year	Number of Collisions	Type of Collision			
		Left Turn	Right Angle	Rear End	Other
2017	3			1	2
2016	3	2			1
2015	4	1		3	
2014	5		1	3	1
2013	5	1		4	

The following was noted based on the collision history at Confederation Drive & Massey Drive:

- No fatalities have been reported in this five year period.
- Approximately 55% of the collisions at this intersection are rear end collisions.
- The majority of collisions (70%) resulted in property damage only. Six collisions (30%) resulted in personal injury. Four of the collisions resulting in personal injury were the rear end collision type.
- Approximately 65% of collisions occurred during daylight hours. 20% collisions occurred during dark hours, the street lighting was not on for one out of four collisions that occurred during dark hours.
- Nine of the collisions (45%) occurred with dry road conditions, seven of the collisions (35%) occurred on packed snow or ice road conditions, two of the collisions occurred on wet road conditions (10%) and the road surface conditions for the other two collisions was not recorded.
- The “Other” collision types include: 1 – lost control – right ditch, 3 – side swipe.

3.1.2 Confederation Drive & Milton Street

Collision data for Confederation Drive & Milton Street is presented in Table 3-2.

Table 3-2: Collision History at Confederation Drive and Milton Street

Year	Number of Collisions	Collision Type			
		Left Turn	Right Angle	Rear End	Other
2017	2			1	1
2016	7	2		2	3
2015	4	2			2
2014	5	2			3
2013	4	1		1	2
Total	22	7		4	11

The following was noted based on the collision history at Confederation Drive & Milton Street:

- No fatalities have been reported in the period.
- Approximately 32% of the collisions at this intersection are left turn / straight collisions in same direction and opposite directions inclusively.
- The majority of collisions (77%) resulted in property damage only. Five collisions (23%) resulted in personal injury. Two of the collisions resulting in personal injury were the rear end collision type.
- Half of collisions (55%) occurred during daylight hours. 41% collisions occurred during dark hours; however, street lighting was on for 78% of these dark hour collisions.
- Thirteen of the collisions (59%) occurred with dry road conditions, seven of the collisions (32%) occurred on packed snow or ice road conditions, and the road surface conditions for the other two collisions was not recorded.
- The “Other” collision types include: 1 – fixed / movable object collision, 4 – lost control – right ditch, 3 – side swipe.

3.2 Pedestrian Device Analysis

Previously, pedestrian assessments were conducted to determine the need for pedestrian actuated signalized crosswalks in adherence to the City of Saskatoon Council Policy C07-018 *Traffic Control at Pedestrian Crossings*, November 15, 2004.

This warrant system assigned points for a variety of conditions including:

- Number of traffic lanes to be crossed;
- presence of a physical median;
- posted speed limit of the street;
- distance the crossing point is to the nearest protected crosswalk point; and
- number of pedestrians and vehicles at the location.

Pedestrian warrant analyses using this methodology has been completed for both intersections on Confederation Drive. Results of these warrant calculations are summarized in Table 3-3.

Table 3-3: Pedestrian Warrant Previous Studies

Location	Count Date	Total Pedestrians	Vehicles passed through intersection	Pedestrian Warrant (PAS)	Pedestrian Warrant (APC)
Confederation Drive & Massey Drive	Mar 22, 2012	84	5,309	Not Warrant	Warrant
	May 27, 2015	46	7,022	Not Warrant	Warrant
Confederation Drive & Milton Street	Jan 24, 2012	147	6,043	Warrant	Warrant

On September 25, 2018, Council approved an updated Council Policy C07-018 *Traffic Control at Pedestrian Crossings*. This updated policy was used to determine the need for pedestrian devices at the intersections.

The policy provides a decision matrix for locating pedestrian devices considering a number of elements:

- Traffic signal warrants;
- pedestrian and traffic volumes;
- distance to nearest traffic control device;
- pedestrian desire line; and
- network connectivity.

Once a location has been identified as a necessary pedestrian connection, the type of pedestrian device is selected using a treatment matrix which considers traffic volume, posted speed limit and number of lanes for pedestrian crossing.

The results of the 2018 pedestrian warrant analysis is summarized in Table 3-4.

Table 3-4: Pedestrian Warrant Analysis 2018

Location	Count Date	Pedestrian Desire Confirmation	Results
Confederation Drive & Massey Drive	April 24, 2018	Confirmed	Distance from nearest control > 200 m Active pedestrian crossing appropriate
Confederation Drive & Milton Street	April 24, 2018	Confirmed	Distance from nearest control > 200 m Active pedestrian crossing appropriate

3.3 Traffic Signal Analysis

The need for traffic signals is assessed using a warrant analysis in accordance with *The Traffic Signal and Pedestrian Signal Head Warrant handbook, Transportation Association of Canada 2014*, using the most recent traffic and pedestrian counts. Consideration for the implementation of traffic signals is typically a warrant value of 100 points or more.

Both intersections have been assessed for traffic signals in the past. Results of these warrant calculations are summarized in Table 3-5.

Table 3-5: Traffic Signal Warrant Previous Studies

Location	Count Date	Traffic Signal Warrant Points	Results
Confederation Drive & Massey Drive	May 11, 2009	54	Not Warranted
	Feb 25, 2014	42	Not Warranted
Confederation Drive & Milton Street	Dec 16, 2010	58	Not Warranted
	Feb 25, 2014	43	Not Warranted

Updated counts and traffic signal warrant analysis were completed as part of the NTR. The results of the updated analysis are included in Table 3-6.

Table 3-6: Traffic Signal Warrant 2018

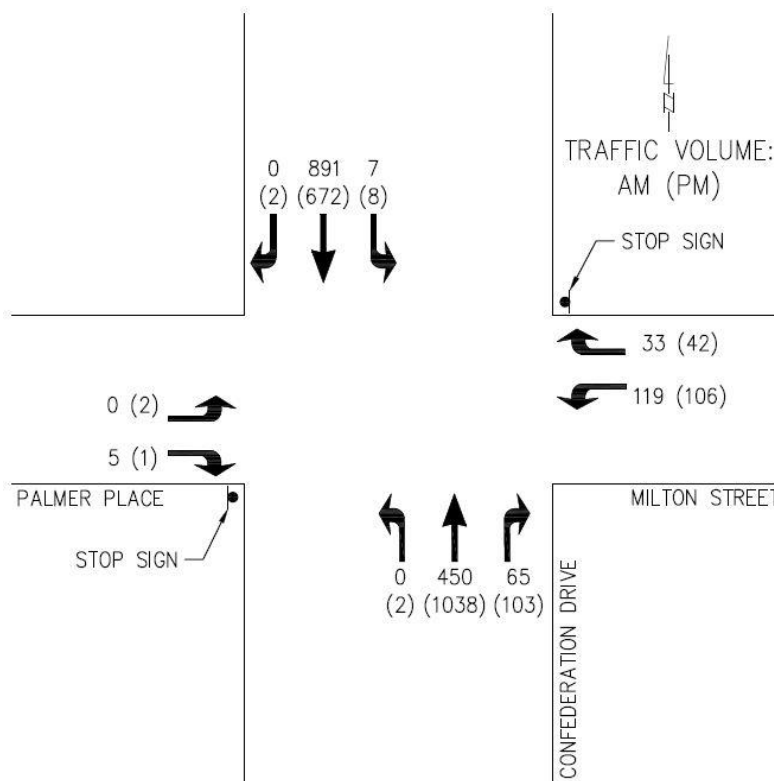
Location	Count Date	Traffic Signal Warrant Points	Results
Confederation Drive & Massey Drive	April 25, 2018	41	Not Warranted
Confederation Drive & Milton Street	April 25, 2018	52	Not Warranted

3.3.1 Traffic Signal Sensitivity Analysis

In recognition that a traffic signal at either intersection could draw additional traffic to that location, a sensitivity analysis was undertaken to assess the traffic signal warrant with this higher traffic volume.

The westbound turning movements from both intersections was combined and assumed as the westbound turning movements for the intersection of Confederation Drive & Milton Street since it had higher points for the traffic signal warrant. The turning movement volumes used for the sensitivity analysis are shown in Figure 3.1.

Figure 3.1 Sensitivity Analysis Peak Hour Traffic Volumes



Traffic signal warrant analysis results using these turning movement volumes are summarized in Table 3-7.

Table 3-7: Traffic Signal Warrant Sensitivity Analysis

Location	Revised Volumes	Traffic Signal Warrant Points	Results
Confederation Drive & Milton Street	Combined WBL volumes for both intersections	84	Not Warranted

Details for the warrant calculations are provided in Exhibit A.

3.4 Intersection Operations

Intersection capacity analysis was undertaken for the intersection using Synchro 9.0, a traffic analysis software package based on the methods outlined in the Highway Capacity Manual (HCM) 2000. This model uses standard procedures to determine the Volume to Capacity Ratio (v/c) and the corresponding delay-based traffic Level of Service (LOS) for movements at each intersection in the study network.

For design purposes, the City of Saskatoon generally accepts a LOS D or better for all movements. If the LOS is worse than D, then mitigation measures may have to be recommended; however, individual approaches and/or turning movements experiencing LOS E may be considered acceptable depending on their respective v/c ratios, queue lengths and overall intersection LOS.

For unsignalized intersections, the LOS methodology considers intersection geometry, traffic volumes, speed limit, and type of intersection control. For signalized intersections, the LOS methodology considers intersection geometry, traffic volumes, speed limit, and signal timing plan. Delays range from LOS 'A' conditions with minimal delay to LOS 'F' representing longer delay. The LOS criteria for unsignalized and signalized intersections are summarized in Table 3-8.

Table 3-8: HCM Level of Service Summary

Level of Service (LOS)	Average Delay for Unsignalized Intersection (seconds per vehicle)	Average Delay for Signalized Intersection (seconds per vehicle)
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

The v/c ratio provides a quantitative value as to how much of the intersection’s capacity is used to move traffic under the given traffic condition. If the ratio is greater than one, the available capacity has been exceeded and traffic conditions begin to break down. Typically, a v/c ratio of 0.9 or lower for all intersection movements is accepted in urban areas.

3.4.1 Existing Operations

The existing traffic control is two-way stop at Confederation Drive & Milton Street, and stop control for Massey Drive at Confederation & Massey Drive. The results of the existing intersection capacity analysis are summarized in Table 3-9.

Both intersections are operating at an overall LOS of A during the AM and PM weekday peak hours. The westbound turning movements at both intersections experience significant delays in the PM peak hour and operate at LOS F in the PM peak hour.

3.4.2 Traffic Signal Operations

A review of the traffic operations with traffic signals at each intersection was completed and the results are summarized in Table 3-10.

Table 3-9 Existing Operation Conditions

Intersection	Movement		AM Peak Hour				PM Peak Hour			
			Measure of Effectiveness							
			v/c Ratio	Delay seconds	LOS	Queue 95th (m)	v/c Ratio	Delay seconds	LOS	Queue 95th (m)
Confederation Drive & Massey Drive	WB	LT	0.26	20.6	C	8.2	0.93	160	F	41.6
		RT	0.26	20.6	C	8.2	0.93	160	F	41.6
	NB	RT	0.11	0	A	0	0.4	0	A	0
		TH	0.18	0	A	0	0.4	0	A	0.1
	SB	LT	0.01	8.4	A	0.3	0.02	11.6	B	0.4
		TH	0.27	0	A	0	0.29	0	A	0
	Intersection Summary		0.27	1.2	A	-	0.93	6.5	A	-
Confederation Drive & Milton Street	WB	LT	0.41	34.1	D	14.9	0.93	160	F	41.6
		TH	-	-	-	-	-	-	-	-
		RT	0.41	34.1	D	14.9	0.93	160	F	41.6
	EB	LT	-	-	-	-	0.02	39.7	E	0.5
		TH	-	-	-	-	-	-	-	-
		RT	0.01	11.9	B	0.2	0	10.7	B	0
	NB	LT	-	-	-	-	0	0	A	0.1
		TH	0.19	0	A	0	0.4	0	A	0.1
		RT	0.19	0	A	0	0.4	0	A	0
	SB	LT	0.01	8.6	A	0.2	0.02	11.6	B	0.4
		TH	0.38	0	A	0	0.29	0	A	0
		RT	-	-	-	-	0.14	0	A	0
	Intersection Summary		0.41	1.9	A	-	0.93	6.5	A	-

Table 3-10: Traffic Signal Operations

Intersection	Movement		AM Peak Hour				PM Peak Hour			
			Measure of Effectiveness							
			v/c Ratio	Delays (s)	LOS	Queue 95th (m)	v/c Ratio	Delays (s)	LOS	Queue 95th (m)
Confederation Drive & Massey Drive	WB	LT	0.23	12.3	B	10.8	0.22	11.5	B	10.4
		RT	0.23	12.3	B	10.8	0.22	11.5	B	10.4
	NB	RT	0.19	3.3	A	12.9	0.37	3.3	A	33.2
		TH	0.19	3.3	A	12.9	0.37	3.3	A	33.2
	SB	LT	0.02	3.9	A	1.9	0.04	3.7	A	2
		TH	0.34	4	A	27.1	0.23	2.7	A	19.1
	Intersection Summary		0.34	4.2	A	-	0.37	3.4	A	-
Confederation Drive & Milton Street	WB	LT	-	-	-	-	-	-	-	-
		TH	0.24	10.3	B	9.2	0.29	15.2	B	13.3
		RT	-	-	-	-	-	-	-	-
	EB	LT	-	-	-	-	-	-	-	-
		TH	0.01	0	A	0	0.01	0	A	0
		RT	-	-	-	-	-	-	-	-
	NB	LT	-	-	-	-	-	-	-	-
		TH	0.22	3.5	A	14.7	0.47	4.5	A	44.4
		RT	-	-	-	-	-	-	-	-
	SB	LT	0.01	4.3	A	1.4	0.03	4	A	1.5
		TH/RT	0.37	4.4	A	29.7	0.26	3.4	A	21.5
			-	-	-	-				
	Intersection Summary		0.37	4.4	A	-	0.47	4.5	A	-

A comparison of existing traffic operations and traffic signal operations at the intersection of Confederation Drive & Massey Drive is summarized below:

- All approaches are expected to operate at LOS of A during AM and PM weekday peak periods.
- Westbound turning movements would operate at a LOS B in the AM and PM peak periods with traffic signals as compared to LOS C in the AM peak period and LOS F in the PM peak period under existing operations.
- Queuing for northbound movements would increase to approximately 13 metres in the AM peak hour and 33 metres in the PM peak hour with traffic signals as compared to 0 metres under existing conditions.
- Queuing for southbound movements would increase to approximately 27 metres in the AM peak hour and 19 metres in the PM peak hour with traffic signals as compared to 0 metres under existing conditions.

A comparison of existing traffic operations and traffic signal operations at the intersection of Confederation Drive & Milton Street is summarized below:

- All approaches are expected to operate at LOS of A during AM and PM weekday peak periods.
- Westbound turning movements would operate at LOS B in the AM and PM peak periods with traffic signals as compared to LOS D in the AM peak period and LOS F in the PM peak period under existing conditions.
- Queuing for northbound movements would increase to approximately 15 metres in the AM peak hour and 44 metres in the PM peak hour with traffic signals as compared to 0 under existing conditions.
- Queuing for southbound movements would increase to approximately 30 metres of traffic queue in the AM peak hour and 22 metres in the PM peak hour with traffic signals as compared to 0 under existing conditions.

This analysis suggests that traffic signals would operate adequately at either location without significant impact to delays or queues for Confederation Drive traffic.

4. Alternatives

The following alternatives were considered for both intersections:





1. Do nothing, maintain existing stop control
2. Pedestrian actuated device
3. Traffic signal

4.1 Evaluation of Alternatives

The alternatives were evaluated according to the following evaluation criteria:

- Property Impact;
- Traffic Operations;
- Pedestrian & Cyclist Accommodation;
- Traffic Safety;
- Driveway;
- Environmental; and
- Costs

The evaluation of the alternatives can be found in Table 3-1. The scale for the evaluation is:

Poor	Fair	Good	Excellent
			

4.2 Intersection Selection

Traffic signals at one of the study area intersections would improve the egress from the neighbourhood onto the arterial road network. A comparison of the two intersections was completed to assess which would be most appropriate for the installation of traffic signals. The results of the comparative analysis can be found in Table 4-2

Table 4-2: Massey Drive and Milton Street Comparative Analysis

Criteria	Measures	Massey Drive	Milton Street
Network Connectivity	Rating of how well the intersection connects to the street and active transportation network	Provides connection to transit bus stops, pedestrian connection to Confederation Park sports fields. Massey Place provides connection from Confederation Drive to Northumberland Avenue	Provides connection to transit bus stops. Milton Street provides connection from Confederation Drive to 33 rd Street. Provides connection to Palmer Place.
Traffic Operations	Traffic signal warrant points	41	52
Neighbourhood Service	Rating of how the intersection accommodates neighbourhood access	Massey Drive is centred in Massey Place. For westbound left turns, Massey Drive would service the residents north of Massey Drive	Milton Street is at the southern end of Massey Place. For westbound left turns, Milton Street would service the entire neighbourhood
Recommendation		Pedestrian actuated device	Traffic signals

5. Conclusions

Based on the traffic and pedestrian data, past studies, collision histories, field reviews, traffic assessments and analysis at these two intersections, conclusions are as following:

- Traffic signals at one of the intersections would improve egress from the neighbourhood.
- Traffic signals would operate adequately at either location without significant impact to delays or queues for Confederation Drive traffic.
- Of the two intersections, Confederation Drive & Milton Street is better suited for traffic signals since it provides better network connectivity and service to the neighbourhood.
- Traffic signals have the potential to introduce short-cutting traffic volumes into the neighbourhood by drivers seeking to avoid perceived delays on Confederation Drive and/or 33rd Street West.

6. Recommendations

The following recommendations are made for the two study area intersections:

6.1 Confederation Drive & Massey Drive

Active Pedestrian Corridor is recommended for the intersection of Confederation Drive & Massey Drive. Funding for this device has already been approved by Council and the device will be installed in summer 2019.

6.2 Confederation Drive & Milton Street

Traffic signals are recommended for the intersection of Confederation Drive & Milton Street. The traffic signals will be included on the Intersection Improvement list to be prioritized for funding.

Exhibit A
Traffic Signal Warrant

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Confederation Dr	Direction (EW or NS)	NS
Side Street (name)	Milton St		EW
Quadrant / Int #			
CHECK SHEET		Comments	APC is warranted and new data is requested for full signal warrant calculations

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 May 02, Wed
Count Date:	2018 Apr 25, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Confederation Dr	NB			1		1		366	2
Confederation Dr	SB	1		2				810	2
Milton St	WB			1					
Milton St	EB				1		1		

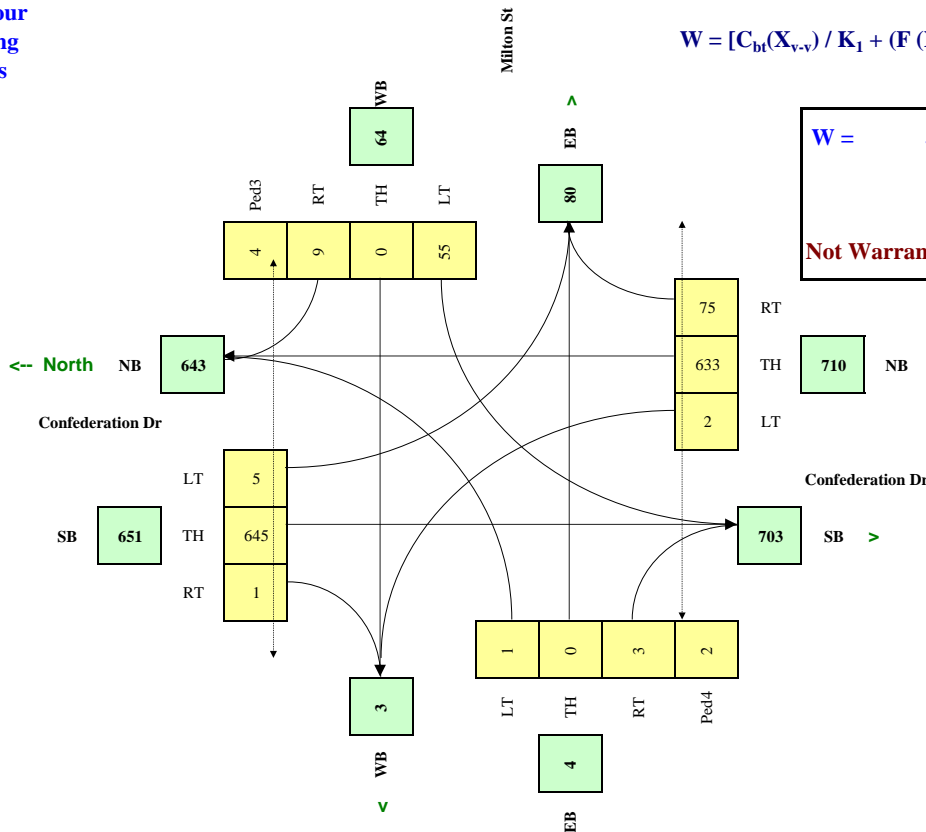
Are the Milton St WB right turns significantly impeded by through movements? (y/n) **y**
 Are the Milton St EB right turns significantly impeded by through movements? (y/n) **y**

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	210,000
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Confederation Dr	NS	50	2.0%	y	0.0
Milton St	EW		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	1	251	28	1	659	1	58	0	4	2	0	8	7	5	6	5
8:00 - 9:00		450	65	7	891	0	67	0	11	0	0	5	0	10	3	1
11:30 - 12:30	3	670	89	2	479	0	42	0	6	0	0	0	6	8	2	1
12:30 - 13:30	3	462	67	5	511	0	53	0	4	0	0	2	15	8	0	0
16:00 - 17:00	2	986	98	8	685	1	57	0	16	4	0	2	14	18	7	0
17:00 - 18:00	5	978	102	8	645	2	52	0	11	0	0	1	13	12	3	2
Total (6-hour peak)	14	3,797	449	31	3,870	4	329	0	52	6	0	18	55	61	21	9
Average (6-hour peak)	2	633	75	5	645	1	55	0	9	1	0	3	9	10	4	2

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	52	43	9
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Confederation Dr	Direction (EW or NS)	NS		
Side Street (name)	Massey Dr			Direction (EW or NS)	EW
Quadrant / Int #					
CHECK SHEET		Comments: PAC is warranted and new data is requested for full signal warrant calculations			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2018 May 02, Wed
Count Date:	2018 Apr 25, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Confederation Dr	NB			1		1		712	2
Confederation Dr	SB	1		2				475	2
Massey Dr	WB			1					
Massey Dr	EB			1			1		

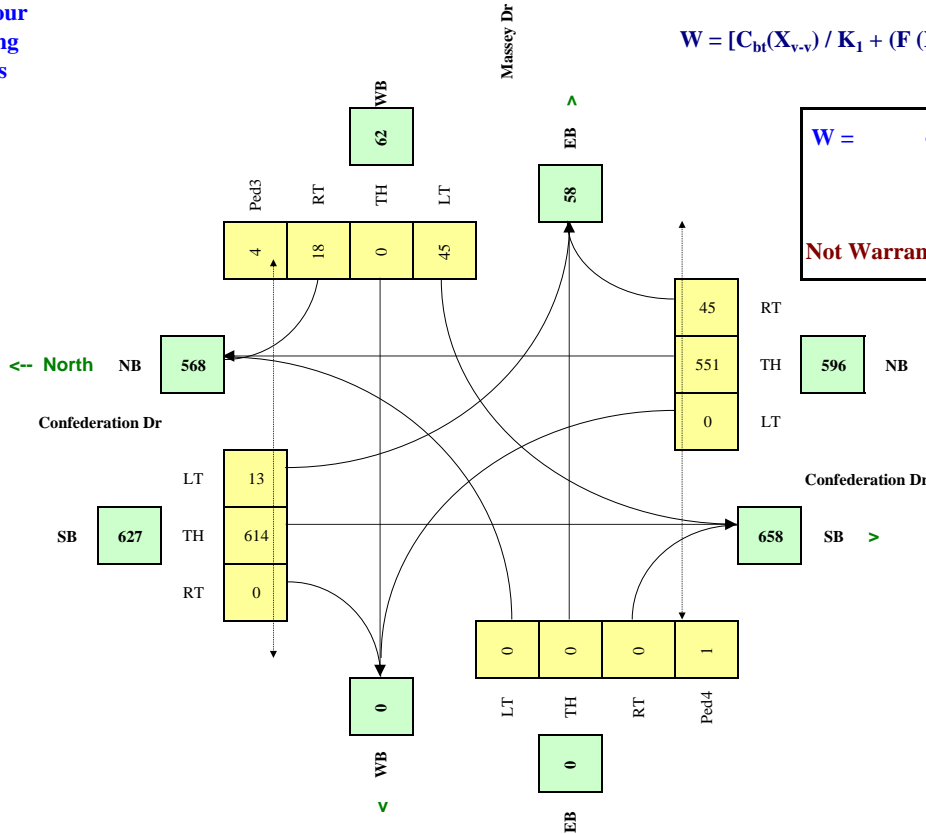
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	210,000
Central Business District	(y/n)	y

Are the Massey Dr WB right turns significantly impeded by through movements? (y/n) **y**
 Are the Massey Dr EB right turns significantly impeded by through movements? (y/n) **y**

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Confederation Dr	NS	50	2.0%	y	0.0
Massey Dr	EW		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	0	224	20	12	575	0	46	0	15	0	0	0	0	2	0	0
8:00 - 9:00	0	422	31	13	847	0	52	0	22	0	0	0	0	1	6	3
11:30 - 12:30	0	481	43	14	544	0	39	0	13	0	0	0	0	5	3	0
12:30 - 13:30	0	414	43	7	460	0	45	0	8	0	0	0	0	0	1	2
16:00 - 17:00	0	890	74	15	632	0	44	0	26	0	0	0	0	7	11	0
17:00 - 18:00	0	872	59	16	624	0	41	0	21	0	0	0	0	6	2	0
Total (6-hour peak)	0	3,303	270	77	3,682	0	267	0	105	0	0	0	0	21	23	5
Average (6-hour peak)	0	551	45	13	614	0	45	0	18	0	0	0	0	4	4	1

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	41	33	8
		Veh	Ped

Not Warranted - Vs < 75

RESET SHEET

City of Saskatoon Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Confederation Dr	Direction (EW or NS)	NS
Side Street (name)	Milton St	Direction (EW or NS)	EW
Quadrant / Int #	Sensitivity Analysis	Comments	APC is warranted and new data is requested for full signal warrant calculations
CHECK SHEET			

Road Authority:	City of Saskatoon
City:	Saskatoon
Analysis Date:	2019 Jan 25, Fri
Count Date:	2018 Apr 25, Wed
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes
Confederation Dr	NB			1		1		366	2
Confederation Dr	SB	1		2				810	2
Milton St	WB			1					
Milton St	EB			1			1		

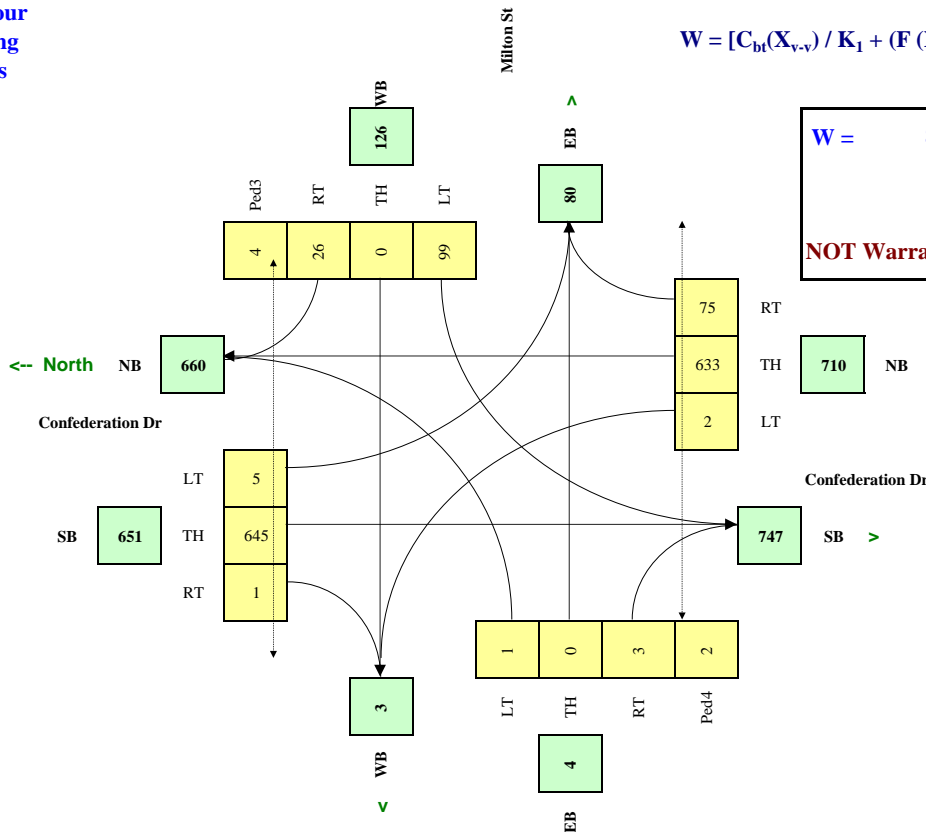
Are the Milton St WB right turns significantly impeded by through movements? (y/n) **y**
 Are the Milton St EB right turns significantly impeded by through movements? (y/n) **y**

Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	y
Pathway to School	(y/n)	y
Metro Area Population	(#)	210,000
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Confederation Dr	NS	50	2.0%	y	0.0
Milton St	EW		2.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	1	251	28	1	659	1	104	0	19	2	0	8	7	5	6	5
8:00 - 9:00		450	65	7	891	0	119	0	33	0	0	5	0	10	3	1
11:30 - 12:30	3	670	89	2	479	0	81	0	19	0	0	0	6	8	2	1
12:30 - 13:30	3	462	67	5	511	0	98	0	12	0	0	2	15	8	0	0
16:00 - 17:00	2	986	98	8	685	1	101	0	42	4	0	2	14	18	7	0
17:00 - 18:00	5	978	102	8	645	2	93	0	32	0	0	1	13	12	3	2
Total (6-hour peak)	14	3,797	449	31	3,870	4	596	0	157	6	0	18	55	61	21	9
Average (6-hour peak)	2	633	75	5	645	1	99	0	26	1	0	3	9	10	4	2

Average 6-hour Peak Turning Movements



$$W = [C_{bt}(X_{v,v}) / K_1 + (F(X_{v,p})L) / K_2] \times C_i$$

W =	84	75	9
		Veh	Ped

NOT Warranted

RESET SHEET

Appendix F

Collision Analysis

Street 1	Street 2	Ugrid	All collisions (2012-2017)	All collisions (2017/2018)	Right Angle, Left Turn & Right Turn (2012-2017)	Right Angle, Left Turn & Right Turn (2017/2018)	Average # of Collisions Per Year	Comments
33rd St	Matheson Dr	B5-1	8	2	1	0	1	Arterial
Northumberland Ave	Mackie to Milton	B6-1	5	1	1	0	1	
Matheson Dr	33rd to Macklem Dr	B6-10	1	0	1	0	0	
Macklem Dr	Mahoney to Maxwell	B6-11	3	0	2	0	0	
Milton St	Confederation to Maclem	B6-14	3	1	1	1	0	
Confederation Dr	Massey Dr	B6-15	27	6	7	1	5	Arterial
Massey Dr	Mackie to Northumberland	B6-16	2	1	0	0	0	
Confederation Dr	Milton to Palmer	B6-19	27	4	1	1	5	Arterial
Matheson Dr	Maxwell Cres S	B6-2	6	0	0	0	1	
Macklem Dr	Massey to Matheson Dr	B6-23	2	0	1	0	0	
Milton St	Macklem to Northumberland	B6-28	2	0	0	0	0	
Maxwell Cres	Matheson to Maxwell	B6-29	2	0	0	0	0	
Milton St	Northumberland Ave	B6-30	1	0	0	0	0	
Matheson Dr	Macklem Dr to Massey Dr	B6-33	8	1	0	0	1	
Macklem Dr	Macklem to Matheson	B6-4	2	1	0	0	0	
Matheson Pl	Mid block	B6-40	5	2	0	0	1	
Northumberland Ave	Malta Pl to Massey	B6-41	3	0	0	0	0	
Milton St	3100 block	B6-42	2	0	0	0	0	
Massey Pl	Confederation Dr - Macklem Dr	B6-43	3	1	0	0	0	
Massey Dr	Mackie to Matheson	B6-45	2	0	0	0	0	
Massey Dr	Marr to Matheson Dr	B6-49	2	2	0	0	0	
Massey Dr	Northumberland Ave	B6-54	2	0	0	0	0	
Matheson Dr	Matheson Dr	B6-56	2	0	0	0	0	
Maxwell Cres	100 block	B6-57	3	1	0	0	0	
Matheson Dr	Massey Dr to Maxwell	B6-60	1	0	0	0	0	
Macklem Dr	Massey Dr	B6-7	2	0	1	0	0	
Maxwell St	Mahoney to Matheson	B6-76	3	1	0	0	0	
Massey Dr	Matheson Dr	B6-8	6	0	5	0	1	
Malta Pl	Northumberland Ave	B6-86	1	0	0	0	0	
Marr Ave	Massey Dr	B6-90	1	0	0	0	0	
33rd St	Ave Y	C5-2	19	6	4	1	4	Arterial
33rd St	Malborough Cres	C5-5	9	1	0	0	2	Arterial
Ave Y	33rd to Marlborough	C6-12	2	0	0	0	0	
Marlborough	Ave Y to Morris	C6-14	1	0	0	0	0	
Northumberland Ave	Mackie to Morris	C6-15	3	1	0	0	0	
Madison Cr	Morris	C6-17	1	0	0	0	0	

Street 1	Street 2	Ugrid	All collisions (2012-2017)	All collisions (2017/2018)	Right Angle, Left Turn & Right Turn (2012-2017)	Right Angle, Left Turn & Right Turn (2017/2018)	Average # of Collisions Per Year	Comments
Marlborough Pl	Mid block	C6-20	2	0	0	0	0	
Northumberland Ave	Mackay to Moore Pl	C6-21	5	1	1	1	1	
Morris Dr	Madison to Madison	C6-23	2	0	0	0	0	
Marlborough Pl	33rd to Marlborough Pl	C6-24	4	1	0	0	1	
Northumberland Ave	Moore Pl to Morris	C6-30	1	1	0	0	0	
Morris Dr	Northumberland Ave	C6-31	1	1	0	0	0	
Moore Pl	Mid block	C6-32	2	1	0	0	0	
Northumberland Ave	Mackie to Malta	C6-34	5	2	1	1	1	
Mackie Cr N	Northumberland Ave	C6-36	3	0	0	0	0	
Northumberland Ave	Mckay to Morris	C6-37	10	1	0	0	2	
Mckay Pl	Mid block	C6-39	1	0	0	0	0	
Moore Pl	Northumberland Ave	C6-40	1	0	0	0	0	
Morris Dr	Northumberland Ave	C6-45	1	0	0	0	0	
Marlborough Cr	Morris Dr	C6-59	1	1	0	0	0	
Ave W	S of 33rd	D6-18	6	0	0	0	1	

Appendix G

Public Meeting #2

October 18, 2018

CITY OF SASKATOON

Massey Place Neighbourhood Traffic Review Minutes

Date: Thursday, October 18, 2018

Time: 7:00 – 9:00 pm

Location: Massey Place Community Church (930 Northumberland Avenue)

Attendees:

Name	Position
Kathy Dahl	Facilitator, Great Works Consulting
Mitch Riabko	Facilitator, Great Works Consulting
Minqing Deng	City of Saskatoon Transportation Engineer Massey Place Neighbourhood Traffic Review Project Manager
Goran Lazic	City of Saskatoon Transportation Engineer
Mariniel Flores	City of Saskatoon Transportation Engineer
Sheliza Kelts	City of Saskatoon Transportation Engineer
Carly Grassing	City of Saskatoon Transportation Engineer-in-Training

Regrets:

Councillor Troy Davies	Ward 4 City Council Representative
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Items:

Welcome and Introductions

Presentation from the Transportation Division

(Presented by Minqing Deng – Transportation Engineer)

See Attachment: Presentation –October 18, 2018

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 Massey Place and potential solutions

Small group reports to large group

Group 1: Carly Grassing

- Confederation Drive & Milton Street
 - Pedestrian Actuated Signal not needed, pedestrians don't seem to cross there
 - Snow clearing on Confederation Drive gets piled up and make it hard to see when making left and right turns onto Confederation Drive.
 - Need a full traffic signal
 - Can have activated traffic signal that only turns green for westbound traffic on Milton Street when there are cars present there
- Confederation Drive & Massey Drive
 - Full traffic signal is needed
 - Active Pedestrian Corridor is not needed
 - Some residents prefer signal light here over Milton Street & Confederation Drive
- Milton Street & Macklem Drive
 - Some deem the median island will not be effective
 - Some think it is O.K.
- Milton Street & Northumberland Avenue
 - O.K. with installation of speed display board
- Northumberland Avenue & Mackie Crescent
 - Median island is not needed
- Massey Drive & Northumberland Avenue
 - Median island is not needed
 - No parking sign is good
- Mackie Crescent & Northumberland Avenue
 - 50/50, some like changing the yield to a stop sign, some feel it can stay as a yield and the stop sign isn't needed
- Morris Drive and Northumberland Avenue
 - Stop sign is needed
- Northumberland Avenue between Moore Place and McKay Place
 - No parking at corner because it is hard to see
 - Do not install median island, island will just be hit by cars travelling through
- Proposed yield signs at various locations shown in the traffic plan
 - Good
- 33rd Street & Northumberland Drive
 - Full Signal Lights wanted with left turn arrow
 - Don't make eastbound lane a single lane
- Morris Drive & Marlborough Crescent
 - Tree on Northeast corner of intersection blocks site lines especially in the summer

Group 2: Mariniel Flores

- Confederation Drive & Milton Street

- Should be full traffic signals to solve vehicular turning issues and pedestrian issues. Wants zebra crosswalks.
- Parked cars obstruct visibility on Confederation Drive, especially on right side/north side. 15 metre parking restriction suggested.
- Snow on median obstructs visibility
- Confederation Drive & Massey Drive
 - Supportive
 - U-turning issue conflicting with pedestrians
 - Wants full traffic signal here
 - Suggested “No Parking” 15 metres on the east side of Confederation Drive south of Massey Drive
- Milton Street & Macklem Drive
 - Supportive
- Milton Street & Northumberland Avenue
 - Supportive
- Northumberland Avenue & Mackie Crescent
 - Supportive as long as it does not interfere with snow clearing operations
- Massey Drive & Northumberland Avenue
 - Median island is not necessary
 - Like the no parking sign
- Mackie Crescent & Northumberland Avenue
 - Supportive of the stop sign and no parking sign
- Northumberland Avenue between Moore Place and McKay Place
 - Supportive
 - Suggested 40 km/h school zones for elementary schools
 - Remove high-school school zones
 - Maybe implement 30 km/h all year long instead
- Proposed yield signs at various locations shown in the traffic plan
 - Supportive
- Matheson Drive & Maxwell Street / Crescent
 - Change two-way yield into two-way stop
- 33rd Street near Northumberland Avenue
 - Tree obstructing 30 km/h and school zone signs in the westbound direction. This is a long-standing issue. Need to trim the tree branches.
- If the median islands are not effective, might want to look at speed humps
- Jersey barriers are dangerous in winter. Put more consideration in before installing these at other locations in the City.
- Transit route designation
 - The map provided at the meeting incorrectly shows the actual bus route is in Massey Place right now. At the Milton Street / Northumberland Avenue conjunction, the actual bus goes to the east end of the triangle and turns left onto Northumberland Avenue. (Route covers two sides of the triangle)
 - Suggestion to transit: make the change to the bus route so it matches what’s indicated in the map. Eastbound should continue (only) on the northwest side of the triangle island onto Northumberland Avenue.

Group 3: Sheliza Kelts

- Confederation Drive & Milton Street
 - Like the recommendation
 - 3-way stop is suggested
 - Entering to and exiting from the intersection is difficult especially during school time hours and weekends
 - Need to make the push buttons more accessible for different users – specifically for people on wheelchair
 - Pedestrian crossing area is currently not illuminated at night
- Confederation Drive & Massey Drive
 - Good recommendation
 - Prefer full signals installation to make it safer for both vehicular and pedestrian traffic
 - Pedestrian crossing area is currently not illuminated at night, difficult to access in winter
- 33rd Street West & Northumberland Avenue, and 33rd Street West & Matheson Drive
 - Entering to and exiting from the intersection is difficult, possible solution is full signal installation
- Throughout the neighbourhood back lanes need to be graded
- Massey Drive
 - Speeding traffic is a concern
- Along Northumberland Avenue, at points 4 and 5 on the recommendation map, there is a dip in the roadway that needs repairing
- Concerns with vehicles being run into at the southeast corner of Confederation Drive & 33rd Street
- Request to allow vehicles over 6 meters long to park on the street longer than 1 hour

Group 4: Goran Lazic

- Confederation Drive & Milton Street
 - Proposed pedestrian device better than nothing but the residents really want a full signal at Milton Street.
 - Snow pile up in the median in winter affected sightlines, making it more difficult to see for the left turning movements onto Confederation Drive
- Confederation Drive & Massey Drive
 - Proposed pedestrian device better than nothing but in addition to a full signal at Milton the resident would like to see a Pedestrian Actuated Signal (PAS) at Massey Place
 - Snow pile up in the median in winter affected sightlines, making it more difficult to see for the left turning movements onto Confederation Drive
- Milton Street & Macklem Drive

- The suggested median island is maybe too close to Confederation Drive. WB traffic is already slowing down approaching the Confederation Drive intersection.
- Milton Street & Northumberland Avenue
 - The speed display board is worth trying
- Northumberland Avenue & Mackie Crescent
 - No objection to median island installation at this location
- Massey Drive & Northumberland Avenue, Mackie Crescent & Northumberland Avenue:
 - No objection. Residents didn't think this section of Northumberland was problematic.
- Northumberland Avenue between Moore Place and McKay Place
 - Not opposed to recommendation, though weren't sure on which side of the intersection the island was to be installed. There are already islands in front of the school.
- Proposed yield signs at various locations shown in the traffic plan
 - At Malta Crescent, the existing yield sign is suggested to change into stop sign
 - At Morris Drive and Northumberland Avenue, the existing yield sign is suggested to change into stop sign
- 33rd Street West & Northumberland Avenue
 - Suggest upgrade to full signal
- 33rd Street West & Marlborough Crescent
 - Westbound traffic should be restricted turning left onto Marlborough Crescent, because during traffic peak hours, queues back up into the traffic lights at 33rd Street West & Avenue W.
- Back alleyways in the 3200 Milton Street
 - Suggested something for pedestrians/kids crossing here. A resident said there used to be a temporary median island there but it was eventually removed because vehicles were hitting it/driver over all the time?

Group 5: Minqing Deng

- Confederation Drive & Milton Street
 - PAS is not needed here, need full traffic signals, too long of delay when waiting to get onto Confederation Drive.
 - Windrows in the winter bring visibility issue, when turning both left and right onto Confederation Drive, from either Milton Street and Massey Drive
- Confederation Drive & Massey Drive
 - Pedestrian crosswalk is at the north end not the south end; traffic pass the south crosswalk and stop in front of the north end crosswalk. Resident's property at the south end crosswalk, often get sideswiped on the front lawn and neighbour's fence got damaged as well, when vehicles turn right onto Massey Drive from Confederation Drive.

- Need full traffic signals, too long of delay when waiting to get onto Confederation Drive.
- Windrows in the winter bring visibility issue, when turning both left and right onto Confederation Drive, from either Milton Street and Massey Drive
- 33rd Street West & Northumberland Avenue
 - Need to upgrade the existing Pedestrian Actuated Signal into a full traffic signal
- Milton Street & Northumberland Avenue area
 - Very supportive of the display board, it works
- Milton Street & Macklem Drive
 - Do not like median island(s)
 - Median island does not slow down traffic
 - Camera, or speed display board works better than median island
- 3200 block on Milton Street
 - Back alleyway should be closed for cars (open for pedestrians)
- Massey Drive & Northumberland Avenue
 - Do not like median island(s)
 - No parking sign is good idea
- Mackie Crescent & Northumberland Avenue
 - Supportive
- Northumberland Avenue between Moore Place and McKay Place
 - Do not like median island(s)
 - It brings more hazard
 - Tree blocks school zone signs
- Northumberland Avenue & Morris Drive
 - Need to upgrade the existing device into Active Pedestrian Corridor that flashes when button is pushed
- Proposed yield signs at various locations shown in the traffic plan
 - Marlborough Crescent & Morris Drive – drivers make full stop here anyway
 - Madison Crescent & Morris Drive – Yield sign is not necessary
- Mini-roundabout is recommended at #3, 5, 6, 7 and 8, which are
 - Milton Street and Macklem Drive
 - Northumberland Avenue & Mackie Crescent
 - Northumberland Avenue & Massey Drive
 - Northumberland Avenue & Mackie Crescent
 - Northumberland Avenue between Moore Place and McKay Place

Next Steps

1. Mail-in or email comments no later than November 18, 2018.
2. Additional public input via City on-line Facebook or Neighbourhood Traffic Review webpage no later than November 18, 2018.
3. Additional consultation if required.

4. Present traffic plan to Standing Policy Committee on Transportation as information.
5. If City Council approval is required for a recommendation (e.g. road closure), a recommendation will be included in the report for City Council approval.
6. What if I don't agree?

Question and Answer

Q: Whenever I try to contact Councillor Davies, it is very difficult to get hold of him and getting responses/answers

A: (Minqing) We will note this comment and pass it onto the Councillor. (At the same time there is one resident who responded that even though Councillor Davies did not get back to her personally, she had always heard back from the City for the issues she's raised.)

Q: I want to talk to a human not just a computer.

A: (Minqing) Both neighbourhood traffic review program contact as well as my business cards are available at the table for everyone.

Q: Is this the last meeting for Massey Place?

A: (Minqing) Yes it is.

Q: Are police involved? They should be included. Are they included in other neighbourhoods too?

A: (Minqing) They were at the first meeting. They monitor twitter for comments. They are involved in other neighbourhood reviews as well.

Q: When there is police presence, speeds are reduced. We haven't seen traffic patrol in 6 months.

A: (Minqing) Call 975-8300 with details, locations and time etc.

Q: I made regular phone calls but nothing happens.

A: (Minqing) We will pass this along to police service in speed enforcement with specific speed data and locations.

Massey Place Neighbourhood Traffic Review

Thursday, October 18, 2018

7:00pm - 9:00pm

Agenda

1. Welcome & Introductions
2. Traffic Management Presentation - Draft Neighbourhood Traffic Plan
3. Draft Plan (small group) Discussion - Seeking Your Input
4. Next Steps - Where From Here?
5. Question/Answers

Having a Productive Discussion

- A Chance to Listen to Others and Share Your Ideas
- Respectful
- Orderly Participation
- Limit Repetitive Discussion

Outline

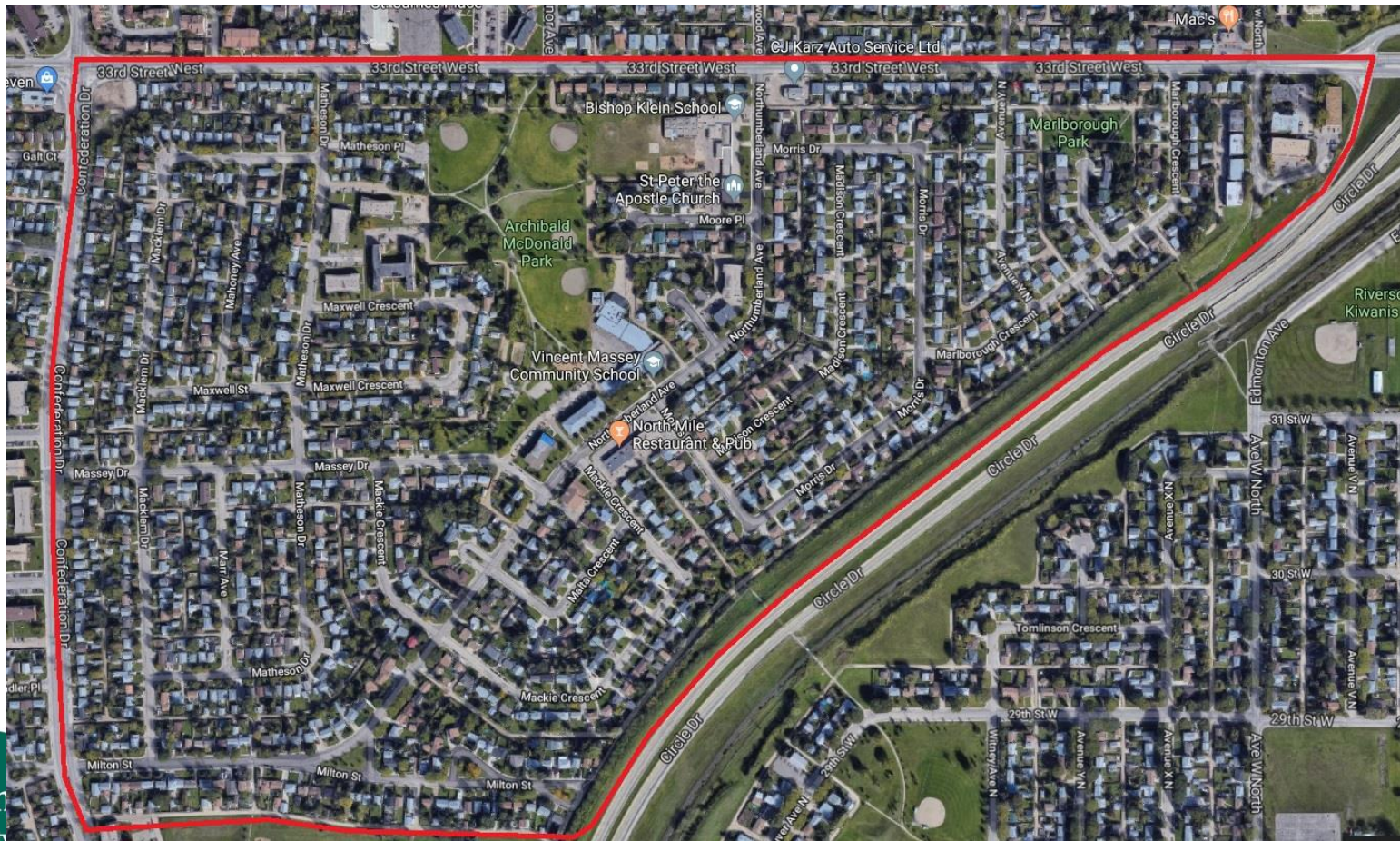
1. Neighbourhood Traffic Review (NTR) Process
2. How We Got Here
3. What We Heard
4. What We Did
5. What We Propose

Neighbourhood Traffic Review Process

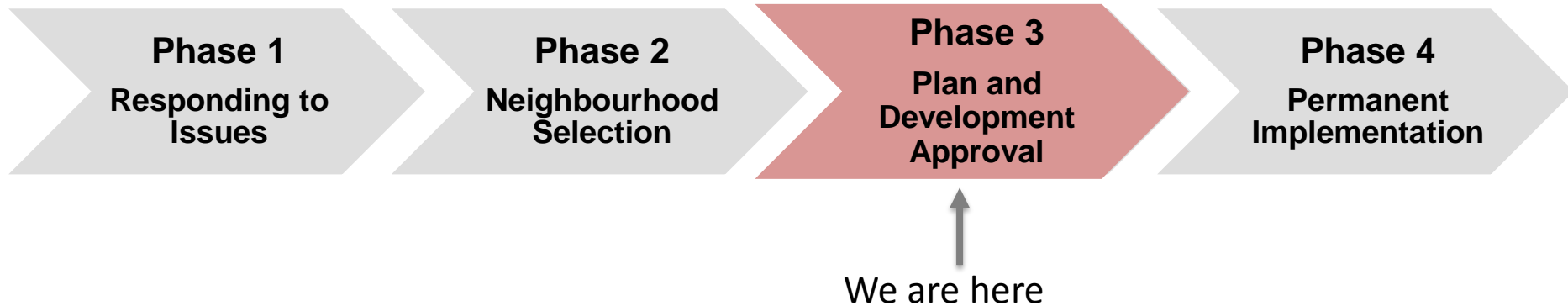
- Address neighbourhood traffic issues on local and collector streets:
 - Speeding concerns
 - Short-cutting concerns
 - Pedestrian safety
 - Intersection safety

Massey Place Study Area

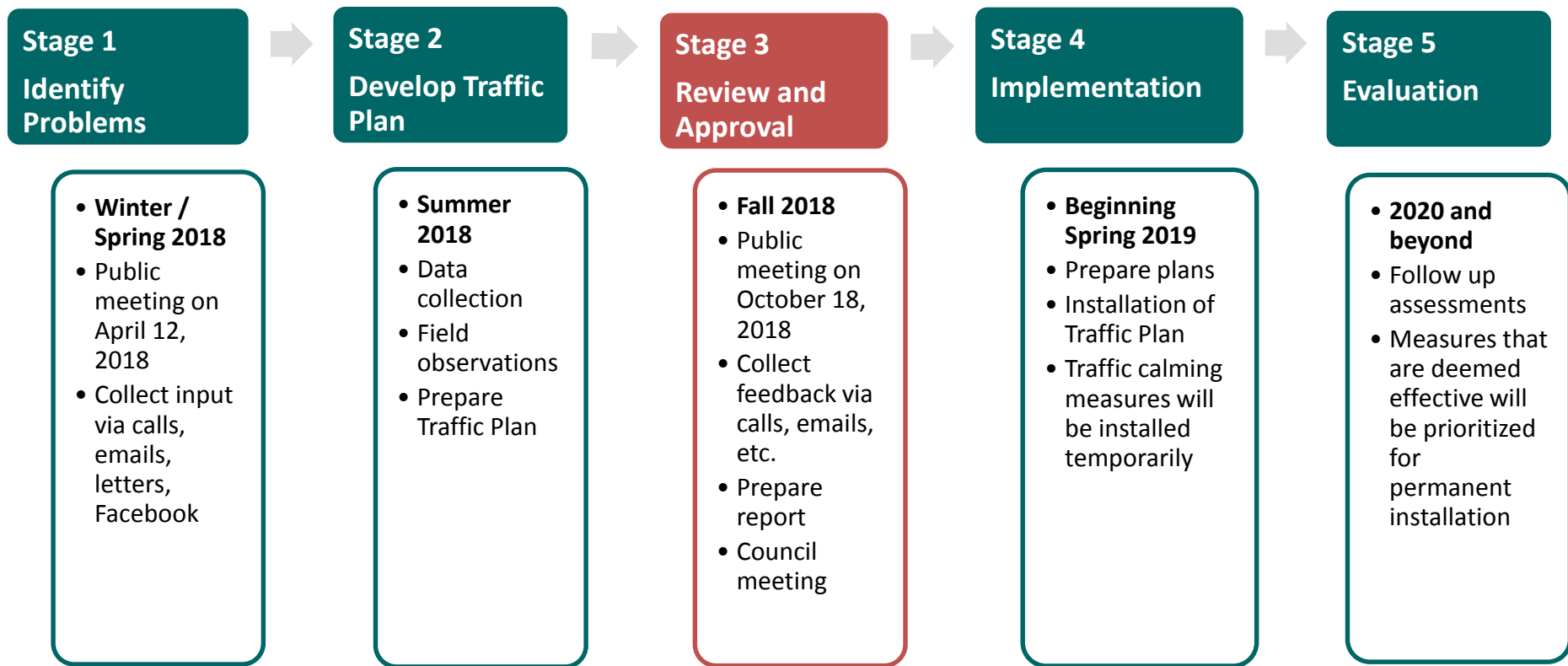
- Study Limits
 - 33rd Street W, Circle Drive, Milton Street, Confederation Drive
- Local and collector roads



Neighbourhood Traffic Review Process



Neighbourhood Traffic Review Schedule



What We Heard

A. Traffic Safety and Delay Concerns

- Difficult to turn onto Confederation Drive from Milton Street and Massey Drive, particularly left turn
- Difficult to turn onto 33rd Street West from Matheson Drive and Northumberland Avenue, particularly left turn

What We Heard

B. Pedestrian Safety Concerns:

- Confederation Drive
 - Confederation Dr. & Milton St.
 - Confederation Dr. & Massey Dr.
- 33rd St West
 - 33rd St W & Matheson Dr.
 - 33rd St W & Avenue Y
 - 33rd St W & Marlborough Cres

What We Heard

C. Speeding / Short-cutting Concerns:

- Confederation Drive
- 33rd St West
- Milton Street
- Massey Drive
- Morris Drive

D. Other Concerns:

- Circle Drive trucks using engine retarder brakes as they approach Laurier Drive

What We Did

- Compiled Information received:
 - Past Studies
 - Comments from initial meeting
 - Resident responses (phone calls, emails, letters)
 - Comments from online discussions
- Collected Data:
 - Traffic Studies
 - 7 Intersection / Pedestrian counts
 - 9 Traffic volume counts & speed measurements
 - Collision history
- Site visits / Field Reviews
- Assessed the Issues
- Generated proposed recommendations

What We Propose

- Pedestrian Actuated Signals
- Active Pedestrian Corridor
- Median islands
- Speed display board

Pedestrian Actuated Signal



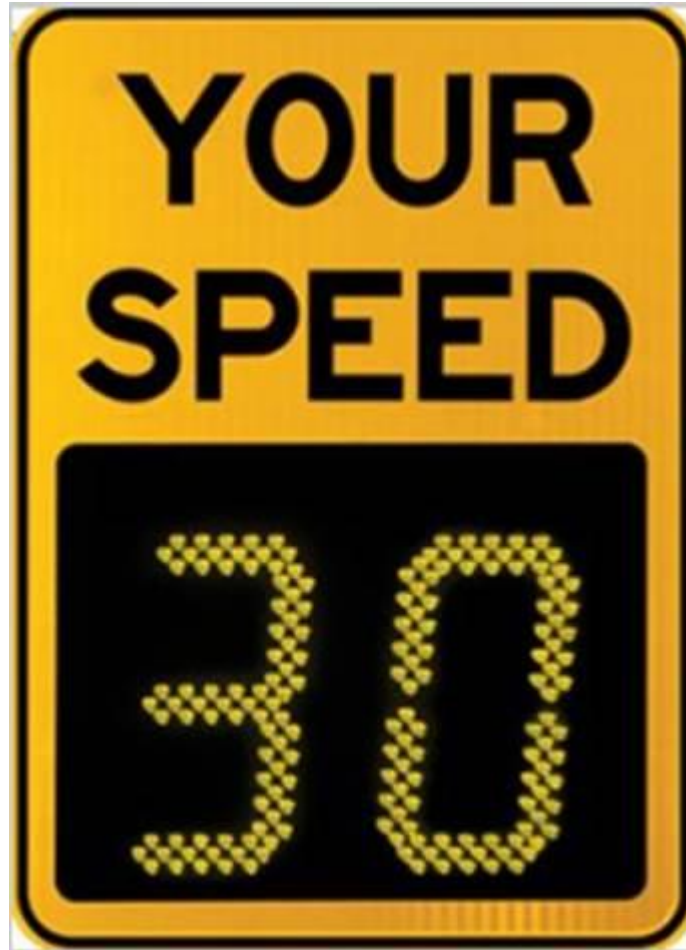
Active Pedestrian Corridor



Median Island



Speed Display Board

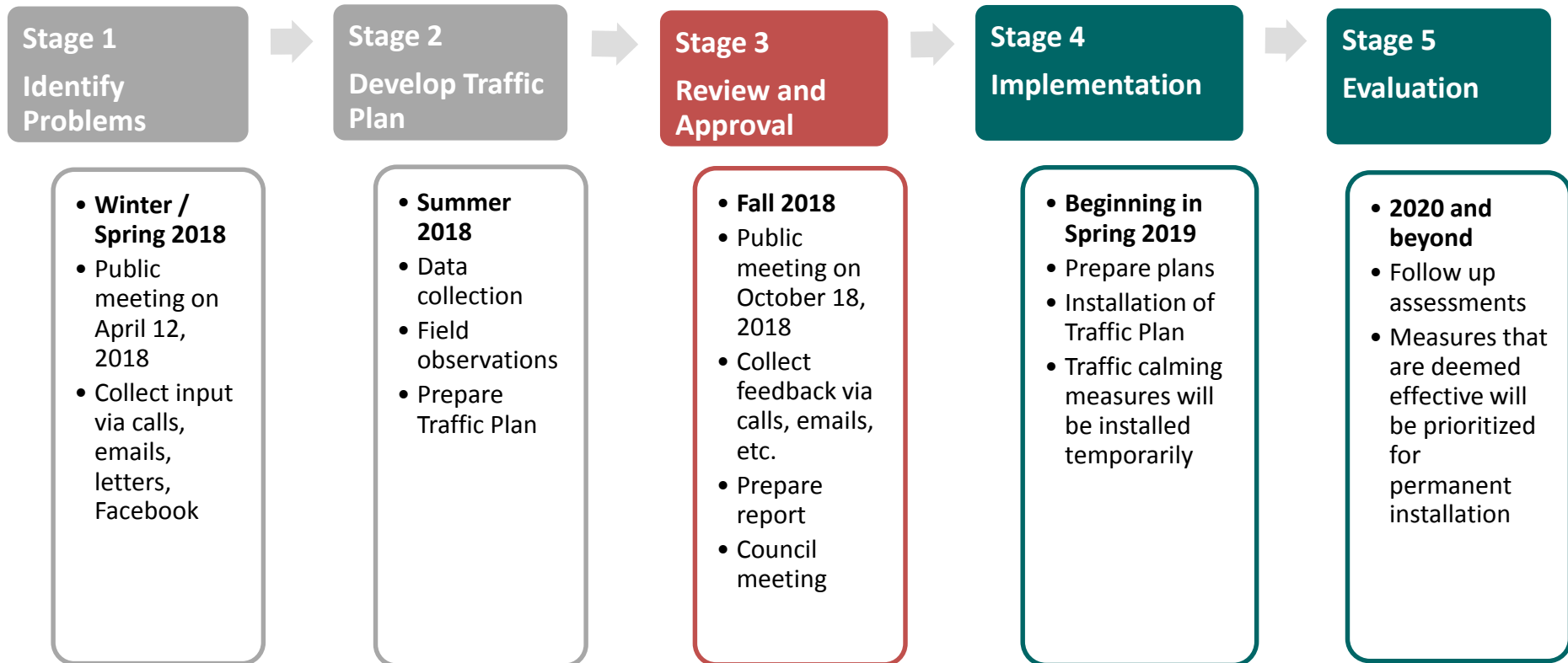


Small Group Discussions

How Did You Hear About the Meeting?

- Please take a minute to fill out the evaluation form

Next Steps



Next Steps

1. Send comments no later than **November 18, 2018**
2. Additional public input via the Engage page no later than **November 18, 2018**
<https://www.saskatoon.ca/engage/masseypplace>
3. Additional consultation if required
4. Present traffic plan to City Council as information
5. If City Council approval is required, an additional recommendation will be included in the report to City Council?
6. What if I don't agree?

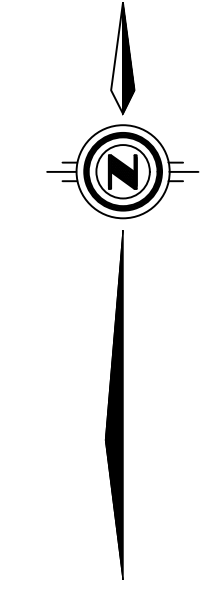
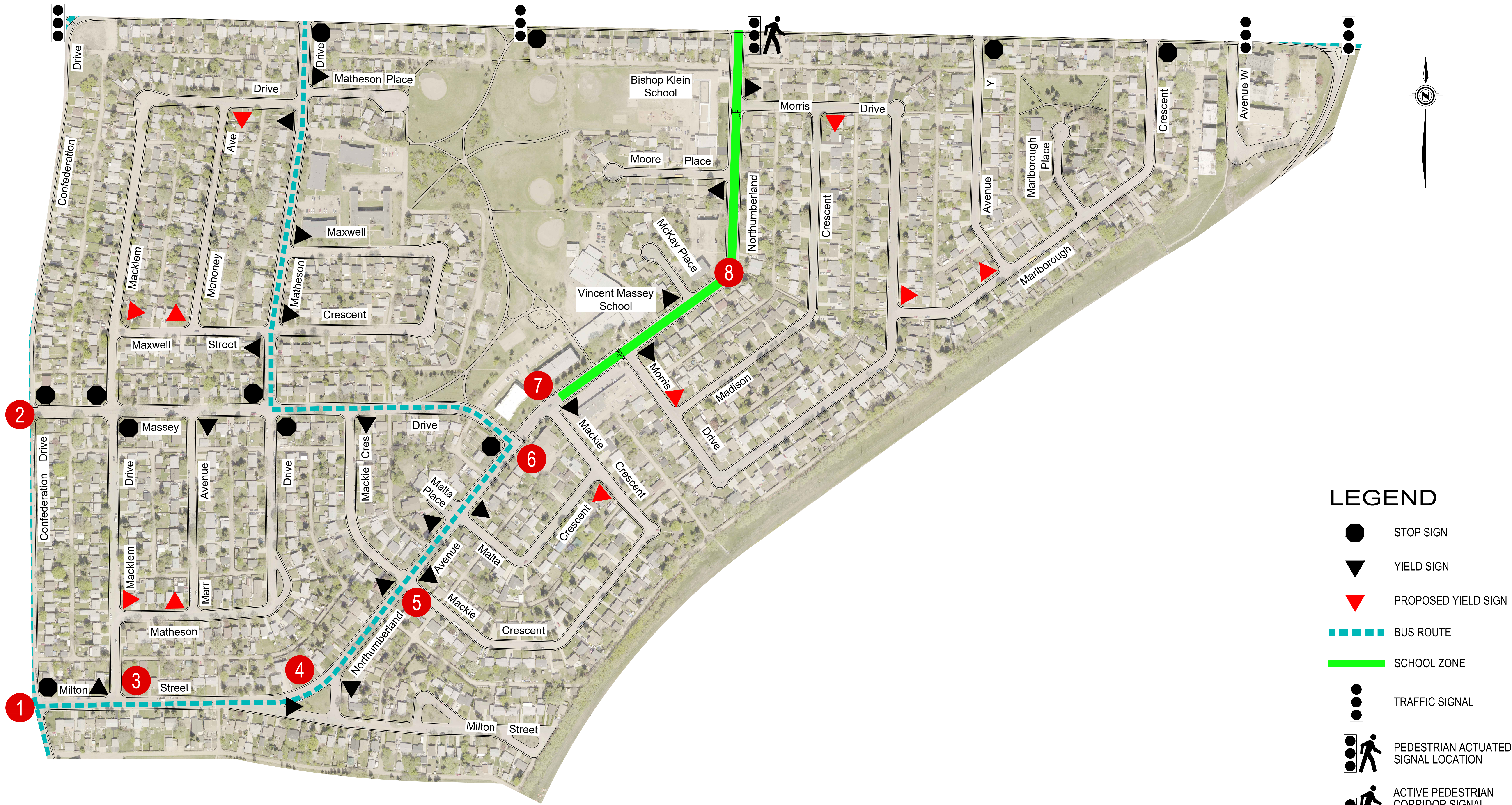
Stay Engaged

Join our Facebook group






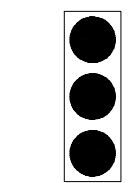
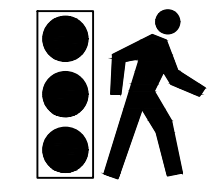
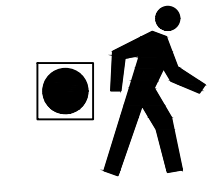

The screenshot shows the Facebook interface for the 'Neighbourhood Traffic Review - Massey Place' group. The top navigation bar includes the user's name 'Nathalie', 'Home', and 'Find Friends'. The group name and search bar are visible. A large photo of Archibald M. Donald Park is featured. Below the photo is a '+ Join Group' button and a 'Join this group to post and comment.' link. The left sidebar contains navigation options: 'About', 'Discussion', 'Events', and 'Photos'. The main content area shows an announcement from 'Traffic Review' dated December 28, 2017, with a 'See More' link. Below the announcement is a section for 'Neighbourhood Traffic Reviews' with a brief description.

Subscribe for updates at
www.saskatoon.ca/NTR

The screenshot shows the City of Saskatoon website page for 'Neighbourhood Traffic Reviews'. The top navigation bar includes 'Create Account', 'Sign in', 'Accessibility', 'Engage', 'Contact Us', and 'Search'. The main navigation menu includes 'Services for Residents', 'Moving Around', 'Parks, Recreation & Attractions', 'Community, Culture & Heritage', 'Business & Development', 'New to Saskatoon', and 'City Hall'. The breadcrumb trail is 'Home > Moving Around > Driving & Roadways > Managing Traffic > Traffic Studies > Neighbourhood Traffic Reviews'. The page title is 'Neighbourhood Traffic Reviews'. The main content area includes a 'Subscribe to Traffic Review Notifications' link, a paragraph describing the review process, a list of measures implemented, and a list of measures that can be installed. The footer includes the City of Saskatoon logo and the text 'A 21st Century City'. A dropdown menu at the bottom shows '2018 Neighbourhood Traffic Review'.



LEGEND

-  STOP SIGN
-  YIELD SIGN
-  PROPOSED YIELD SIGN
-  BUS ROUTE
-  SCHOOL ZONE
-  TRAFFIC SIGNAL
-  PEDESTRIAN ACTUATED SIGNAL LOCATION
-  ACTIVE PEDESTRIAN CORRIDOR SIGNAL LOCATION
-  RECOMMENDATIONS

FOR COMMENTS & INFORMATION VISIT:

www.saskatoon.ca/NTR

www.saskatoon.ca/engage/massey-place

MASSEY PLACE TRAFFIC PLAN



Appendix H

Decision Matrix

Appendix H: Decision Matrix

Item	Location	Recommendation	Reason	Carly's Group	Mariniel's Group	Sheliza's Group	Goran's Group	Min's Group	Decision
1	Confederation Drive & Milton Street	Pedestrian Actuated Signal (PAS) north leg	Enhance pedestrian safety	Would like full traffic signal with detection to turn green when for westbound vehicles making the left turn.	Would like full traffic signal and zebra crosswalk.	Supportive. Would like a 3-way stop since it is difficult to enter and exit from this intersection. Need to make push buttons accessible for different users especially people in wheelchairs.	PAS is better than nothing, still prefer full traffic signal instead.	Would like full traffic signals.	Full traffic signals are recommended.
2	Confederation Drive & Massey Drive	Active Pedestrian Corridor (APC) north leg	Enhance pedestrian safety	Would like full traffic signal. Prefer traffic signals at this location than Confederation Drive & Milton Street	Supportive. There is a U-turn conflict with the pedestrian movement. Suggest additional parking restrictions.	Supportive but would prefer full traffic signals. Existing pedestrian crossing is not illuminated at night, and is difficult to access in the winter.	APC is better than nothing, still prefer full traffic signal at Milton Street and PAS at Massey Drive.	Northbound traffic crosses the south crosswalk and stops in the intersection for the north crosswalk. Prefer full full traffic signal due to long delays to access Confederation Drive.	Carried.
3	Milton Street & Macklem Drive	Install temporary median island (east leg of the intersection)	Reduce speed	Supportive. It may not be effective due to proximity to Confederation Drive	Supportive.	Supportive.	May be too close to Confederation Drive to be effective. Westbound traffic is already slowing down approaching Confederation Drive & Milton Street intersection.	Do not like median islands, they are not effective in slowing down traffic. Prefer camera enforcement or speed display boards.	Median island relocated further east, near Northumberland Avenue & Milton Street intersection.
4	Milton Street & Northumberland Avenue	Install speed display board near the triangle island facing westbound traffic	Reduce speed	Supportive.	Supportive.	Supportive.	Worth trying.	Supportive.	Carried.
5	Northumberland Avenue & Mackie Crescent (south)	Install temporary median island (at southwest leg of the intersection)	Reduce speed	Not supported	Supportive if median island does not interfere with snow clearing	Supportive.			Carried.
6	Massey Drive & Northumberland Avenue	Install temporary median island (northeast leg of the intersection)	Reduce speed	Not supported.	Not supported.	Supportive.	No objections. Residents did not find this location to be problematic.	Not supported.	Carried.
		Install no-parking sign 15 metres north of the existing pedestrian crosswalk	Enhance pedestrian visibility	Supportive.	Supportive.	Supportive.	No objections. Residents did not find this location to be problematic.	Supportive.	Carried.

Item	Location	Recommendation	Reason	Carly's Group	Mariniel's Group	Sheliza's Group	Goran's Group	Min's Group	Decision
7	Mackie Crescent & Northumberland Avenue (north)	Change yield sign into stop sign	Assign right-of-way to Northumberland Ave	Some residents are supportive; others think the stop sign is not needed.	Supportive.	Supportive.	No objections. Residents did not find this location to be problematic.	Supportive.	Carried.
		Install no-parking sign to the south corner of the intersection	Improve sightlines in turning movement		Supportive.	Supportive.	No objections. Residents did not find this location to be problematic.		Carried.
8	Northumberland Avenue between Moore Place and McKay Place	Install temporary median island	Reduce speed	Not supportive. Would prefer parking restrictions.	Supportive.	Supportive.	No objection; not sure which side of the bend would the median island gets installed	Not supportive. Residents do not like median island, they bring more hazard.	Carried.
9	Various locations shown as proposed in the traffic plan	Install yield signs	Improve traffic movement safety	Supportive.	Supportive.	Supportive.	Change yield into stop at Malta Crescent. Change yield into stop at Northumberland Avenue & Morris Drive.	Yield sign is not necessary at Madison Crescent & Morris Drive. Traffic makes full stop at Marlborough Crescent & Morris Drive no yield sign is needed.	Carried.

Appendix I

Additional Concerns Received After Presentation of Draft Plan

Appendix I: Additional Concerns Received After Presentation of Draft Plan

Location	Concerns	Decision
General	If the median islands are not effective, use speed humps	The temporary traffic calming measures will be monitored for effectiveness. If not effective, alternate measures may be considered.
	Jersey barriers are dangerous in winter. Put in more considerations at placement before install.	The temporary traffic calming measures will be monitored for effectiveness. If they create operational or safety issues, they will be removed.
	Request to allow vehicles over 6 m long to be allowed park on the street longer than 1 hour.	Comment has been forwarded to Parking Services.
33 rd Street West & Northumberland Avenue	Difficult to enter and exit from the intersection, would like full signal.	A full traffic signal at this intersection was recommended through the 33 rd Street corridor study. The intersection is on the Intersection Improvements list.
	Tree obstructing 30 kph and school zone sign facing westbound traffic, long standing issue	Tree trimming request has been sent to Urban Forestry.
33 rd Street and Confederation Drive	Concerns with vehicles being run into at southeast corner of 33 rd Street and Confederation Drive	A field review of the location was undertaken. The geometry of the intersection meets current standards.
33 rd Street West & Matheson Drive	Difficult to enter and exit from the intersection, would like full traffic signal.	The 33 rd Street corridor study recommended full traffic signals at Northumberland Avenue & 33 rd Street rather than Matheson Drive since it serves both the Westview and Massey Place neighbourhoods.
33 rd Street West & Marlborough Crescent	Westbound left turns should be restricted onto Marlborough Crescent since left turning vehicles cause traffic to back up into the traffic signal at 33 rd Street & Avenue W during the peak hours.	This left turn restriction is not being considered at this time.
Massey Drive & Mackie Crescent	Tree blocks street name blades	Tree trimming request made to Urban Forestry
Marlborough Crescent & Morris Drive	Tree on northeast corner of intersection obstruct sight lines, especially in summer.	This tree is on private property and complies with the bylaw. A yield sign is recommended at this intersection for Marlborough Crescent traffic.
Matheson Drive & Maxwell Street / Crescent	Traffic right-of-way not respected	There is a recommendation to change the yield signs to stop signs.
Massey Drive & Northumberland Avenue	Missing pedestrian ramp	This pedestrian ramp has been added to the list of recommendations.

Location	Concerns	Decision
Back lanes through the neighbourhood	Pot holes and ravelled surfaces	Concern has been forwarded to Roadways, Fleet & Support.
Northumberland Avenue and Morris Drive	Traffic right-of-way not respected	This concern has been forwarded to Saskatoon Police Service for enforcement.
	Traffic does not stop for pedestrian	This pedestrian crossing meets the Traffic Control at Pedestrian Crossing Policy.
3200 Milton back lane	3200 Milton back lane should be closed for vehicular traffic and open for pedestrian only alleyways. Also suggest to install a median island even though one was removed in the past due to conflicts with a resident's driveway	Lane closure will not be considered at this time since it would affect multiple residents who may not support closure. A recommendation for a median island on Milton Street west of the intersection of Northumberland Avenue & Milton Street has been added.
Northumberland Avenue, between Milton Street and Mackie Crescent	There is a dip in the roadway needs repair	Concern has been forwarded to Roadways, Fleet & Support.
	Suggest transit route change from currently running on south and east side of triangle, onto northwest side of triangle only.	Concern has been forwarded to Saskatoon Transit.
Circle Drive at 37 th Street	Suggest on off-ramp to 37 th Street to reduce the traffic volume on 33 rd Street	37 th Street West will extend to the east as part of the Hampton Village Business Park. A connection to Circle Drive is not included. The concept plan can be found at: https://www.saskatoon.ca/sites/default/files/documents/community-services/planning-development/mapping/concept-plans/concept_plan_hvbp_approved.pdf

Appendix J

Correspondence

Deng, Minqing

From: Web E-mail - Walking
Sent: Monday, March 19, 2018 9:39 AM
To:
Subject: RE: Pedestrian crosswalk

Hello

Thank you for expressing your concerns regarding the crosswalk of Milton Street, just west of Northumberland Avenue. The Massey Place neighbourhood will be undergoing a Neighbourhood Traffic Review this year and we will assess the crosswalk needs for this location as part of the study. A community meeting will be held on Thursday, April 12 at Bishop Klein School (7-9pm) to gain community input on their traffic concerns for the neighbourhood (local and collector roads). Flyers will be distributed in the next couple of weeks. Once all of the traffic concerns are received, data collection, field review and traffic analysis will be undertaken. A draft traffic management plan will then be prepared and discussed with the community in the fall.

Additional information can be found at: www.saskatoon.ca/ntr

Regards,

From:
Sent: Wednesday, March 14, 2018 2:14 PM
To: Web E-mail - Walking <walking@saskatoon.ca>
Subject: Pedestrian crosswalk

G'day!! How does one go about relating concerns about getting crosswalk lights? I live in Massey Place neighbourhood, and there is a crosswalk coming out of an alleyway on Milton (just before it turns into Northumberland Ave) . There used to be signs, but unfortunately seems once they get installed, someone runs them down. I can imagine the cost of repairs / installation, so as of now, there really is no indication that there is a crosswalk,other than one sign. Upon stating that, I have witnessed pedestrians coming out, without looking, and many near misses. I think for the safety, and peace of mind, city of Saskatoon should consider crosswalk lights similar to those at Bethlehem / Tommy Douglas school zone.

Thank you,

Deng, Minqing

From:
Sent: Wednesday, March 21, 2018 6:46 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Milton and confederation dr

Hi there.

I just received a letter in my mail box about concerns in our neighbourhood. As I will be working out of town I won't be able to attend that public meeting on April 12.

But I do have one major concern and that is the intersection of Milton St and Confederation Dr, we need a set of traffic lights there as it can be very difficult to make a left turn from Milton St onto Confederation Dr. I have lived in this neighbourhood and have had a many close calls making that left turn as people like to speed in the northbound lane. And when there are vehicles parked on the northbound parking lane it makes it difficult to see traffic traveling northbound.

Southbound traffic is also a concern as there is no merging lane to turn into when heading southbound on Confederation Dr. It's also difficult to judge which lane a southbound vehicle is in to be able to make that left turn off of Milton Dr. I have been stuck behind 8-10 vehicles trying to make that left turn and witnessed MANY close calls.

The crosswalk at Bennett Pl and Confederation Dr also need cross walk lights there. When there are parked cars on the southbound side you can't see if there is a pedestrian there trying to cross unless they step out into traffic. At night the lighting is very poor and difficult to see if people are trying to cross the street there also.

So if you could look into some way to make it safer turning left onto Confederation Dr from Milton (ie. Traffic Lights) that would sure make a lot of people in this neighbourhood feel safer about making that turn.

Thank you

Deng, Minqing

From:
Sent: Wednesday, March 21, 2018 6:55 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Massey Place resident concerns

I really enjoy living in the Massey Area but there is a great concern for the intersections and pedestrian safety on Confederation Drive. I believe there is too much of a break-gap with traffic lights from Laurier Dr (Superstore to 711 on 33rd St.) The area is a high traffic to not have traffic lights.

My input on the traffic issue are with trying to turn "left" coming from Milton going onto Confederation Drive, can be very frustrating as traffic stopped at the stop sign before you, can take time and the traffic coming from the North bound on Confederation Drive, speed and it's quite difficult to see the oncoming traffic with parked vehicles in the North bound side (near apartments).

Another issue is with Milton and Massey Drive turning left from there to get onto Confederation Drive can take time when the traffic is busy, again with the gap with lights there are speeding traffic and parked cars that interferes with taking off.

As well another big issue is the pedestrian cross walk, I've witnessed so many cars not stop for people wanting to cross. This area is a high traffic area and with a cross walk not fit to meet the needs, can result badly for a pedestrian wanting to cross and especially at night, there are no lights to flash to make drivers aware that a pedestrian wants to cross.

It would be so great to see a "change" for the Massey area. Plus I'm sure there would be a lot of others in the City of Saskatoon that drive in the area would appreciate it.

Thank you so much for taking the time to read this.

Deng, Minqing

From:
Sent: Thursday, March 22, 2018 11:00 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: traffic

Confederation Drive

- a) speeding is an issue and loud vehicles.
- b) lack of water drainage especially at 706 Confederation Drive and Laurier
- c) Traffic lights at Laurier work well. I like that they only allow one direction of traffic (east to west) - helps to save on accidents.
- d) Pedestrian crosswalks could use some assessment.

Speeding is the main issue. This is too long of a stretch from 33rd to Laurier where traffic can pick up speed.

Deng, Minqing

From:
Sent: Friday, March 23, 2018 6:47 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns in Massey Place

I park on the street and my vehicle has been damaged while parked. I have a concern about drivers getting into the driver side of their cars with the recklessness of drivers coming down 33rd St. E.

It is almost impossible to make a left turn from Junor Ave or Northumberland Ave onto 33rd St.

There is a great deal of speeding (very excessive speeding); the 30K zone is very often disobeyed.

Many people are backing of driveways and making U-turns in the middle of the street often narrowly averting accidents.

Saskatoon,

Deng, Minqing

From:
Sent: Saturday, March 24, 2018 10:58 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic in Massey place

The concerns we have relate to getting in and out of Massey place especially at peak times.

Number 1 - most important - lights are needed

turning left from Massey drive onto confederation drive.

In addition to the heavy traffic going both directions, the parked cars on confederation block your view to see oncoming traffic heading north. As well, Traffic heading south on confederation will often use that particular intersection for a u-turn so when They're signalling you don't know if they're turning onto Massey or making a u-turn.

2)

Turning left onto 33rd st from Matheson drive

Most times this is not even worth trying. We will usually go through Massey to confed and turn left at the lights.

Another issue and this is generic to most of the city I think, is the speed people travel in residential areas and how closely they follow. On narrow residential streets like _____ where there are often children playing close by there is no need to get up to 50km per hour just because that's the max speed limit.

And lastly, is when you're turning left from 33rd st onto Matheson drive and people pass on the right hand side just to get past you - often without enough room.

Deng, Minqing

From:
Sent: Sunday, March 25, 2018 1:01 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Troublesome intersection

: every morning going to work we experience troublesome intersection along 33rd st and northumberland traffic light its hard to turn left or turn right because the traffic light along 33rd st there was not stop unless theres a people across the road along 33rd st.from northumberland or catherwood . need to get out the car just to press the botton of the traffic light so that the vehicle along the 33rd st stop so that we can turned right even there was no people across the street.we experienced this for a .thank you verymuch i hope you made action or investigate this location of traffic lights.God Bless

Deng, Minqing

From:
Sent: Wednesday, March 28, 2018 2:30 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns

Traffic backups at corner of Milton and Northumberland

Deng, Minqing

From:
Sent: Monday, April 9, 2018 5:35 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Engage - Massey Place

As you will probably hear many times, the main traffic problem concerning the residents of Massey Place is the fact that we are practically marooned in our neighbourhood, especially in the mornings (7:00 - 9:00 a.m.) and beginning again any time from 3:00 p.m. to 6:00 p.m. There are only 2 streets onto which we can exit - 33rd St. and Confederation Drive, both of which are major arteries for vehicles and buses coming from the west in the mornings and going west later in the day. (Even yesterday, a Sunday afternoon, I had to wait for a line of 10 cars to pass in order to enter 33rd St.)

33rd becomes almost impenetrable from Marlborough Cres. where traffic divides into 2 lanes, and can become totally grid-locked if the lights at Ave.W are red. Unfortunately, if you have an appointment or any other time commitment during these hours, it becomes almost impossible to enter 33rd. Then when we're heading home and want to exit 33rd onto Marlborough, we sometimes create a traffic jam behind us as we wait for a break in the on-coming traffic in order to make a safe left turn.

Confederation Drive can only be accessed from Massey Drive or Milton St. Why there have not been more accidents at these intersections is truly a marvel! Of course most drivers need to make a left turn in order to go about their business, which means navigating through 2 lanes of steady traffic from each direction - you see an opening on your left and are ready to make that turn, when 6 or 8 cars suddenly appear from the right (or vice versa). And for some inexplicable reason, most of the cars coming from the right (north) are travelling in the left lane, making it that much harder to get onto Confederation Drive.

The residents of Massey Place have asked, more than once, for some sort of traffic control mechanism, perhaps a traffic - activated light at these intersections (at the very least), but so far it has been deemed unnecessary. But as the city grows west of Massey Place and traffic congestion increases with it, something must be done to alleviate the problem of exiting and/or entering our neighbourhood. As long-standing tax-payers, we deserve some consideration.

Sincerely,

Saskatoon

Deng, Minqing

From:
Sent: Tuesday, April 10, 2018 9:48 AM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concerns Massey place

Our family has lived in Massey
Having had to commute across the city prior to we have experienced alot of traffic. My major personal concern would be 33rd rush hour congestion, This street is over crowded from 7;30am until 9;30 am, it requires more lanes, and a second turning lane under the circle overpass heading west towards airport drive, and ave c. If the city could remove all street parking from 33rd I believe that would alleviate some crowding. I also believe some commuters could use alternate routes but do not realize that routes are available, maybe a simple neighborhood mail out pointing out optional routes might help commuters make better choices.
Thanks for asking our input

--



Deng, Minqing

From:
Sent: Thursday, April 12, 2018 3:10 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: Traffic concern Massey Place

33rd street between Confederation drive and Circle drive should be widened to 2 lanes eastbound. I believe space was left in the original plan to accomplish this. Utilities could still occupy the north side of the street leaving west bound traffic to one lane as is 33rd west from Confederation drive now.

A temporary alternative to this would be to restrict or cancel parking on the south side of 33rd allowing for 2 lane eastbound traffic.

Saskatoon, SK.,

Deng, Minqing

From: Deng, Minqing (TU - Transportation)
Sent: Wednesday, April 18, 2018 10:17 AM
To:
Cc:
Subject: RE: Massey place traffic review

Hello

Upon discussion with our C&D Engineer there are extensive amount of work completed in order to address this drainage issue over the past few years. I cc'd Clifford Mah so you can contact him if you would like to learn more details of the projects went on at the south intersection of Madison Cres and Morris Dr.

Thank you for providing your comments regarding neighbourhood traffic in the Massey Place neighbourhood. Your comments have been noted and added to the project file. We will continue to receive comments through emails, phone calls, and Facebook posts up until May 11th, 2018. All comments received will be compiled and used to identify locations for data collection such as traffic volume, speed and pedestrian studies and site observations. We will then notify you with the date and location of a second meeting to discuss the draft traffic plan and updates for the neighbourhood.

If you would like to stay involved in this project throughout the process you can do so by following the online Facebook group, or subscribing for Neighbourhood Traffic Review updates at Saskatoon.ca/NTR. Instructions on how to join the Facebook group are below:

1. Login to Facebook
2. Enter this in the Facebook search field: Neighbourhood Traffic Review – Massey Place
3. Choose Groups from menu choices across top
4. Click Join beside our Group

Thank you again for your email,
Min

Minqing Deng, EIT. | tel 306.986.3660

Engineer-in-Training
City of Saskatoon | 222 3rd Avenue North | Saskatoon, SK S7K 0J5
minqing.deng@saskatoon.ca
www.saskatoon.ca

From:
Sent: Monday, April 16, 2018 11:11 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews <NTR@Saskatoon.ca>
Subject: Massey place traffic review

Concerning the deep trough that was installed by the city at the corner of madison cres south. This was a poor bandaid to move water and act as drainage and causes vehicles to hard brake and potentially rear end and has been an ongoing problem every spring, summer and winter. The ice buildup creates very dangerous situations year after year. It should have had a catch basin installed when the road was torn up.

THIS DRAINAGE SYSTEM FINALLY NEEDS TO BE FIXED PROPERLY ONCE AND FOR ALL. Take the opportunity now to properly fix it.

Deng, Minqing

From:
Sent: Wednesday, May 23, 2018 11:27 PM
To: City of Saskatoon - Neighbourhood Traffic Reviews
Subject: 4 way stop sign at Massey and Matheson

Hi there,

I was wondering if a 4way stop sign could be installed at the intersection of Massey Dr and Matheson. A stop sign was installed about a year back stopping traffic from Matheson to Massey however it does nothing to stop from speeding down Massey. People speed down Massey extremely fast from Northumberland all the way to Confederation Dr and vise versa. I fear for all the children in the area including my own. I believe A 4 way stop at that intersection will no doubt slow down drivers because they will have to stop halfway through.

Thank you,

Deng, Minqing

From:
Sent: Friday, October 19, 2018 8:14 PM
To: Deng, Minqing
Subject: Massy place traffic changes

We need traffic lights at the intersection of confrontation and Milton st. This is most important as it will take care of the traffic problem and and be safer for pedestrians.

Thank you

Deng, Minqing

From:
Sent: Friday, October 19, 2018 8:10 PM
To: Deng, Minqing
Subject: Massy traffic plan

Hi there

- 1) we need traffic lights at the intersection of confederation and Milton st.
- 2) pedestrian lights at the intersection of confederation and Massy Dr.
- 3) No traffic circles as they will not solve any problems and create more.
- 4) The crosswalk lights that overhang the crosswalk with lights on it would be a good thing by the schools.

Thank you

Deng, Minqing

From:
Sent: Friday, October 19, 2018 11:37 AM
To: Deng, Minqing

Traffic lights at confed and milton would greatly affect most commuters in the area. It can take up to 10 mins just to get across the intersection there because of how busy confed is. Also a walk light at confed and massey would be a great idea as well.

Deng, Minqing

From:
Sent: Friday, October 19, 2018 11:30 AM
To: Deng, Minqing (TU - Transportation)
Subject: Traffic minqing.deng@saskatoon.ca Hi there would you send an email to the email above And say that you want traffic lights at confederation and Milton st. And a pedestrian cross walk light at confederation and Massy. And absolutely no traffic circl...

Deng, Minqing

From:
Sent: Friday, October 19, 2018 11:01 AM
To: Deng, Minqing (TU - Transportation)
Subject: Meeting last nite in massey place

- We would like to have traffic lights out at the intersection of confederation and Milton st.
- we would like to have pedestrian lights at confederation and Massy.
- no traffic circles at all they will not fix any of the problems in the area.

Deng, Minqing

From:
Sent: Friday, October 19, 2018 10:04 AM
To: Deng, Minqing (TU - Transportation)
Subject: Traffic

Good Morning,

I would just like to send an email stating a few of my opinions in regards to the traffic concerns on Confederation and Milton.

I have lived in this area with my family . This intersection has always been an ongoing issue.

- 1). I would love to see a set of street lights up at the confederation and Milton Street intersection. This would solve a lot of problems and make it a safer intersection as a whole.
- 2). A pedestrian crosswalk at Confederation and Massey.
- 3). Absolutely no traffic circles. I feel as though this will cause a lot more problems than we already have. I find lots of people get confused with these.

Thanks so much for hearing our my opinions and concerns. Have a great day.

Deng, Minqing

From:
Sent: Friday, October 26, 2018 9:09 AM
To: Deng, Minqing
Subject: Confed / Northumberland area.

Hello,

I was informed about a meeting that had discussed the intersections of Confed and Milton and Northumberland and 33rd St. so I travel that road twice a day, during rush hour for the most part. The intersection at Milton and Confed is awful, I have had many close calls there. We need to have a 4 way stop light! It's not unusual to sit for 5-10 min waiting to turn left onto Confed as it's such a busy street. Not only would a light give us a chance to turn safely it will also slow traffic down on Confed and make it safer for pedestrians to cross. It would also be a blessing to have a 4 way traffic light at Northumberland and 33rd instead of just a crossing light. A lot of people do not slow down for the school zone there.

so I notice the bad drivers and their need for speed. The bottlenecks like the intersections near the Travel Lodge and travelling circle drive between Ave C and Millar are prime examples of bad flow, and are the reasons for more traffic in residential areas as it's quicker to get where you are going, so in my opinion the city should be looking for ways to improve traffic flow and slow traffic down in a smart way. The city is only going to get bigger and the traffic problems will grow with it.

Regards,



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NEW ACTIVITY

Traffic Review shared a link. Admin · November 19, 2018

THIS PAGE IS NO LONGER BE MONITORED FOR COMMENTS. The City of Saskatoon undertook a Neighbourhood Traffic Review in Massey Place in 2018 in order to consider the traffic patterns of the neighbourhood as a whole and develop a plan for making improvements. Resident input was gathered through this page between April 12 and November 18. For questions or more information about Neighbourhood Traffic Reviews please contact NTR@saskatoon.ca or visit saskatoon.ca/NTR.



SASKATOON.CA

Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

Seen by 42

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Traffic Review turned off commenting for this post.

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Neighbourhood Traffic ...

Traffic Review shared a link.

Admin · November 19, 2018

The deadline to submit comments on the draft Massey Place Traffic Plan was November 18th. City staff can no longer incorporate feedback received after this date.

For questions about the Massey Place NTR, please contact NTR@saskatoon.ca.

City staff are proceeding with the next steps to finalize the plan and submit it as information to the Standing Policy Committee on Transportation. Once the report is added to the public agenda, we'll share the final Traffic Plan on this page. If you wish to speak to Committee about the final Traffic Plan, you can submit a letter or request to speak at the Committee meeting.

Information about this process can be found at saskatoon.ca/meetings > Write a Letter to Council/Committees.

Thank you for joining this conversation and for helping us improve traffic safety in your neighbourhood.



SASKATOON.CA

Upcoming and Past Meetings

Get agendas, minutes and meeting video for upcoming and past (back to...

Seen by 42

Like Share

Traffic Review turned off commenting for this post.

October 28, 2018

Admin please delete if not allowed. We live on Massey Dr. Two nights ago someone tried to break into our garage, last night our car was parked in the driveway and another in front. It's was broken into, stuff stolen and it was vandalized. The other they attempted to break into but didn't. If anyone sees a bag of papers with the names please let me know.

1 Comment Seen by 47

Like Comment Share

Happens to me every time I forget to lock my truck.. speeders are getting outta hand as well, just yesterday someone hit and killed our cat when he got out

Like · Reply · 11w

So sorry to hear about friendly and adorable. He was so

Like · Reply · 11w

thank you. He was the greatest cat I've ever owned.

Like · Reply · 11w

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Neighbourhood Traffic ...

Massey?

Like · Reply · 11w

Massey Drive and it is a highway in front of my house ... if the cars are not turning onto Matheson most are going between 60-70km.

Like · Reply · 11w

1

3200 block of Massey..

Like · Reply · 11w

1

Sorry about your cat, that's so sad. The drivers in this area drive way too fast and don't pay attention at all. Our garage has been broken into, our dogs have been let out of our yard multiple times, my neighbours vehicles have been hit by drunk drivers, my mail has been stolen, many times we've had strange people banging on our door in the middle of the night, we've found knives in our yard, the list goes on and on. It can be very scary and frustrating. I really wish there was something that could be done to cut the crime and stop the speeding. Those are the two biggest concerns I've heard about the area from all my neighbours.

Like · Reply · 11w

1

thank you

Like · Reply · 11w

I live in the block.

Like · Reply · 11w

Write a reply...

Write a comment...

Press Enter to post.

October 28, 2018

Would like to see a 4way Stop at Massey and Matheson. People like to fly down Massey, be nice to see a stop sign slow them down a bit

2

1 Comment Seen by 48

Like

Comment

Share

The two way stop has helped a lot. There has not been an accident that I know of since they put it in. A few near misses, bu no actual accidents. I live just a few doors from that corner.

Like · Reply · 11w

1

My truck got slammed into this past March.. the 2 way does nothing for people speeding down Massey

Like · Reply · 11w

Write a reply...

Write a comment...

Press Enter to post.

October 9, 2018

I would like to see something in place to make it safer to turn south onto Confederation Dr from Milton Street.

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Neighbourhood Traffic ...

Like Comment Share

I totally agree with you that intersection of milton and confederation drive is a major accident location waiting to happen! Confederation dr is getting increasingly busy and the traffic turning left onto Confederation drive is impeded by the steady flow of traffic in both directions.

Like · Reply · 14w

This is very true. Sadly some of my relatives go all the way up Northumberland to 33 because they are uncomfortable trying to get onto confederation Drive going south.

Like · Reply · 14w

It is even worse in the winter when line of sight is impeded by snow banks in the center boulevards

Like · Reply · 14w

Also Massey and Confed. There have been several bad accidents there. Also several issues with pedestrians trying to cross.

Like · Reply · 14w

1

very true

Like · Reply · 14w

Yes. I have seen a few accidents there. And I have been in a near miss on that corner.

Like · Reply · 14w

I never even attempt to turn left onto confed anymore. I turn right and make a u-turn further up. It is so much safer.

Like · Reply · 14w

1

Need either Massey or Milton to have something. Both is unnecessary, as traffic can flow up or down to the other one. Putting a stop light at both would severely impact Confed. Regardless, needs to be sensorred so it's not going off and randomly stopping traffic when no one is there. Crosswalk activation lights would be a good idea, too.

Like · Reply · 14w

1

: I agree

Like · Reply · 14w



Write a reply...

Me too! I live exactly on Confederation and Milton. There is a cross walk but its not safe at all!

Like · Reply · 14w

Coming off of Massey, there are almost always vehicles parked on Confed, that at least partially obscure the view of drivers making it hard to see vehicles coming. Unfortunately the people living there don't have much choice for parking, so not their fault.

Like · Reply · 14w

: I AGREE ! It's so scary trying to cross the street there! One car will stop but the rest on the other side will speed on thru! You gotta be agile and super cautious cuz u may have to take a giant step backwards to save your life! Cuz ppl on Confederation drive seem to think it's a no speed limit speedway! Racing included! You'd think it was thr main drag, no pun intended. ..lol... in some huge city.. that leads to a highway! It's not often that I see cops out



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Like · Reply · 11w

I was told by a city councilor that lights would be up there this summer. Still nothing and now they are talking about pedestrian lights which wont make a difference. For years in the winter they would pile the snow on the meridian on confed so you couldn't even see oncoming traffic. Peek timed are almost impossible to get out.

Like · Reply · 11w

I agree. In the winter you are just taking a risk by crossing there. It is impossible to see when the snow was piled.

Like · Reply · 11w

1

Write a reply...

Write a comment...

Press Enter to post.



Traffic Review shared a link.

Admin · October 26, 2018

PLEASE NOTE: the deadline to submit comments on the draft Neighbourhood Traffic Plan for Massey Place is midnight, November 18th. The plan, which was released for comment on October 18th, 2018, is available at Saskatoon.ca/NTR (2018 Neighbourhood Traffic Review; Massey Place, October 18, materials) See link below.

The new Traffic Plan sets out changes to how all types of neighbourhood traffic move around your neighbourhood. The recommendations are based on resident feedback (including comments provided on this page) as well as traffic data and analysis.

After November 18th, the Traffic Plan will undergo any final adjustments and then be presented as information to the City's Standing Policy Committee on Transportation. The City will then proceed to implement the recommended traffic adjustments (subject to budgetary approvals).

If you would like to provide any final comments on the draft plan, this is your last chance! We want to hear from you



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Neighbourhood Traffic Reviews

School is out for the day on November 9th. We have a fun, active program...

1 Comment Seen by 49

Like

Comment

Share

What's the point? NOTHING is EVER going to get done

Like · Reply · 11w



Write a comment...

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Neighbourhood Traffic ...

October 22, 2018

I too would like to see traffic lights to allow Massey Place residents safe access to both 33rd St. & Confederation Drive. But I did get the impression from the meeting that we're at the bottom of the list of neighbourhoods in line for consideration of these requests.

1

1 Comment Seen by 51

Like

Comment

Share

I agree..some of us have been trying for 20 years to get lights at Milton and Confed. Than I was told by a city councilor lights would be up this summer..its now near end of Oct and still nothing. I dont mean to sound harsh but its kinda ridiculous.

Like · Reply · 12w · Edited

Its very ridiculous, they said in April the funding was there for two lights on confed and now install season is over.

Like · Reply · 12w

1

They seem to forget this area .it seems to be getting worse this year almost like the hoods moving in

Like · Reply · 12w

1

At the meeting we were more or less told the east side requests come before ours. Anyone surprised at that?

Like · Reply · 12w

1

What's the point in even doing all this sh t when they put us at the bottom of the list? This city is a joke and Council is even worse.

Like · Reply · 11w

1



Write a reply...



Write a comment...

Press Enter to post.

August 27, 2018

Is there an update on when the changes will be made? From the meeting, I was under the impression there were funds marked for the changes described and the timeline was summer.

2

4 Comments Seen by 59

Like

Comment

Share

View 2 more comments



Traffic Review Hi

Pedestrian crossing devices are warranted and funded for both the Confederation Drive & Milton Street intersection (Pedestrian Actuated Signal) and the Confederation & Massey intersection (Active Pedestrian Corridor) for this year. We presented this information at the Neighbourhood Traffic Review Meeting held in April. Details can be found online at: www.saskatoon.ca/ntr.

At the meeting, residents requested that full traffic signals be installed at these locations. We have collected additional traffic data and are completing a review for each of these locations to verify whether full traffic signals or the pedestrian devices should be installed. We will provide an update at the second NTR meeting which will be scheduled this fall. Although the review has delayed

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Neighbourhood Traffic ...

The second NTR meeting is going to be held on Tuesday Oct. 18th, 7:00 pm – 9:00 pm, at Community Church, 930 Northumberland Ave. If you would like an email update, please subscribe for traffic review notifications at the website provided above.



SASKATOON.CA

Neighbourhood Traffic Reviews

Like · Reply · 20w

1

Pedestrian lights at Milton and Confed will not solve the problem. It needs to be traffic lights for even flows of traffic.

Like · Reply · 12w

1

Write a comment...
Press Enter to post.

April 11, 2018 · Saskatoon, SK

I live at Confederation Drive. There is a dedicated cross walk to get across the street. But! My experience as well as other ppl is, that you better RUN across because ppl speed on Confederation Drive. Even if oncoming traffic sees you...they do not slow down or even stop! You cross the street there at your own risk! If I hadnt been extremely alert I would have been hit numerous times! Ive seen elderly ppl & young kids and mothers with babies in a stroller have close calls trying to cross at that cross walk too! Its scary! What NEEDS TO BE DONE, is put up those blinking lights for the cross walk & install a camera onto the lights to see who is stopping who isn't etc. That cross walk the way it is now is NOT SAFE. I always dread when I have to walk to the store in any season...because ppl speed and while one car may stop...other cars on the other side of the stopped cars...those ppl DON'T STOP! PLEASE INSTALL BLINKING LIGHTS CROSS WALK THERE AND A TRAFFIC CAMERA ? Before ppl start to get hit by speeding cars! Why wait for that to happen! The blinking cross walk lights and camera are a MUST HAVE in that area...for safety reasons obviously! Maybe the police should be out on Confederation Drive more often too. To catch all these ppl racing and speeding as well !

You and 3 others

5 Comments Seen by 61

Like

Comment

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View 3 more comments

Many times when I have stopped for pedestrians I have seen other drivers not paying attention that have almost hit the pedestrian or another vehicle. I think lights will definitely help make the crosswalks more visible for all drivers. I hope too that more pedestrians will use the lighted crosswalks if implimented, many people just dart across wherever they feel like it. Speeding and tailgating are also issues that I see daily. I have come very close to being rear ended by impatient drivers while just trying to slow down to park in my driveway. Not sure how that can be helped but pedestrian lights are a good start.

Like · Reply · 14w

3

I have done the same stopped and people zoom by in the second lane..so sad people are in such a hurry that it could cost a life..!

Like · Reply · 14w

Write a reply...

I also think it would be a good idea for the city to put the bus stops not so close to the corners. Sometimes it's hard to tell if the people are waiting for the bus or to cross the street

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Write a comment...

Press Enter to post.

May 27, 2018

Thank you for listening to suggestions on a 4way stop at Massey and Matheson AND a traffic light installed at Massey and Confed. I really hope both are put into place to help with speeding down Massey and safety of those trying to cross Confed.

4

1 Comment Seen by 61

Like

Comment

Share

The stop sign at Matheson and Massey is bad enough. The yield sign was appropriate. The more congestion, the more accidents will occur. Traffic circles are the best option, but that's costly.

[Like](#) · [Reply](#) · 14w

Massey isn't that busy that a 4 way stop will cause congestion, but it will slow people down who speed all the way from Northumberland to Confederation. A stop sign will break that speed up.. just looking out for the safety of the children on this street.

[Like](#) · [Reply](#) · 14w

There are few if any children playing on that street, and there are side walks on both sides of the road. That's a fear-mongering non-issue.

If you're actually worried about speeding, enforce that. I can say I've never seen it to be an issue.

[Like](#) · [Reply](#) · 14w

I don't know what to tell you.. I live on Massey and see it all the time. Someone even slammed into my truck once.. something needs to be done and a 4 way stop is the best bet. Why are you so against a stop sign there? Be nice to not have people speeding past my house all the time.

[Like](#) · [Reply](#) · 14w

I'm mostly opposed because speeding doesn't cause accidents. It's well documented. Someone slamming into your truck was recklessly driving. Every single impediment to traffic adds up and makes traffic worse which creates more opportunities for accidents. I already said traffic circle if you want to move everything efficiently. Retrofitting those are not cheap.

Before it gets mentioned, speed bumps are silly, as they both wear out suspensions, cause more emissions due to slowing and going, and create a logistical issue for snow removal.

[Like](#) · [Reply](#) · 14w

... exactly.. traffic circle is too expensive and is just a stupid thought cause of the construction and everything all for a non Main Street? Why even mention it? Speed bumps down a road is also a stupid idea as they are for parking lots mainly.. so a stop sign is the most logical idea.. hence the reason I mentioned it.. why you are fighting me on this I have no idea. Do you live on Massey? I do and pay taxes and want a stop sign there.

[Like](#) · [Reply](#) · 14w

... you'd be correct if we were taking about 33rd or Idylwyld but Massey isn't that busy that a stop sign would cause traffic. They are doing sidewalk construction right now and it's still not enough to cause



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Like · Reply · 14w

A yield sign is most logical. I already explained why. You just don't like it because you live in fear instead of following what the statistics actually say regarding safety.

I walk around here and drive down there. I don't want stop signs in any subdivision. They slow everyone down so some people can feel like they're doing something positive when all they're doing is making the situation worse.

If it's not busy during construction, then there is certainly no justification for a stop sign. Seriously, just came back from a walk. Saw maybe 5 vehicles on that road. None going excessively fast. Small sample size, absolutely, but this is consistently what I see, morning, noon, and night.

Like · Reply · 14w

there already is a yield sign there and it doesn't work. Are you suggesting a 4 way yield? Cause there is no such thing.

I don't live in fear, I just think sensibly unlike like yourself, who would rather soeed through residential and put childrens lives at risk!

And ves stop signs slow people down.. THATS THE F KING POINT HERE!!! I want people to slow down and stop speeding down my fi king street!! Why is that so hard for you to understand?? Your 5 min walks don't mean sh t buddy, I live on this street and see more than you do buddy. I pay taxes for this street, you don't so my opinion is more important than yours, especially when you put getting a few seconds on your arrival time is more important than safety.

Like · Reply · 14w · Edited

There was a yield sign...It's now a stop sign on Matheson. So you don't even know what you're talking about.

Keep your children off the road and they won't get hit... Speed has nothing to do with accidents. My taxes pay that street as much as yours do. You need to look into how taxes are collected and distributed.

Again, and you seem to not understand this, safety is best improved by flow, not by reduced speed. Keep the flow higher, and the safety is higher. Direct correlation.

Like · Reply · 14w · Edited

Write a reply...

Write a comment...

Press Enter to post.



Traffic Review

Admin · September 24, 2018

On April 12, 2018, a community meeting was held in Massey Place to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at the Massey Place Community Church at 7:00 pm on Thursday, October 18 to review the draft plan.

Before you participate in the traffic discussions, we ask that you review the presentation which contains valuable information about the traffic review process and various traffic calming devices. Your participation in the group is encouraged and gladly accepted. If you would like to invite others from your neighbourhood to join the discussion, you are welcome to do so. Subscribe to get traffic review update email notifications at bit.ly/NeighbourhoodUpdates



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Neighbourhood Traffic ...

October 4, 2018

Give us your feedback on proposed traffic changes in your neighbourhood!

The City is undertaking a Neighbourhood Traffic Review for Massey Place and inviting your input. These neighbourhoods are bound by 33rd St W (north), Circle Drive (east), Milton St (south) and Confederation Dr (west)

This review was initiated in January 2018. Thank you to everyone that has offered us input so far. We received your feedback via the Facebook Group page, email, phone calls and in-person at the first meeting held on April 12, 2018.

We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. The draft plan will be discussed at the public meeting and posted to Facebook and the Website after the meeting date. Please note that this is the last public meeting regarding your neighbourhood's new traffic plan.

In Person:	Facebook:	Website:
Public Meeting	Public Group	Saskatoon.ca/Engage
Thursday, Oct. 18 th 7:00 pm Massey Place Community Church, 930 Northumberland Ave	<ol style="list-style-type: none"> 1. Login to Facebook 2. Enter this in the Facebook search field Neighbourhood Traffic Review - Massey Place 3. Choose Groups from menu choices across top 4. Click Join beside our Group 	Find the tile for Neighbourhood Traffic Review - Massey Place

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received.
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Pending approval, begin implementation of recommendations.

Contact Us:

You may also submit your comments on the draft traffic plan directly:
Email: Mingting.Deng@Saskatoon.ca
Phone: 306-986-3660

3

1 Comment Seen by 55

Like

Comment

Share

I have noticed more police getting the speeders along Confed Dr

Like · Reply · 16w



Write a comment...

Press Enter to post.



Traffic Review

Admin · September 10, 2018

On April 12, 2018, a community meeting was held in Massey Place to engage area residents and hear about their transportation concerns. The Transportation Division used this feedback along with traffic data and field observations to develop a draft neighbourhood traffic plan with recommendations. Community residents are invited to join us at Massey Place Community Church on Tuesday, October 18 at 7 pm to review the draft plan.

Before you participate in the traffic discussions, we ask that you review the presentation which contains valuable information about the traffic review process and various traffic calming devices. Your participation in the group is encouraged and gladly accepted. If you would like to invite others from your neighbourhood to join the discussion, you are welcome to do so. Subscribe to get traffic review update email notifications at bit.ly/NeighbourhoodUpdates



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October 4, 2018

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We have reviewed all the concerns and followed up with data collection (e.g. traffic counts, speed analysis, field observations, etc.). The result is a draft Traffic Plan that proposes changes to the way traffic moves around your neighbourhood.

We would appreciate the opportunity to get your thoughts on our draft plan. There are three ways to participate and provide us with your feedback:

In Person: Public Meeting	Facebook: Public Group	Website: Saskatoon.ca/Engage
Tuesday, Oct. 18 th 7:00 pm - 9:00 pm Massey Place Community Church, 930 Northumberland Ave	1. Login to Facebook 2. Enter this in the Facebook search field: Neighbourhood Traffic Review - Massey Place 3. Choose Groups from menu choices across top 4. Click Join beside our Group	Find the tile for Neighbourhood Traffic Review - Massey Place

Next Steps?

- ✓ WINTER 2018-19: Traffic plan finalized based on feedback received
- ✓ WINTER 2018-19: Plan presented to Standing Policy Committee for Transportation.
- ✓ SPRING/SUMMER 2019: Implementation of recommendations expected to begin.

Contact Us:

You may also submit your comments directly:
Email: Minqing.Deng@saskatoon.ca
Phone: 306-966-3660

Subscribe for Neighbourhood Traffic Review updates at saskatoon.ca/NTR

2

2 Comments Seen by 60

Like

Comment

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While I agree it's great to have public input I am unsure that it necessitates another delay to making Confederation Drive more safe for pedestrians and drivers in a timely manner. Daily this route is getting more and more dangerous. At the April meeting the participants were told there was a plan and funding in place. Good you got feedback but it's time to make a decision and get lights at the two intersections that were identified. You won't make everyone happy, but some lights have to be better than it is now.

Like · Reply · 18w

1

Are these dates suppose to say

September not October?

Like · Reply · 18w

Write a comment...

Press Enter to post.



Traffic Review shared a link.

Admin · April 24, 2018

The Massey Place Neighbourhood Traffic Review meeting minutes are now available at saskatoon.ca/engage/massey-place.

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SASKATOON.CA

Massey Place

Engage Thursday, April 12, 2018 Bishop Klein School 7:00 to 9:00 p.m. Jo...

You and 1 other

Seen by 60

Like

Comment

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Press Enter to post.

April 12, 2018

Thanks for hosting this session tonight. I am happy to hear changes are coming on Confed. Looking forward to hearing what happens with 33rd. So busy now.

1

2 Comments Seen by 61

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Can I ask what changes? Hopefully more radar on Confed Dr or lights

Like · Reply · 39w

They talked about pedestrian type lights at Milton and Massey, one makes traffic come to stop with red light the other is yellow flashing when the pedestrian pushes the button. They said both of these have finding in place. The other recommendations could lead to temporary tests of other traffic calming measures...to see what permanent measures they may implement

Like · Reply · 39w

2

for sure

That's great!! Step in the right direction

Like · Reply · 39w



Press Enter to post.

Neighbourhood Traffic Review - Massey Place

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Traffic Review shared a link.

Admin · December 28, 2017

Welcome! We're pleased that you've joined our Group and want to participate in discussions about area traffic concerns. We'd ask that you please read the following post and 'LIKE' it to confirm.

This is the City of Saskatoon's discussion group for the 2018 Neighbourhood Traffic Review in Massey Place. This page is for residents of this neighbourhood inclusively, bound by 33rd St W (north), Circle Dr (east), Milton St (south), and Confederation Dr (west).

The award-winning Neighbourhood Traffic Review process works like this:

1. The City gathers input from residents.
2. City traffic engineers investigate the issues identified by residents, including gathering traffic counts and observing traffic behaviours.
3. A comprehensive traffic plan is developed to address concerns.
4. The traffic plan is shared at a public meeting and on this Group page.
5. The traffic plan is adopted and the City proceeds to implementing the measures identified within the plan (subject to budgetary approvals).

The group discussion is now underway following the first neighbourhood meeting which was held at Bishop Klein School on April 12, 2018.

You are encouraged to use this space to speak your mind on area traffic concerns, but to do so respectfully. The City reserves the right to block, ban, or remove anyone from the Group who is threatening or abusive to others, or leaves inappropriate posts.

We look forward to great discussions in this space. Visit saskatoon.ca/NTR for more information about the City of Saskatoon Neighbourhood Traffic Review process.

SASKATOON.CA

Neighbourhood Traffic Reviews

A typical neighbourhood traffic review begins with a community meeting typically held between March and June, to engage area residents and...

You and 15 others

1 Comment Seen by 61

Like

Comment

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Thanks for consulting with residents regarding traffic issues in our area. There are indeed a lot of issues to address. I have a few suggestions for our west area in particular and for the entire city of Saskatoon in general:

1. We need much more driveway mirrors in the city where view could be obstructed by large vehicles parked along the road at intersections with Stop signs. In particular, driveway mirror installed on the isle of Confederation Dr, facing Confederation Cr., would be very helpful. Even when not very big vehicles are parked close to the intersection, it's very hard to see if any cars are coming, when turning right on Confederation Dr.
2. Trucks (SUVs) and trailers should be prohibited from parking within 100 m from intersection with narrow roads in all four directions as it highly limits view and creates dangerous situation. Exception could only be for certain busy areas of downtown and only for SUVs.
3. Would be very helpful to have traffic lights equipped with timers, so that both pedestrians and vehicles see how many seconds are remaining before the next light. This is something that cities even in developing countries already have and it's a shame to still not have anything like this in Saskatoon. I understand it's expensive, but having it at least at major intersections helps a lot and allows to prevent a lot of accidents. Blinking of Green light for 3 seconds before it turns to Yellow also helps a lot as compared to not having almost anything. Blinking or still Hand for pedestrians is not a good indicator of time remaining for drivers as time between stopping of blinking and a traffic light change varies a lot at different intersections. It's not a good indicator even for pedestrians, because according to rules we are not supposed to start crossing, when we see the Hand stopped blinking, but there could be quite a bit of time remaining before Yellow light at some intersections, so that it could

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cross on time even if running. Seeing the exact time remaining is way more informative for everybody.
 These are the suggestions that accumulated over years of living in Saskatoon and are not just mine, shared by many people I know. May seem a bit harsh and expensive at the first glance, but well justified in the long term and help to prevent numerous accidents.

Like · Reply · 39w

Press Enter to post.

April 12, 2018

Please install a 4way at Massey and Matheson

You and 1 other

Seen by 60

Like

Comment

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Press Enter to post.

April 12, 2018

I would like to see a set of lights some where to make it easier to get out onto 33rd or Confederation Drive from Massey. Also would this review include parking? We have alot of issues on Maxwell Crescent. People in apartments need to use their parking stalls! Also taxis are always blocking the road or turning around in the driveways.

You and 4 others

Seen by 61

Like

Comment

Share

Press Enter to post.

April 11, 2018

To get onto Confederation Dr from Milton Street safely, can be a very long wait. Lights or a 4way stop would be a great improvement!!!!

9

Seen by 61

Like

Comment

Share

Press Enter to post.

April 11, 2018

Intersection at 33rd and Northumberland is horrible. Lots of accidents from vehicles using the bus stop to go around vehicles turning. High speed vehicles through the school zone. Vehicles running the red light for the pedestrian cross walk. Vehicles running the stop sign coming from northumberland and turning onto 33rd. Bad light timing during rush hour at junor leaving residents living on 33rd no chance to get out of their driveways. ect.

3

Seen by 61

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Write a comment...
Press Enter to post.

April 9, 2018 · Saskatoon, SK

The turn off from Confederation drive onto John A Macdonald Road is a busy turn off. Although there are lights 2 blocks down on 33rd street and confederation drive - the traffic is heavy especially in the mornings. Please consider installing a four way stop sign.

3

Seen by 61

Like

Comment

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Write a comment...
Press Enter to post.

April 9, 2018

Northumberland Ave curve coming down Milton St in summer is scary,kids on skateboards and scooters cruising down hill.I have seen to many close calls.Milton St alone has a lot of people driving to fast.There needs to be a bigger merge sign to from end of Milton St where Northumberland ends.And I agree with others wait time at Confed & Milton .

3

Seen by 61

Like

Comment

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Write a comment...
Press Enter to post.

March 26, 2018

Got one of our cars totaled after some people were speeding down the street not paying attention. People are super reckless and careless on this street. The speeding is a big issue and has been an issue for years. Cars across the street have gotten their cars totaled multiple times.

2

2 Comments Seen by 61

Like

Comment

Share

Traffic Review Hi , thank you for your comment. Can you let us know what street you're referring to?
Like · Reply · 42w 1

Confederation Drive. 1

Like · Reply · 42w

Traffic Review Thank you.
Like · Reply · 42w

Write a reply...

Yes I live on Confederation Dr and it's crazy how many people speed here. There should be traffic lights on Massey or something

Like · Reply · 41w 2

Write a comment...
Press Enter to post.

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April 3, 2018

It would be nice to see more crosswalk lighting on Confederation drive. The winter mornings are the worst and it makes me so nervous to stop for a pedestrian knowing that at least 3 cars in the lane beside me are not going to stop.

6

2 Comments Seen by 62

Like

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We live on Matheson Drive...I really have to think about the route I am going to take to get out of Massey Place. 33rd st and Confederation Drive can be very troublesome in the morning and afternoon. I have timed my stop at Milton and Confederation and it was around 6 minutes before I could head out onto Confederation Drive. You would think some of the drivers were on the freeway with the way some of the traffic speeds by. Getting onto 33rd st from Matheson Drive can be a headache also...One lane from Confederation drive to Ave W...Traffic is very congested at the peak times of the day. I will often head down to Confederation Drive, head north to 33rd in order to get into the traffic flow. As for foot traffic, crossing 33rd at Matheson is a real challenge. Crossing on Confederation is a real danger. One person might stop, but there have been times where people will drive on by. Also is there going to be discussion on the tunnels (mainly 29th st tunnel and 31st st tunnel) that are to connect communities together? During the seasonal months where ice and water are in the tunnels...the tunnels are very, very treacherous.

Like · Reply · 41w · Edited

1

6 min at Milton and Confederation is very much a pain when you are trying to get out of your driveway

Like · Reply · 41w

1

Write a comment...

Press Enter to post.

March 26, 2018 · Saskatoon, SK

Our vehicle in front of our house on confederation dr has been hit 10 times and written off 5 vehicles!!! Luckily no person was hurt during these accidents but very easily could have been. There needs to be more stop signs or something to reduce speeders.

Crossing the street on confed is a nightmare. Crosswalks are not easily noticeable and we have A LOT of pedestrians. Sometimes I've been stuck for 5 min waiting for a break in traffic while NO cars were stopping.

5

Seen by 61

Like

Comment

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Write a comment...

Press Enter to post.

March 23, 2018 · Saskatoon, SK

People speed like crazy down Massey. My truck even got hit!! A 4Way stop at Massey



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welcomed.

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Seen by 61

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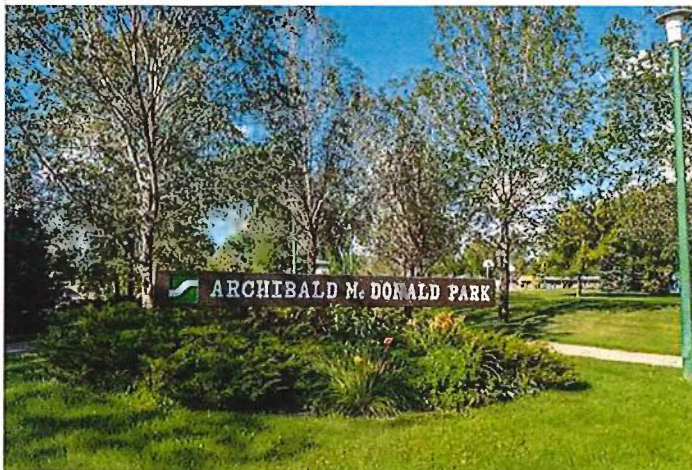
Write a comment...

Press Enter to post.



Traffic Review updated the group cover photo.

Admin · December 28, 2017



Seen by 61

Like

Comment

Share



Write a comment...

Press Enter to post.

created the group [Neighbourhood Traffic Review - Massey Place](#).

December 20, 2017

Seen by 61

Like

An admin turned off commenting for this post.

and 61 other people are in this group.

